**Annex 8.1.2**

**NAVIGATION PLAN**

The River Yealm Harbour Authority (RYHA) has a common law duty to ensure that the harbour is safe for navigation and to warn vessels using the harbour of any hazards within its statutory limits.

**Chart Coverage**

Charts; AC30, 1613, SC5602, Imray C6, C14 & Imray 2400

**Hazards**

* Western & Eastern Ebb rocks - unmarked
* Mouthstone Ledge - unmarked
* Inner & Outer Slimers - unmarked
* Sand bar extending south from the north shore at the entrance; two port hand marks (lit),
* Spit extending south from Warren Point; port hand mark (unlit),
* Shoal area close to harbour office; starboard hand mark (unlit).
* Newton Creek & large areas of the upper reaches dry.

**Harbour Entrance**

* Clearance bearings and leading lines shown on charts should be used to approach river entrance in Wembury bay to avoid unmarked hazards.
* The harbour entrance lies between Mouthstone Ledge & Season Point.
* Entry to the river is not recommended on spring ebbtide with strong west or south west winds or swell.
* At The entrance to the River Yealm a drying sand bar extends south from Season Point on the North side.
* Vessels should pass to the south of the sand bar and close to the first port hand buoy (Fl R 5s) and second port hand mark (Fl R 3s)
* Line up the transit marks on the opposite Wembury hillside to cross Cellar Bay (unlit).
* Cellar Bay is shallow with 0.9m LAT along the leading line.
* In the harbour locate the port hand mark (unlit) off Warren point to clear the spit which dries at 1.4m.
* In the harbour locate the starboard hand mark at the entrance to Newton Creek which marks shoal area near to the Yealm Steps pontoon
* The tidal stream can run at over 2 knots at various states of the tide & care should be taken while maneuvering.

**Dangerous Vessels**

The Dangerous Vessels Act of 1985 defines a dangerous vessel as:

* One which poses a grave and imminent danger to the safety of any person or property within the port;
* one which may, by sinking or foundering in the harbour, prevent or seriously prejudice the use of the harbour by other vessels.

Harbour Masters have powers to deal with such vessels and may give orders to the owner, master, or any other person, including a salvor, who may oversee such a vessel.

If it is practicable to do so, the first step should be to require the person in charge of a dangerous vessel to make it safe immediately. If they are unwilling or unable to do so, the Harbour Master may take steps to make it safe or to remove it, having lien over the ship for the cost of doing so.

A port is not bound to accept a dangerous vessel which requests entry, but the 1985 Act states that in making a decision the Harbour Master must have regard to the safety of any person or vessel, whether in or outside the harbour.

**In the event of an obstruction or wreck**

Anybody owning or having control of a wreck has a duty to remove it and Harbour Master is entitled to demand that it be removed forthwith.

Harbour Masters also have powers to deal with any wrecked vessel which is, or is likely to become, an obstruction or danger to navigation or to lifeboats within his port or its approaches.

These powers are:

* take possession of, raise, remove, or destroy the whole or any part of the vessel and any other property to which the power extends
* to light or buoy the vessel or part of the vessel and such other property until it is raised, removed or destroyed.

Beyond this, the Secretary of State has general superintendence throughout the United Kingdom of all matters relating to wreck. He is entitled to appoint a special representative (SOSREP) to exercise those powers on his behalf, or to appoint a Receiver of Wreck. The Secretary of State may appoint a representative to take control of any incident, whether within a port or not, and Harbour Masters are required to co-operate in dealing with the incident.

**Defects**

Aids to Navigation are inspected monthly and a record is kept. Any defects identified are rectified as soon as possible. If necessary, defects are recorded in the Trinity House PANAR system

**Standards & Inspection of Aids to Navigation**

Trinity House carries out annual inspections of the navigational aids for the harbour. They also audit records of maintenance & management.

Plan of the River Yealm

 