



KING'S LYNN CONSERVANCY BOARD BYE-LAWS

King's Lynn Conservancy Board as the Port and Harbour Authority and in pursuance and execution of the special powers vested in the Board under and by virtue of the King's Lynn Conservancy Act, 1897, and all other powers enabling them hereby make the following Byelaws;-

1 – SPEED & NAVIGATION.

1. Every vessel navigating in the River Great Ouse and any place in the Wash within the statutory limits of the KLCB as defined in the second schedule of the King's Lynn Conservancy Act, 1897 (Ch. CXCVI, 60 & 61 Vic.) shall be navigated with care and caution and at such speed and in such a manner as to;-

- Not endanger the lives of or cause injury or nuisance to persons.
- Not endanger the safety of or cause damage to other vessels.
- Not endanger the safety of or cause damage to any mooring.
- Not endanger the safety of or cause damage to any structure.
- Not endanger the safety of or cause damage to any river banks.
- Not endanger the safety of or cause damage to any other property.

2. Special care and caution shall be used in navigating vessels when passing other vessels whether moored or underway.

3. Special care and caution shall be used in navigating vessels when close to beaches, public swimming & bathing areas.

4. The owner or person in charge of any vessel who in navigating such a vessel contravenes or fails to observe the provisions of this bylaw shall for every offence be liable to a fine.

2 – HARBOUR MASTERS AUTHORISATION / REGULATION OF VESSELS.

The Harbour Master is authorised to give directions for regulating the movement, position and mooring & unmooring of any vessel within the statutory limits of the KLCB as defined in the second schedule of the King's Lynn Conservancy Act, 1897 (Ch. CXCVI, 60 & 61 Vic.). The

Master or person in command of every such vessel shall regulate the same according to the directions of the Harbour Master.

3 – RESPONSIBILITY OF MASTERS & OWNERS OF VESSELS.

Every owner, Master or other person having the care of any vessel must have a proper number of hands onboard at any time to slacken or loosen the moorings by which a vessel shall be moored.

Every owner, Master or other person having the care of any vessel must notify the Harbour Master a sufficient time beforehand of the expected arrival and the berth required.

Every owner, Master or other person having the care of any vessel must not give false statements relating to the condition of the vessel.

4 – TOWAGE REGULATIONS.

The King's Lynn Conservancy Board as the Port and Harbour Authority and in pursuance and execution of the special power vested in the Board under and by virtue of Section 60 of the King's Lynn Conservancy Act 1897, and all other powers enabling them hereby make the following:-

In respect of Tugboats provided by the Board and the charges for the use or employment thereof within the limits of the Port and Harbour of King's Lynn.

Orders for any Tug by telephone on 01553 773411 or to the Duty Port Operations number.
Minimum Notice 24 hours.

The intended transit of a vessel requiring a tug may be delayed if the required notice is not given.

Vessels to or from King's Lynn Port over 73 metres, not fitted with a bow thruster are required to employ a tug. Exemptions may be granted to certain vessels following a satisfactory assessment by a KLCB licenced pilot.

All Tankers over 73 Metres will have a tug in attendance regardless.

Vessels of 100 metres or over to or from the Docks without a Bow thruster are required to have 2 tugs in attendance. Vessels with a Bow thruster will only require one tug.

Vessels of 100 metres or over bound for Riverside Quay are required to employ a tug. If berthed starboard side too (head-out) the vessel, may following a satisfactory assessment by a KLCB licenced pilot be exempt from having to employ a tug on sailing.

Any vessel that is fitted with a bow thruster which is not fully operational and available at all times will require a tug(s).

Any vessel that does not have fully functional and available at all times any of the following; main engines (ahead & astern propulsion), steering gear or anchors will require a tug(s). Vessels to be individually assessed.

In pursuance of the authority vested in the Harbour Master by Section XLIV of 4 and 5 Vic. Cap. XLVII and Sec. LII of 10 Vic.Cap. XXVII, such other vessels entering, leaving or moving within the limits of the Port and Harbour of King's Lynn, as the Harbour Master directs will be required to use and employ a tug or tugs.

All towage undertaken by any tugboat provided by the Board is subject to the conditions known as the United Kingdom Standard Conditions for Towage and Other services (revised 1986) and shall be charged for.

- (a) Motor Vessels with the use of Main Engines and sailing vessels.
- (b) Vessels without the use of main engines and or defective steering.
- (c) Vessels requiring assistance when disabled, damaged or otherwise in distress.
- (d) Minimum Charge.
A minimum charge of two hours at the appropriate rate will be payable when the tug services rendered on any one occasion do not exceed two hours.
- (e) A cancellation charge of the full rate will be payable when a tug is ordered, but it is not employed. No charge will be made if notice of cancellation is received by telephone 01553 773411 or to the duty Port Operations number - not less than eight (8) hours before high water time in all cases.
- (f) Use of Tugs Hawser.
The rates quoted do not include the use of the tugs towage lines and vessels being towed should provide their own hawsers.
- (g) Docking/Undocking and Moves in Docks.
Routine towage services to ships required to use and employ a tugboat by the provisions of the preceding Regulations when entering, moving within or leaving King's Lynn Docks or Harbour, will be charged for.
- (h) Other Services.
Services not specified to be charged by arrangement.
- (i) Late notice Charge
If the notice period for the tug for routine docking, undocking and moving operations is not given, and provided a tug crew can be mustered a Late notice charge.
The intended transit of a vessel requiring a tug may be delayed if the required notice is not given.

5 – EXPLOSIVES – CONVEYANCE, LOADING & UNLOADING.

Details available upon request.

6 – PETROLEUM SPIRIT & CARBIDE OF CALCIUM – DISCHARGING & LOADING.

Details available upon request.