

Manx Marine Environmental Assessment

# Infrastructure

## Shipping and Navigation



Douglas Harbour. Photo: Isle of Man Steam Packet Company.

### **MMEA Chapter 6.2**

**October 2018 (2<sup>nd</sup> edition)**

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# Manx Marine Environmental Assessment

**Second Edition: October 2018**

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This document was produced as part of the Manx Marine Environmental Assessment, a Government project with external stakeholder input, funded and facilitated by the Department of Infrastructure, Department of Enterprise and Department of Environment, Food and Agriculture.

This document is downloadable from the Isle of Man Government website at:  
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## **Suggested Citations**

### **Chapter**

Reynolds A. 2018. Shipping and Navigation. In: Manx Marine Environmental Assessment (2<sup>nd</sup> Ed). Isle of Man Government. pp. 44.

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# Shipping and Navigation

## Introduction

This technical document contains information relating to the commercial shipping and a wide range of other maritime activities in Manx territorial waters and provides a summary of the infrastructure and operations procedures which underpin the operations of the Isle of Man's harbours.

Responsibility for harbours within the Isle of Man lies with the Ports Division of the Department of Infrastructure.

The document also gives initial consideration to a range of potential effects to shipping and navigation that future developments in Manx waters may need to consider. The document has been compiled with involvement of key Manx marine stakeholders including representatives from commercial shipping operators with activities in Manx waters and the wider Irish Sea together with other Departments, local organisations and representative groups. Information on current facilities and local resources including marine emergency response is also provided.

Baseline information relevant to shipping and navigation is also provided in other chapters of the Manx Marine Environmental Assessment:

**Table 1. Other chapters featuring relevant baseline information.**

<b>Further baseline information</b>	<b>Chapter</b>
Legislation and international obligations.	See MMEA Chapter 1.2 Legislation
Recreational boat use - including other commercial operators, local events, races, training.	See MMEA Chapter 7.1 Tourism and Recreation
Particular aspects of biodiversity - including protected species and restrictions to boat users in Ramsey Marine Nature Reserve.	See MMEA Chapter 3.7 Marine and Coastal Conservation
Other aspects of the physical environment potentially affected by shipping and navigation such as water quality, or the presence of cultural heritage assets (e.g. shipwrecks).	See MMEA Chapter 2.4 Marine Pollution See MMEA Chapter 5.1 Marine and Coastal Historic Environment

## Shipping Activities

Manx waters are of particular importance to marine traffic travelling within the Irish Sea, with many ships passing through on a daily basis (between UK and Ireland) as indicated by the number of routes and volume of traffic crossing the Irish Sea.

Shipping also provides essential lifeline links for the Island to enable the transport of food, fuel and the wide range of raw materials, consumer goods and consumables required by the Island’s community, businesses and services.

Routes provided by a range of ferry companies passing through, or close to Manx waters are included in Table 2.

**Table 2. Ferry routes in Manx waters**

Route	Frequency (each way)
Douglas – Heysham	2 crossings daily
Douglas – Liverpool	2 crossings daily (seasonal)
Douglas – Belfast / Dublin	1-4 crossings weekly (seasonal)
Douglas - Birkenhead	2 crossings weekly (winter)
Holyhead – Dublin	7 crossings daily (two different companies)
Holyhead – Dun Laoghaire	4 crossings daily
Liverpool - Belfast	2 crossings daily
Heysham - Warrenpoint	22 crossings weekly
Heysham – Belfast/ Larne	To be confirmed
Heysham - Dublin	22 crossings weekly
*Liverpool – Dublin	24 crossings weekly

NB: \* Route is outside Manx waters

### Cargo and Passenger Crossings

There are two companies currently providing cargo services to the Isle of Man from the UK and Ireland. Cargo services to Douglas and Ramsey operate from Heysham, Glasson Dock and Belfast. The companies operating to the Isle of Man are; The Isle of Man Steam Packet Company and Mezeron. A brief overview of these companies is provided below.

There are other cargo and passenger ships in addition to those operated by Manx companies passing through Manx waters en-route to other destinations. However, current data for these vessels is not available to include within this report.

Table 3 provides figures for both passengers and vehicles passing through Douglas Harbour for 2010 and 2011.

**Table 3. Isle of Man Steam Packet Company Passenger, Vehicle and Freight numbers for 2010-2011 through Douglas Harbour.**

	Year to date		
	Passenger	Vehicle	Freight (m)
2015	561,990	153,837	373,966
2014	562,227	170,566	378,573
2013	552,015	170,312	383,283
2012	278,837	167,225	377,704
2011	579,000	175,000	392,000
2010	618,000	184,000	367,000

## The Isle of Man Steam Packet Company

The Isle of Man Steam Packet Company is the oldest continually operating passenger shipping company in the world, having commenced operations in 1830. Prior to 1830, other shipping companies served the Isle of Man.

Today, the Isle of Man Steam Packet Company operates two ships;

- The *Ben My Chree* with an average draft of 5.5m, was purpose built for the Isle of Man to carry both 'ro-ro' cargo, accompanied vehicles and passengers.
- The second ship, *Manannan*, is a fast craft catamaran with an average draft of 3m. *Manannan* is mainly used to carry passengers and accompanied vehicles. It can also carry a limited amount of heavy 'ro-ro' freight.

'Ro-ro' shipping services carry the bulk of the Island's essential supplies with many Island businesses operating 'Just in Time' delivery schedules.

The Isle of Man Steam Packet Company operates daily sailings to Heysham carrying both cargo and passengers, while daily sailings to Liverpool are operated by *Manannan* from March to November. Seasonal sailings to Belfast and Dublin are also operated each year from April to September. *Ben My Chree* also operates weekend services between Douglas and Birkenhead from November to March.

See <http://www.steam-packet.com/AboutUs> for further details.

## Mezeron

Mezeron Limited is a shipping and logistics company which was founded in Ramsey in November 1983. From this time the company has continued to provide the Island with a regular and efficient service bringing goods into and out of the Isle of Man.

