



Nature of near miss:

Rona II planned a passage which included going into Langstone Harbour for a short stay before proceeding to Cowes.

As part of the passage plan, VTS were contacted at the correct point and clearance for passage received.

Vessel entered the harbour and tied up on the Eastney Ferry Pontoon and stayed for approximately 1 hour and 20 minutes before proceeding to Cowes as planned.

Why was it a near miss?

Harbour by-laws^{1*} were broken. The specific by-law broken related to vessels being subject to compulsory pilotage:

(a) Vessels of 48 metres or more in overall length

(b) Vessels of 20 metres or more in overall length carrying more than 12 passengers

Vessels requiring a pilot are also required to give 24 hours' notice is prior to entry.

(For reference see [Langstone Harbour Pilotage Directions & Regulations](#))

The office was contacted by the Deputy Harbour Master some days later, which outlined the bylaws which were broken. The fees and penalties amounted to £98.

The vessel could not be contacted on the radio by the HM. Lack of communication with the Harbour Master was described by them as 'deeply concerning'

No berthing or harbour dues were paid, which was perceived as intentional and described as 'a bad example' to the trainees by the Harbour Master.

Entering the harbour without prior notice and therefore without permission, without a pilot and without communicating with the harbour master whilst in harbour, broke the harbour by-laws, which are there primarily for safety reasons. Under different circumstances the vessel could have been in the wrong place at the wrong time causing a serious accident or getting into difficulties. This could have been catastrophic for the organisation.

Rona II did not impede on any other vessel.

Why did it happen?

The passage plan followed APEM using aids such as the charts, plotter and the almanac. There is, however, no obvious reference to the specific harbour by-laws in any of these documents.

¹ Defined as 'local laws for the regulation and administration of the port or harbour concerned. As a general rule, the byelaws set out the powers of the harbour master and provide for the orderly control of such matters as navigation, mooring and handling of goods and cargo

Near Miss #2 Rona II Entering Langstone Harbour in contravention of local by-laws, July 2022

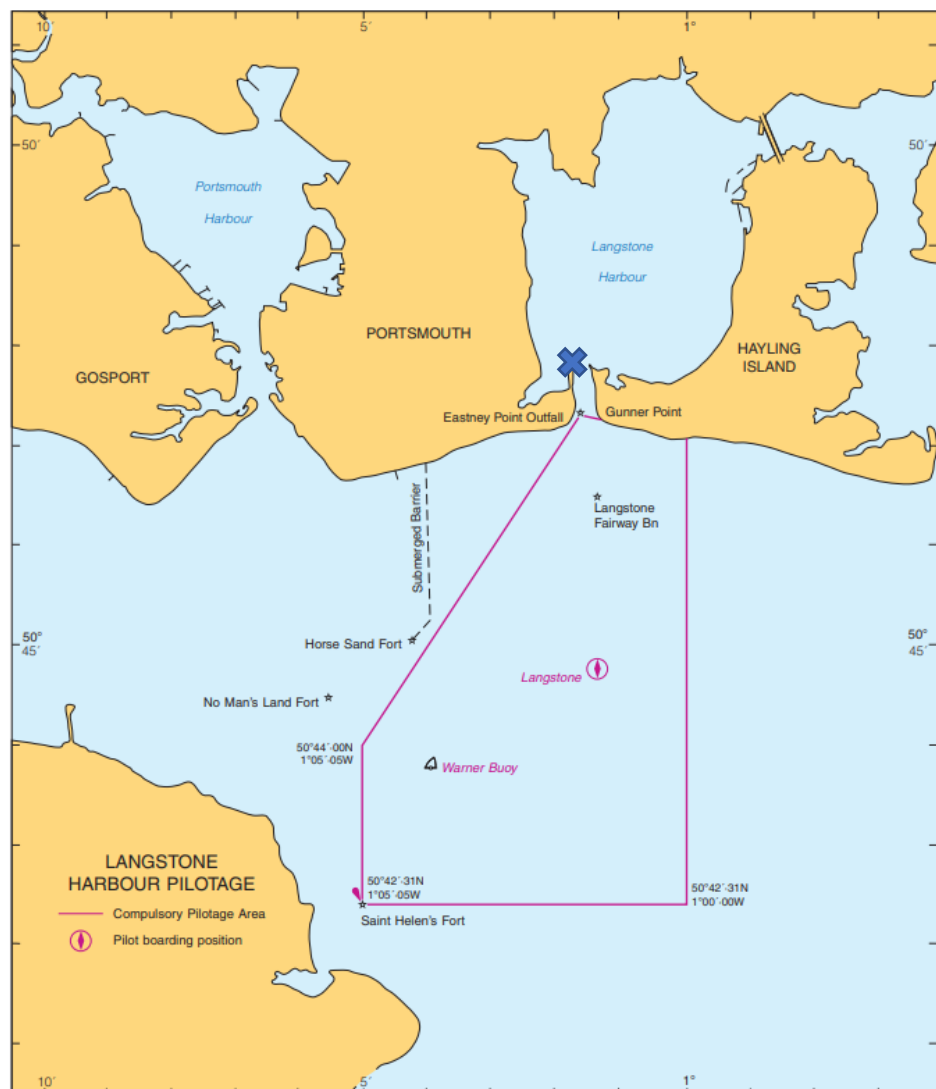
RSP vessels rarely enter Langstone Harbour and so the by-laws will be unknown to most afterguard.

Whilst RSP vessels often enter the defined pilotage area (see below), they are automatically exempt from compulsory pilotage as they *pass through* the area and do not enter the harbour. Skippers therefore would largely be unaware of the fact that there is compulsory pilotage and that they are usually automatically exempt.

What are the recommendations?

- Skippers who intend to enter Langston Harbour to refer to the harbour information online.
- Skippers should refer to relevant websites and call the relevant Harbour Master of the harbours which may be new to the skipper or those which the skipper/vessel has not entered recently.

If anyone knows of any harbours, ports or marinas where local by-laws are not in the almanac or if you have local knowledge or information which could be useful please let us know [here](#) so we can keep a database and share verified information.



— Compulsory Pilotage area, Langstone Harbour

✕ Eastney Ferry Pontoon where RII docked