

**THE SAFETY OF NAVIGATION WITHIN SCARBOROUGH HARBOUR**  
**(5<sup>th</sup> EDITION / 2020 )**

At meetings with representatives of the Scarborough Harbour Users Group during 2015 the following acts of normal and best practice were reviewed in line with the Port Marine Safety Code guidance and agreed to be applicable within Scarborough harbour. Following which in June 2017 and December 2020 these were reviewed by the Harbour Management team and found to be satisfactory.

If all harbour users apply the following examples of good and proper practice then the existing safe situation should be preserved within the harbour.

It was agreed that the main area of concern regarding possible interaction between vessels is approaching and leaving the harbour entrances and the area surrounding the inner harbour pontoons.

It is agreed that craft leaving the harbour should give way to craft entering.

It is agreed that vessels equipped with VHF should maintain a listening watch on Channel 12, the harbour working channel in order that advice can be given by the harbour watch keepers and call when approaching or leaving the harbour to ascertain vessel movements prior to entry or departure.

All vessels should proceed at a moderate safe speed. This will be set by Byelaw at 5 knots. The skippers of all craft should be aware that they are responsible for the wake caused by the passage of their vessel and should proceed at such a speed so as to minimise any effects to other vessels operating within the harbour limits or to vessels moored alongside. A sign is erected at the entrance to the harbour to direct the skippers of vessels accordingly.

The practice of yachtsmen leaving the helm to adjust or set sail whilst still close to the harbour entrance was discussed. It is felt that this practice is imprudent whilst within the confines of the entrance and skippers should ensure that their craft are well clear of any traffic entering or leaving the harbour prior to carrying out this activity, no vessel shall operate under sail power alone within harbour limits, unless it is its sole means of propulsion.

The dangers of craft exiting the outer harbour underneath the Vincent Pier bridge was discussed, it was felt that good practice would be for all vessels exiting / entering the outer / East harbour to use the East pier entrance when accessible during March – November to help ease the potential risk at peak times around the main entrance to the harbour.

Safe operating information is available to all day launched craft both on safety notices distributed by harbour staff and is available on the harbours web site [www.scarborough.gov.uk](http://www.scarborough.gov.uk)

Callsign “Scarborough LPS” can be contacted on Channel 12 VHF, the port working channel, in order to obtain information on tidal heights, weather conditions, the availability of berths and the movements of other vessels within the harbour. **ANY INSTRUCTIONS WHICH MAY BE GIVEN BY THE WATCH KEEPER MUST BE OBSERVED.**

**THE INTERNATIONAL REGULATIONS FOR THE PREVENTION OF COLLISION AT SEA APPLY WITHIN SCARBOROUGH HARBOUR AND THE OPERATORS OF ALL VESSELS ARE EXPECTED TO HAVE A THOROUGH KNOWLEDGE OF THEM.**

It is expected that new Byelaws will shortly be introduced to assist in the safe management of Scarborough Harbour.

Capt. Ian Vasey  
Borough Harbour Master.