The company was purchased by the Peter Doehle Group in July 2008 and has an office at Fort Anne, Douglas. Mezeron tend to specialise in the transport of 'commodity' and

construction related goods which may be less time sensitive. Mezeron sails three times weekly with a general cargo service between the Island, Glasson Dock and Belfast.

See <http://www.mezeron.com/> for further information.

## **The Ramsey Steamship Company**

This company was operating freight services to and from the Island at the time of this document's original publication. The company entered voluntary liquidation in 2014, and its vessels were sold to Absolute Shipping Ltd, which continued to operate. Sadly, however, this company entered administration in October 2016, and its vessels sold elsewhere.

## **Other:**

### **Marine Oil Services**

James Fisher Everard Limited delivers fuel oils to the Island at Douglas and Peel, on board a coastal tanker.

For further information please see: [www.james-fisher.co.uk](http://www.james-fisher.co.uk).

### **Sea Truck and Stena Line**

Sea Truck and Stena Line operate regular services through Manx waters for Liverpool/Heysham to Belfast, Warrenpoint and Larne.

For further information please see:

[www.stenaline.co.uk](http://www.stenaline.co.uk)

[www.seatruckferries.com](http://www.seatruckferries.com)

### **Laxey Towing Company**

The Laxey Towing Company was established in 1978, based in Douglas, and all the shareholding is Manx owned. As a harbour service company, Laxey Towing Company provides:

- 1) The licensed pilotage service for all Isle of Man harbours - for vessels visiting Manx ports, i.e. tankers, cargo ships, cruise liners, naval vessels, and survey ships.
- 2) The pilot launch service - this is used not only for local pilotage but also by the Port of Liverpool. In certain weather conditions the two pilot stations for the Port of Liverpool, Point Lynas on the Isle of Anglesey and the Mersey Bar, become untenable. The majority of ships bound into and out of Liverpool then proceed to Douglas to drop off or pick up their pilot (who are generally transferred to the Isle of Man by air).
- 3) The towage service in all Isle of Man harbours - the company has four vessels of varying size which are power equipped for towage. At times these vessels operate in all the Island's harbours, but mainly in Douglas.
- 4) Dredging. The company owns and operates a bottom dump hopper barge and a crane

barge with which it undertakes dredging operations for the Ports Division of the Department of Infrastructure. The dredged material is usually dumped at sea in two designated areas, one off Douglas Head in the east and one off Peel Castle in the west. The company holds a dumping at sea licence for these operations from the Department of Infrastructure - Harbours.

5) Cranage - the company owns 3 cranes, 2 mobile and 1 crawler which are used for diverse operations around the harbour such as lifting yachts in and out of the water at Douglas and Laxey, dredging, repairs/painting on Isle of Man Steam Packet vessels and other work.

6) Carriage of passengers. Two of the company vessels are licensed for the carriage of passengers. The MV Karina is licensed to carry 100 passengers and is used during the summer to operate public sightseeing trips as well as private charters for corporate entertaining, charity events, and parties of all sorts. It is also used as a passenger tender to visiting cruise liners and naval vessels anchored in Douglas Bay. The Girl Mary is licensed to carry 12 passengers and is used for survey work, crew changes for vessels in the Douglas area as well as being the pilot launch.

At times the Laxey Towing Company also undertakes other projects such as salvage operations, installing the marina pontoons, pile driving, contract repairs and painting of vessels.

The present Laxey Towing Company fleet:

Motor tug Wendy Ann	24m long	600hp
Motor tug Lonan	10m	200hp fitted for plough dredging
Pilot launch Girl Mary	10m	150hp fitted for towing and licensed for 12 passengers
Passenger vessel Karina	21m	licensed for 100 passengers
Hopper barge LTC No 6	24m	dumb bottom dump mud hopper 170 tons capacity
Crane barge LTC No 7	12m	Fitted with grab crane for dredging, laying moorings etc
workboat LTC no 8	5m	Small workboat for general duties.

For further information, contact: Laxey Towing Company Ltd. 30 North Quay, Douglas, Isle of Man.

## Navigation Routes

There are a number of historic and well-established routes for navigation in the Irish Sea and through Manx waters.

It is essential for the Isle of Man that direct routes between the Isle of Man, England, Northern Ireland and Ireland be preserved. Regular, scheduled ferry services using long-established routes are very important as a lifeline for the Isle of Man. These services bring most of the food, raw materials, equipment and consumables used throughout the Island as well as carrying approximately 600,000 passengers annually.



The cumulative impact of the various developments needs to be considered and direct routes as well as weather routing options will remain vital to shipping and the service provided to the Isle of Man's economy and its resident and visiting population.

The following websites provide live/recent information:

- <http://www.marinetraffic.com/ais/>
- <http://www.shipais.com/>

## Harbours of Refuge

The Island has a strategic position in the Irish Sea and as such provides a location for recreational and commercial boats to shelter from adverse weather and sea conditions whilst en route across the Irish Sea. Twenty-four hour access is available to berths on the breakwaters and outer harbours of Douglas, Port St Mary and Peel. Sheltered anchorages with good holding ground are available elsewhere around the Island.

In a strong to gale north westerly wind, ships boarding or disembarking Liverpool pilots frequently operate close offshore at Douglas.

## Aids to Navigation

The Ports Division of the Department of Infrastructure provides aids to navigation within harbour limits. Elsewhere in Manx Waters such aids are provided and maintained by Trinity House and the Northern Lighthouse Board (NLB). The NLB is the general lighthouse authority for the Isle of Man and its territorial waters and a summary of its history and role is set out below.

The Northern Lighthouse Board's principal concern is with safety: the safety of the mariner at sea; the safety of our own people employed in or around some of the world's most dangerous coastlines; and the safety of the environment in which we, and those who come after us, must live and work.

The joint General Lighthouse Authorities' policy is based on the continuing requirement for the foreseeable future for a base-level of traditional visual aids to navigation, in the form of lights, beacons and buoyage, but a decreasing reliance of these "traditional" aids to navigation and an increasing reliance on high-precision radio aids. The joint GLAs' policy also provides a mechanism for the ongoing review of tasking and policies.

