

General Direction No: 13¹

Restricted visibility procedures – St Helier Harbour and approaches.

General

1. Restricted Visibility Procedures will be implemented when visibility within St Helier harbour and the precautionary area falls to 0.5nm or less.

2. Jersey Coastguard will provide a visibility report on VHF Ch 82 on receipt of the initial ETA. St Helier VTS will provide visibility reports on VHF Ch 14 when called at reporting points, on request and with routine broadcasts. Visibility in their local area may be requested from vessels and vessels should report if the visibility is assessed as being different to that reported by VTS.

Procedure

3. When Restricted Visibility procedures are in force, only one commercial vessel will be permitted to move within St Helier Harbour out to the precautionary area and the Small Roads approach channel. Inbound Vessels should remain to seaward of the Ruaudière or Hinguette buoys until the outbound vessel has cleared the precautionary area.

4. The following restrictions apply for specific berths: (*Subject always to the discretion of the Master, PEC holder or Pilot to require a higher limit should he/she deem it appropriate in the circumstances).

| Arrival berth | Ship | Vis <100m Clearance? | Vis <150m Clearance? | Vis >150m Clearance? |
|-----------------------|-------------------------|----------------------|----------------------|----------------------|
| Elizabeth East + West | Condor Conventional vls | No | No | YES* |
| Elizabeth East + West | “Arrow” class vls | No | No | YES* |
| Elizabeth East + West | Condor HSC | No | YES* | YES* |
| Elizabeth East + West | Other Vessel | No | Vessel specific | Vessel specific |

| Departure berth | Ship | Vis <100m Clearance? | Vis <150m Clearance? | Vis >150m Clearance? |
|-----------------------|-------------------------|----------------------|----------------------|----------------------|
| Elizabeth East + West | Condor Conventional vls | No | YES* | YES* |
| Elizabeth East + West | “Arrow” class vls | No | No | YES* |
| Elizabeth East + West | Condor HSC | No | YES* | YES* |
| Elizabeth East + West | Other Vessel (note) | No | Vessel specific | Vessel specific |

(Note) The assessment of limits for other vessels will be assessed prior to their first call and kept under review as experience is gained with the vessel.

| Arrival + Departure berth | Ship | Vis <100m Clearance? | Vis >100m Clearance? |
|--------------------------------------|------|----------------------|----------------------|
| St Helier Inner Harbour – All berths | All | No | YES* |

| Arrival + Departure berth | Ship | Vis <100m Clearance? | Vis >100m Clearance? |
|---------------------------|------|----------------------|----------------------|
| Tanker Berth | All | No** | YES** |

¹ This General Direction is issued under the authority of the Harbours (Jersey) Regulations 1962 – Regulation 3

****Tanker Berth Inbound vessels; the pilot boat will stand by the Platte beacon and advise the VTS officer if the tanker berth west arm is visible until the vessel enters the precautionary area and is committed to entry.** The VTSO / Watch Officer will liaise with the vessel and issue or deny traffic clearance to proceed into the port. Once the tanker has entered the precautionary area, the pilot cutter should proceed to vicinity No. 4 buoy to assist VTS in keeping the turning area clear of other vessels.

****Tanker Berth Outbound vessels; the VTSO / Watch Officer will not grant traffic clearance if the Platte beacon is not visible from the bridge of the vessel.** *The pilot is not commence singling up or to request clearance if the Platte Beacon is not visible from the bridge of the vessel, the pilot vessel can be used to confirm visibility at low water.*

5. Additional Restrictions for vessels, without operational ECDIS/ECS/Radar Chart Overlay at the conning position. Maintaining situational awareness in restricted visibility has been demonstrated to be more difficult if the Master/PEC holder/Pilot does not have access to real-time positional and charted information, on an appropriate display, at the conning position. It is therefore considered appropriate that a greater minimum visibility for the granting of traffic clearance for entry or departure is applied to vessels, subject to compulsory pilotage or under the control of a PEC holder, in such cases. Consequently when Restricted Visibility Procedures are in force vessels will be required to confirm an operational ECDIS/ECS/Radar Chart Overlay at the conning position prior to being granted arrival/departure clearance. Clearance to enter or leave Saint Helier will NOT be granted to vessels without operational ECDIS / ECS / Radar Chart Overlay at the conning position when the visibility is below 500m.

6. Leisure craft movements will be restricted in that part of the Harbour where a Commercial movement is taking place. This will be controlled by St Helier VTS on VHF Ch 14 and through the IALA Traffic Lights. Consequently it is important that leisure craft monitor VHF Ch 14 at all times whilst within Harbour limits (GD08)



Captain W Sadler
Harbour Master,
13 March 2019

¹ This General Direction is issued under the authority of the Harbours (Jersey) Regulations 1962 – Regulation 3