The Commissioners owe their origin to the Act 26 George III Cap 101 dated 1786 which appointed nineteen Commissioners to carry out the Act which stated in its preamble that "*it would conduce greatly to the security of navigation and the fisheries if four lighthouses were erected in the northern parts of Great Britain*". The Act gave the Commissioners the necessary powers to purchase land, levy dues and borrow funds. Further legislation widened the Commissioners' powers and they were given the power to erect lighthouses on the Isle of Man in 1854.

The Commissioners were incorporated by Act of Parliament in 1798 under the title "The Commissioners of the Northern Lighthouses". This title was altered to its present form by the Merchant Shipping Act 1853. Under Section 193 of the Merchant Shipping Act 1995 the Commissioners of Northern Lighthouses are appointed as the General Lighthouse Authority for Scotland and adjacent seas and islands and the Isle of Man, and under Section 195 are

vested with responsibility for the superintendence and management of all lighthouses, buoys and beacons.

The Commissioners, within the area of jurisdiction for which they are the General Lighthouse Authority, have various powers and responsibilities in connection with the provision, maintenance, alteration, inspection and control of lighthouses, buoys and beacons, under Section 197 of the 1995 Act as amended. They also have Wreck Removal powers under Section 253 of the Act.

The Northern Lighthouse Board carries out the functions of the Commissioners of Northern Lighthouses who are constituted in terms of, and are given certain powers and duties by, Part VIII of and Schedules 8 and 9 to the Merchant Shipping Act 1995. The subject matter of that Act is a reserved matter under Section 30 of and Schedule 5 to the Scotland Act 1998 and in terms of Section 29 of the Scotland Act 1998. The Board's affairs will continue to be subject to legislation passed by the United Kingdom Parliament. Ministerial responsibility will remain with the Department for Transport.

The Corporation of Trinity House (England, Wales, Channel Islands and Gibraltar), the Commissioners of Northern Lighthouses (Scotland and the Isle of Man) and the Commissioners of Irish Lights (the whole of Ireland) are the General Lighthouse Authorities (GLAs) for the British Isles.

As the General Lighthouse Authority for Scotland and the Isle of Man the Board has responsibility, subject to certain provisions, for the superintendence and management of "all lighthouses, buoys and beacons" throughout Scotland and the Isle of Man including "the adjacent seas and islands...." within and beyond territorial waters. In all, the Board provides over 400 physical aids complemented by a mix of radio navigation aids for the safety of all mariners engaged in general navigation irrespective of who pays for the service, the size or type of the vessel, her equipment fit, the competence of her crew, or her flag.

Please see <http://www.nlb.org.uk/theboard/aim.htm> for further information.

## Hazards to Navigation

Hazards to navigation in Manx waters are identified on Admiralty charts that cover the Irish Sea.

See Admiralty charts: 1411; 1826; 2094 (small scale); 2696 (ports); 5613 (folio) (UK Hydrographic Office) and Imray C26; Y70. For general pilotage information, tidal streams please see IOM Sailing Directions, Tidal Streams and Anchorages, published by Hunter Publications.

Other hazards to navigation within IOM territorial waters include:

- Submarine cables and pipelines – discussed in greater detail in MMEA 6.1 (Cables and Pipelines) and are clearly represented on the regularly updated and revised Kingfisher Charts for the Irish Sea, available at <http://www.kis-orca.eu/>
- Floating debris such as *Flotsam* (the wreckage of a ship or its cargo) or *Jetsam* (part of a ship, its equipment, or its cargo that is purposely cast overboard or jettisoned to lighten the load in time of distress and that sinks or is washed ashore). It is not

possible to identify the locations as it will depend on a number of other factors. Ropes and fishing lines may also constitute floating debris.

- Obstructions such as subsurface structures, including the Isle of Man “T” junction for the gas pipeline to the IoM from the Scotland-Ireland interconnector owned and operated by *Bord Gais Eireann*. See also MMEA 6.1 (Cables and Pipelines).
- Static fishing gear e.g. lobster pots can also be considered hazards to navigation, particularly if they are ingested or foul propulsion systems, rudders, propellers, etc. Lobster pots which come loose from their anchorage or buoys may also cause a hazard. Risks are highest if gears are placed across main shipping lanes and interaction can be costly for boat repairs and also loss of gears so avoidance is advisable. See also MMEA Chapter 4.1 (Commercial fisheries and sea angling).
- Every summer, from approximately May until September the Isle of Man is a hotspot for Basking Sharks which should be considered a hazard to navigation all around the Island. These large animals (often up to 18m long) occasionally congregate in numbers causing a physical barrier. Although their huge dorsal fins may be seen, they also swim just below the surface and if one is visible, others may be close by. They are a protected species under Manx Law and it is an offence to cause intentional disturbance or reckless behaviour. See MMEA Chapter 3.7 (Marine and coastal conservation); Chapter 3.4 (Marine mammals); Chapter 3.5 (Basking shark).
- Consideration should also be paid to both current and disused military exercise and munitions disposal areas within and close to Manx waters. There are a number of such areas within close proximity of our waters, and occasionally hazardous material is washed ashore and would suggest caution be exercised with regards the possibility of further munitions being found.
- Shipwrecks. See MMEA Chapter 5.1. (Marine and coastal historic environment).

## Other Maritime Activities

### Offshore support vessels

Offshore support vessels occasionally visit Douglas harbour for a number of reasons including to carry out repairs, load stores and undertake crew changes. Visiting Manx waters provides an economic benefit to the Isle of Man but also benefits the tax status of the crew in the UK.

### Customs and excise

The Isle of Man Customs and Excise Service operate a 7.5 metre trailer-based Delta RHIB which was bought using part of the Island’s share of the seized proceeds of illegal activities. The vessel regularly undertakes anti smuggling patrols around the Manx coastline and waters. It is used in conjunction with other on and off Island Departments and Agencies to provide a wide ranging service to the Island.

### Harbour maintenance

The Department of Infrastructure also operates harbour maintenance from the *Tarroo Ushtey*, a 15m multi-purpose workboat.

### Technical dive team

The dive team is part of the Department of Infrastructure - Ports Division, with five divers based at Hills Meadow, Douglas. They operate from two vessels, the first being a 15m Wavetrain 1400 workboat called the *Kesh Varrey* (Cat 2), and the second, a 7.5m RIB. Both vessels have Surface Supplied Air Diving Panels and can also be used for 3D seabed surveys. Current work includes:

- Subsea cyclic maintenance & repairs of all subsea harbour assets, water retention flap gates, metal & concrete piers and breakwaters.
- Restoration of Ramsey Queens Pier.
- Navigational aids around the Island's coast.
- Suction dredging of marinas.
- Demolition of underwater objects.
- Sewerage outfall installations and inspections.
- Underwater searches/surveys for the emergency services.
- Regular fire pump intake inspections.
- Private contract hire to Cruise Ships, IOMSPCo. Ltd, Fishing Vessels, Survey Vessels, Cargo Vessels, Inspection Companies etc.
- Safety boat activities.
- Repair work in reservoirs & rivers.
- Laying of Cables.
- Ferrying personnel to & from offshore work sites.
- Oil pollution standby for assistance in deploying & recovering oil booms.

### Explosives

Peel is the port of delivery for explosives and pyrotechnics to the Island which are used for quarrying and firework displays. Delivery occurs infrequently and takes place at the outer breakwater under a procedure approved by the Department of Infrastructure.

### Research, survey and fisheries enforcement

Although there are no specific independent, locally based research and survey vessels, survey work is occasionally carried out in Manx waters by various visiting academic, research and admiralty vessels. Survey work is also undertaken by Science Officers from the Department of Environment, Fisheries and Agriculture on board The Fisheries Protection Vessel Barrule. Locally based coded charter boats are also available from which underwater surveys are often carried out.

**FPV Barrule** is a 22m patrol vessel specifically designed and built to enable Isle of Man Fisheries Officers to enforce Sea Fisheries Legislation within the Isle of Man's Territorial Sea. The vessel is fully equipped with the necessary radio navigation aids such as radar and DGPS and operates with a crew of 5, but it can carry up to 12 persons. It is equipped and

surveyed in accordance with the requirements of the Work Boat Code and is capable of operating up to 60 miles from a safe haven, Category 2.



**Fisheries Protection Vessel Barrule passing between Kitterland and the Calf with RIB. Photo: DEFA Fisheries Division 2007.**

Barrule has a marine crane capable of lifting 2 tonnes at a radius of 2 metres; however this may be extended to an operating radius up to 8 metres where the lift is reduced to 490 kg. The vessel also has a hydraulically operated stern gantry that has a safe working load of 4 tonnes. It is equipped with 3 hydraulically operated winches: two gilson type winches mounted on the gantry each rated at 2 tonnes and one trawl type winch rigged with 500 metres of wire used for general seabed sampling duties. This has a top layer pull of 2 tonnes. The vessel has a deck load capacity of 4 tonnes.

Barrule can operate in all sea conditions where fishing is likely to be taking place. It carries sufficient fuel and stores and has the necessary accommodation to enable the vessel to stay at sea so that extended patrols can be undertaken. It is powered by two Caterpillar diesel engines each rated at 450 hp. It has the option of carrying either a 6.5m Delta or MST RIB both of which can be quickly launched and recovered from a stern ramp. The RIBs are used to safely transfer Fisheries Officers between the Barrule and any fishing vessels that require to be boarded at sea. They are also used to patrol the inshore areas of the Manx coastline.

The Barrule is a good platform from which survey work is also carried out by DEFA Science Officers and it is fitted with Simrad E 50 dual frequency sounder connected to HYPAK ground discrimination system.

The MST RIB was purchased in 2009 and named Enbarr which was the name of the Department's first patrol vessel. Enbarr is capable of operating as a standalone unit and can be deployed from any suitable slip at short notice and is generally used as a fast reaction platform. It is powered by a Volvo diesel engine and has top speed in excess of 30 knots. It

also has a comprehensive range of navigational aids so it can if required operate at night and in poor visibility.

### **Other MCA Coded Charter Vessels - for offshore charter**

There is currently only one Manx boat equipped and surveyed in accordance with requirements of the UK's MCA Work Boat Code (category 2). This boat is capable of working up to 60 nautical miles offshore.

- Endeavour is a charter diving boat operating out of Port St Mary. It has a hydraulic lift. For further details please see: <http://www.discoverdiving.im/>.

### **Other local charter vessels**

Over 10 registered charter vessels operate out of Isle of Man harbours, equipped to operate out to 3 nautical miles offshore and 15 nautical miles from a safe haven. Administration of these vessels is carried out by the Ports Division. Several of these local vessels belong to the Manx Charter Skippers Association (see later) and several are also accredited under the WiSe Scheme having received training in wildlife friendly operation (see later).

### **Fishing vessels**

Fishing vessels based in the Island are registered in Douglas, Castletown, Peel or Ramsey. The administration of the fleet is managed by Isle of Man Ship Registry, and they have the following numbers registered, as at 1 December 2016:

- Boats over 15m: 7
- Boats between 12-15m: 8
- Boats smaller than 12m: 58

Fishing vessels from elsewhere (UK, Ireland, Belgium) also fish in Manx waters under licence from Department of Environment, Food and Agriculture. Many vessels do not enter Manx Harbours. They operate under licence and are tracked using satellite monitoring (VMS). Visiting fishing vessels are often larger than the local fleet, often 30-40m. Occasionally the larger herring vessels also visit (50m +).

### **Leisure vessels**

Isle of Man Harbours provides retained and tidal harbours which are used by over 2,000 registered pleasure craft. The Isle of Man Ship Registry currently has 130 vessels on their Small Ships Register (anything under 24m in length) and 314 large pleasure yachts are also registered. These vessels do not have to operate in Manx Waters. In addition, there are 534 other vessels ranging in size from ships that trade world-wide, the Isle of Man Steam Packet Company's *Ben My Chree* and Manannan, smaller vessels and numerous commercial yachts.

In addition, approximately 500 visiting pleasure craft arrive annually in Isle of Man Harbours. These vessels pay harbour dues to the Department of Infrastructure and are therefore an economic benefit to the Island.

### Cruise ships

Each year approximately 14/15 cruise ships visit the Isle of Man at Douglas and Peel. Tenders often bring tourists ashore for day excursions when the ships are too large to berth alongside. See:

- Oceania Cruises, [www.oceaniacruises.com](http://www.oceaniacruises.com)
- P&O Cruises, [www.pocruises.com](http://www.pocruises.com)
- Waverley Excursions, [www.waverleyexcursions.co.uk](http://www.waverleyexcursions.co.uk)
- Voyages of Discovery, [www.voyagesofdiscovery.co.uk](http://www.voyagesofdiscovery.co.uk)
- Hebridean Island Cruises, [www.hebridean.co.uk](http://www.hebridean.co.uk)
- Intercruises, [www.intercruises.com](http://www.intercruises.com)

### Tall ships

Each year (often during the Isle of Man TT Festival) a tall ship visits the Island offering excursions. Further information is also available in MMEA Chapter 5.1 (Tourism and Recreation).

### Repair Services



**Ramsey Shipyard. Photo: Department of Infrastructure.**

Ramsey Shipping Services Ltd, formerly the workshops of the Ramsey Steamship Company, has a marine engineering department in Ramsey Harbour, able to undertake engine overhauls, steel fabrication, welding work and emergency repairs. Its services include fishing vessel repairs and servicing.

Isle of Man Steam Packet Company has its engineering Division at Fort Street, Douglas with workshops.

The Works Ramsey Ltd operates the shipyard and marine engineering workshops in Ramsey (marine, general, automotive engineering and waste management).

Several other smaller Isle of Man companies offer precision engineering. Other local organisations providing repair services and chandlery are provided in Table 4.

**Table 4. Other local organisations providing repair services.**

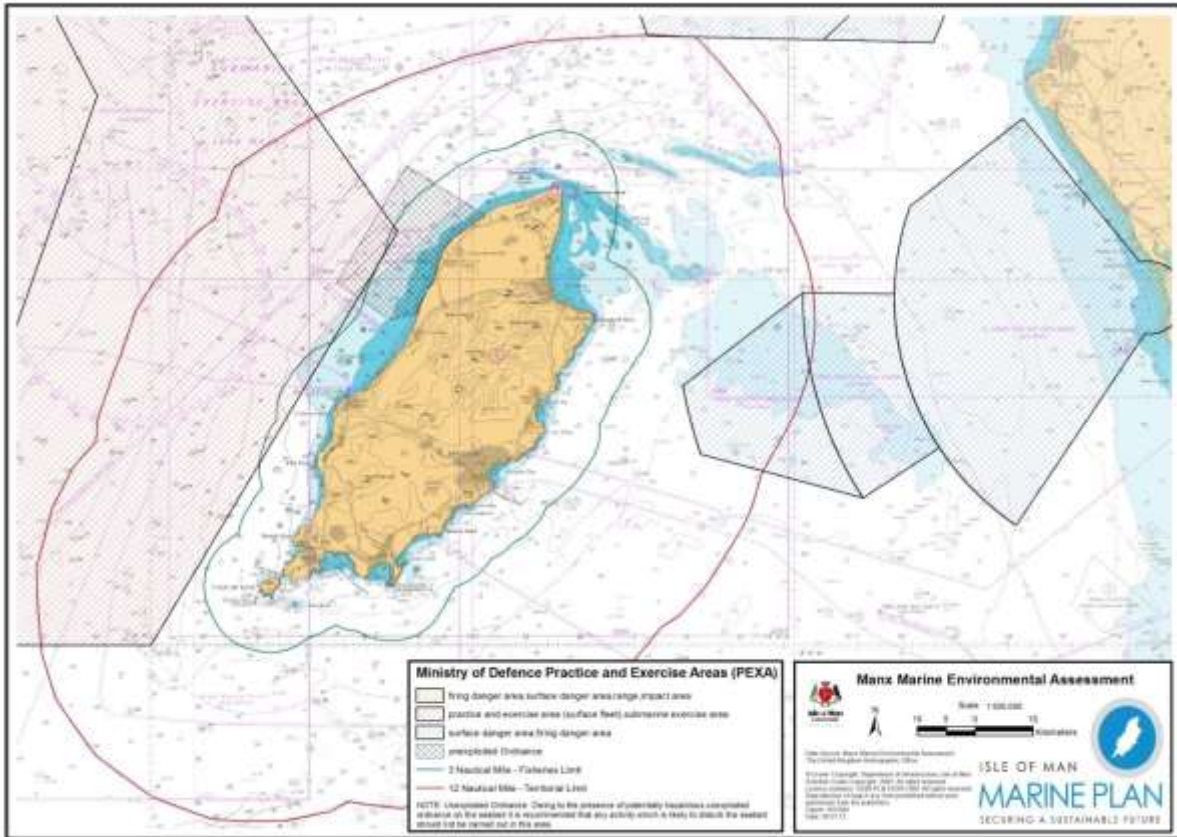
<b>Organisation</b>	<b>Service</b>	<b>Contact</b>
Bottom Line Ltd	Boat maintenance and repair.	<a href="http://www.bottomline.im/">http://www.bottomline.im/</a>
MJS Marine Services	Engine repairs and servicing.	<a href="http://www.mjsmarine.com">www.mjsmarine.com</a>
Yacht Haven/ Yachthaven Honda	Engine repairs and servicing.	<a href="http://yachthavenmarine.com">http://yachthavenmarine.com</a>
Bevans	Marine electrics. Repairs for fishing boats and leisure boats.	Riverside Workshops, Shipyard Road, Ramsey, IM8 3DN
Manx Marine	Full range of chandlery, ropes, paints, clothing and rigging services.	<a href="http://www.manxmarine.com">www.manxmarine.com</a>
Manx Fish Producers Organisation	Chandlery for the fishermen (and the general public).	East Quay, Peel

## Defence (Military)

The Isle of Man does not have a marine defence capability as this is provided by the UK. The UK's Ministry of Defence, Royal Navy vessels operate in and through Manx Waters and visit Isle of Man harbours on occasion including; university training vessels; UK Fisheries Protection Vessel; and larger visiting warships who anchor offshore and run a liberty boat to come ashore.

Detailed information about the intensity of defence use of Manx waters is not available for reasons of national security. However, practice exercise areas (PEXA) are marked on navigational charts and cover large areas. Actual exercises may be restricted to a limited number of weeks per year and cover a proportion of the area at any one time. Please see Figure 1 below.





**Figure 1. UK Ministry of Defence and Exercise Areas (PEXA).**

The area shown off Jurby is a disused bombing range that may still contain hazardous and unexploded ordnance (see Figure 2 below).

The furthest extension of the Eskmeals firing range extends into Isle of Man territorial waters but is no longer used following an incident some years ago.

For information relating to the Island’s Emergency Planning Unit and UK Military Aid please refer to the Contingency & Marine Emergency Response section below.



Figure 2. “Unexploded Ordnance” area off the North West of the Island.

## Department Responsibilities - Harbours

Responsibility for harbours within the Isle of Man lies with the Ports Division of the Department of Infrastructure. The Department's other activities benefit the Island in diverse ways; from highways and port facilities; to road safety, quarries and coastguard search and rescue.

### **Isle of Man Harbours**

Isle of Man Harbours, part of the Ports Division, Department of Infrastructure has four sections: Harbour Operations, Coastguard, Territorial Seas Management and Administration.

Isle of Man Harbours is required to:

- Manage and develop appropriate marine related commercial and leisure opportunities.
- Ensure that the Isle of Man's maritime interests and lifeline passenger/vehicle /freight needs and obligations are addressed.
- Provide facilities and services that meet the needs of present and future customers.
- Provide coastal and inland search and rescue (see subsequent item).

The division is also responsible for the implementation of the following pieces of legislation, which are discussed in more detail in MMEA Chapter 1.2 (Legislation).

- Harbours Act 2010
  - Oil Pollution Act 1986
  - Maritime Security Act 1995 and,
  - Submarine Cables Act 2003 and Regulations 2004.
- (and all subsequent amendments).

Further responsibilities include:

- Isle of Man Coastguard – search and rescue - and marine pollution and salvage contingency planning
- Operation and maintenance of the eight statutory harbours
- Preparation of harbour and marine related legislation
- Ownership of the foreshores (except Douglas beach which is in ownership of Douglas Corporation) up to mean high water mark
- The territorial seabed up to 12 miles
- Co-ordination of territorial sea management
- Registration of Isle of Man based pleasure craft

See <http://www.gov.im/harbours> for further information.

Further Departments, groups and organisations with interests and responsibility for Manx wasters are detailed in subsequent items of this technical report.

## Management Measures

There are currently no designated shipping lanes or traffic separation zones in operation within Manx waters.

Adherence to the International Regulations for the Prevention of Collisions at Sea plus normal precautions should be taken on approach to harbours and elsewhere.

For access to Isle of Man Merchant Shipping Legislation see:

<https://www.iomshipregistry.com/notices-legislation/legislation/>

For further information see MMEA Chapter 2.1 (Legislation).

### Restricted Areas

**Safe Bathing Areas** - Jet skis and other fast craft are not normally permitted within these areas except in an emergency or at slow speed to launch and recover. These areas are for bathing only. Anyone observing a vessel operating in a reckless or dangerous manner in a restricted area should report the incident directly to the Isle of Man Marine Operations Centre.

Swimming is not permitted in any harbour area.

**Harbour/No Wake Areas** - Jet skis and other fast craft may use these areas for launching and access as necessary, and must proceed at a safe and reasonable speed - "Dead Slow". As a guide, this should produce no appreciable wake behind the vessel.

For further details a guidance booklet for all pleasure craft users with maps of harbour areas and safe bathing areas is available at:

<https://www.gov.im/media/176343/safe-bathing-booklet-2016-v3.pdf>

### Ramsey Marine Nature Reserve

No anchoring is permitted in the small Eelgrass Zone of Ramsey Marine Nature Reserve, to protect vulnerable eelgrass beds within the area. Anchoring is not recommended along the narrow inshore Rocky Shore Zone of the Ramsey Marine Nature Reserve because of the presence of eelgrass beds but the protection of this area is a voluntary measure.

For more information about the Ramsey Marine Nature Reserve Zoning please see Chapter 3.7 Marine and Coastal Conservation.

### Codes of Conduct

The first voluntary Manx Coastal Code was produced in 2011 by the Department of Infrastructure in association with the Department of Environment, Food and Agriculture, which provides voluntary guidance for a range of coastal activities, to help safeguard wildlife while allowing locals and visitors to enjoy all coastal activities.

The code aims to:

- Reduce unintentional disturbance to the marine wildlife and birds.
- Encourage responsible use of the Manx coast and marine environment.
- Help keep everyone safe from harm.

A series of basic reference maps has been prepared to show safe bathing areas and harbour areas in addition to coastal Areas of Special Scientific Interest (ASSIs). Following liaison with a few local stakeholders, a number of voluntary Marine Wildlife Caution Zones are also identified.

Marine users are also advised of the following guidelines including:

- Keep 50m away from Seals and not approaching Seal pups;
- Keep 100m away from Basking Sharks;
- Keep 100m away from Whales, Dolphins and Porpoises.
- Keep 100m away from Bird nests, colonies, surface flocks or diving flocks of birds.

The Manx Coastal Code can be found at: <http://www.gov.im/categories/home-and-neighbourhood/emergency-services/coastguard/isle-of-man-coastal-code/>

For further information about Areas of Special Scientific Interest (ASSI), Ramsey Marine Nature Reserve and protected species in Manx waters please see Chapter 3.7 Marine and Coastal Conservation.

### **Registration requirements and harbour dues**

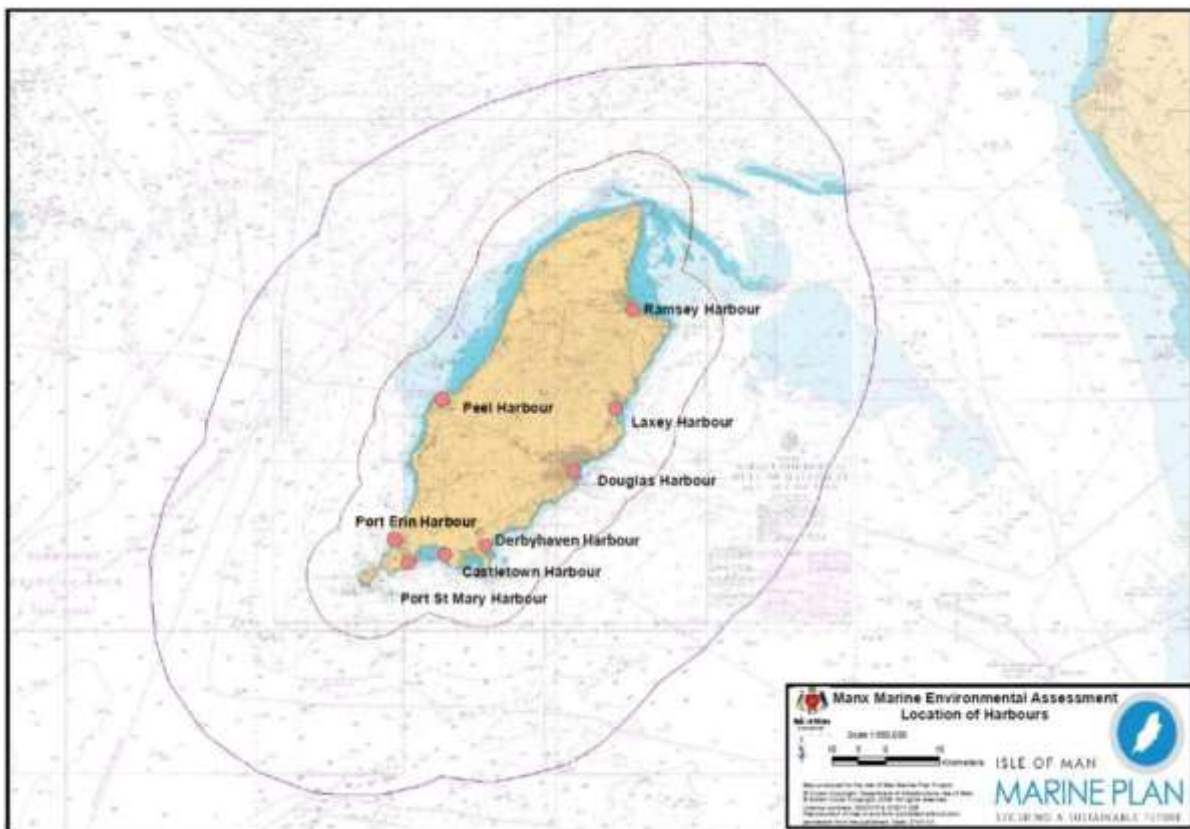
Jet skis (Personal Water Craft) and other vessels may launch from the various slipways in harbour areas and proceed to sea and all vessels that use harbour slipways are required to pay harbour dues. Under the Harbours (IOM) Act 2010 all vessels, including jet-skis (Personal Water Craft) are required to be registered. This may be carried out at any Harbour Office where annual dues may also be paid. Please see [www.gov.im/harbours](http://www.gov.im/harbours), or contact any Harbour office for details.

## Harbour & Port Infrastructure

The Isle of Man currently has eight statutory harbours located around the Island which are summarised in the Appendix at the back of this document.

The map in Figure 3 shows the location of the Manx harbours.

Further information is available via: <http://www.gov.im/harbours>.



**Figure 3. Location of Manx Harbours.**

### **Douglas Harbour masterplan**

A masterplan for the future development and improvement of Douglas outer harbour has been outlined as part of the Harbour Strategy (March 2018) for the Island.

The plan will take account of the need to maintain access for the present range of users but also look ahead to accommodate new developments, such as a new deep water cruise berth and servicing vessels for renewable energy projects.

For more information: <https://www.gov.im/media/1360793/harbours-strategy-gd-2018-0011.pdf>

## Other Groups, Organisations and Companies with Maritime Interests in Manx Waters

### **The Isle of Man Ship Registry**

The Isle of Man Ship Registry is a register for ships and yachts and a centre of excellence, where client focus is paramount, providing a high quality service with significant cost savings over its competitors. The expertise that exists on the Isle of Man, both in the registry team and the private sector, mean that pragmatic and bespoke solutions can be provided for all requirements prior to registry and this relationship continues whilst a vessel is in service to ensure the needs of the client can be fully met at all times.

The Registry's vision is the operation of an International Ship Register which is attractive to Blue Chip Companies, Yacht Managers and Owners, and which supports economic benefit. Among the benefits are:

- A professional Ship Registry providing a high quality of service available 24/7 with fast response to queries;
- Reasonable costs and no annual tonnage dues;
- A favourable taxation regime designed to encourage business;
- The right to fly the "Red Ensign" and access the support of British consular services world-wide and British Royal Navy protection;
- Flexibility in the requirements for registered owners;
- The availability of Demise registry both "IN" and "OUT";
- Support for ships treated unfairly by Port State Control;
- Full political support for shipping;
- ISO 9001/2008 Accreditation;
- Belonging to a Register that is NOT a flag of convenience; and
- Regular advice bulletins on key issues to help owners respond to them.

The Registry is responsible for ensuring that any vessel entering Manx ports (or even waters in the case of incidents) are in compliance with International and National requirements in relation (in the main) to Safety and Pollution Prevention (Oil/Air/Garbage/Sewage etc). This includes enforcement actions on any vessel found not to be in compliance, Port State Control inspections on visiting vessels and casualty investigations, should there be a casualty in Manx waters. See <https://www.iomshipregistry.com/about/about-the-registry/> for further information.

### **Isle of Man Shipping Association (IOMSA) and the Manx Yacht Forum**

The Association was formed out of an earlier Ship Managers and Owners Association. Made up of local law firms, financial institutions and insurance companies in early 1989 in order to represent all maritime interests, it has continued to be the representative body for the growing number of maritime businesses relocating to the Isle of Man.

The Shipping Association is the main voice of the maritime community on the Island and its members include ship owners, ship managers, crew managers, yacht managers along with a

host of other maritime related businesses which together make up the Isle of Man's maritime centre of excellence. See [www.iomsa.im](http://www.iomsa.im) for further information.

A sub-group of the IOMSA, the IOM SuperYacht Forum was formed in 2003 to provide a representative body serving the Island's burgeoning super yacht sector, with businesses involved in the management of, and professional services provided to, the growing numbers of super yachts registered under the Manx flag. See [www.iomsf.im](http://www.iomsf.im) for further information.

The Association works closely with the Isle of Man Government and its internationally acclaimed Ship Registry, providing ideas, opportunities and solutions to ensure the Island's maritime community continues to prosper. It also provides valuable feedback from an industry perspective on proposed legislative changes and government initiatives. This public/private partnership has resulted in the Ship Registry becoming one of the most client focused and streamlined of the major registries worldwide.

The Association holds biannual "Tri-Partite" meetings with the Ship Registry and both relevant Maritime Unions of Nautilus and the RMT to provide a forum to exchange views and resolve issues relating to Seafarers. Currently the Shipping Association is providing feedback to the Ship Registry on the regulations regarding the implementation of the Maritime Labour Convention 2006 (MLC).

### **Isle of Man Charter Skippers Association**

The Isle of Man Charter Skipper Association was set up in 2010 to provide a forum for professional charter skippers working in Manx waters. Membership is open to all professional, coded boats and the members must provide current coding and insurance certificates as well as skipper qualifications. The Association meets on a quarterly basis, unless there is any need for more regular meetings. The CSA represents the charter boats' interests with the Department of Infrastructure, Ports Division and regularly liaises with the harbour keepers and managers.

For further information and details of members boats please see: [www.iomcharterskippers.com](http://www.iomcharterskippers.com).

### **The Royal Institution of Naval Architects and the Institute of Marine Engineering, Science and Technology – Isle of Man Joint Branch**

The Royal Institution of Naval Architects and The Institute of Marine Engineering, Science and Technology are two major organisations representing between them Naval Architects, Marine Engineers, Scientists and Technologists in the UK and overseas.

RINA was founded in 1860 in London to "...advance the art and science of ship design..." Today the Royal Institution of Naval Architects is a world renowned and highly respected international professional institution and learned society whose members are involved at all levels in the design, construction, maintenance and operation of all marine vessels and structures. RINA has members in over 90 countries, and is widely represented in industry, universities and colleges, and maritime organisations world-wide.



IMarEST was established in London in 1889 and is the leading international membership body and learned society for marine professionals, with over 15,000 members worldwide. The IMarEST has a strong international presence with an extensive marine network of 50 international branches, affiliations with major marine societies around the world, representation on the key marine technical committees and non-governmental status at the International Maritime Organization (IMO).

On the Isle of Man a Joint Branch of the two organisations operates. A programme of technical presentations commences during the winter with speakers from both the Island and the UK. For more information contact the Joint Branch Secretary Roy McLean [roymclean@manx.net](mailto:roymclean@manx.net) or the Joint Branch Chairman David Varley [varley@enterprise.net](mailto:varley@enterprise.net), or see:

- [www.rina.org.uk](http://www.rina.org.uk)
- [www.imarest.org](http://www.imarest.org)

### **TravelWatch – Isle of Man**

TravelWatch – Isle of Man was founded in 2007 in order, “To represent and promote the interests of Isle of Man passengers”. The key objectives are:

- To provide opportunities for passengers to express their concerns and needs.
- To influence public transport authorities and operators to improve services for passengers.
- To provide public transport authorities and operators with a passenger organisation to consult.
- To encourage integrated public transport provision both on and off the Island.
- To co-operate with other bodies in the interests of passengers.

The group is financed from membership subscriptions and supporter donations and is run by a Committee elected by members at the Annual General Meeting who give their time on a voluntary basis. Membership is open to all members of the public. For further information and contacts please see: [www.travelwatch-isleofman.org](http://www.travelwatch-isleofman.org).

### **Maritime/ Shipping – Advocates and legal**

There are several well established legal companies on the Isle of Man with direct experience of the maritime industry, advising on all aspects of maritime finance, mergers, acquisitions, insurance and risk management and seafaring employment matters.

The Shipping Contacts at **Simcocks Advocates Limited:**

- David Spencer: [dspencer@simcocks.com](mailto:dspencer@simcocks.com)
- Alex Spencer: [aspencer@simcocks.com](mailto:aspencer@simcocks.com)

For more information please see: [www.simcocks.com](http://www.simcocks.com)

### **WiSe – Wildlife watching**

The WiSe Scheme is the UK standard for commercial marine wildlife watching. WiSe (Wildlife Safe) aims to promote responsible wildlife-watching, through training, accreditation and

awareness-raising and there are several operators listed for the Isle of Man who have undergone training. The latest training programme was run in April 2018.

For a list of Manx operators please see: <http://www.wisescheme.org/>

### **Maritime heritage**

For groups with interest in Manx marine heritage please see MMEA Chapter 5.1 (Marine and Coastal Historic Environment).

## **Current Risk at Sea**

There are a number of risks within Manx waters which should be highlighted. The distance at which ships pass the Island will always be of concern, particularly the risk at the Calf Sound with the Belfast to Liverpool ferry passing it twice daily on reciprocal routes. There is addition risk or concern at the Ayres to the north of the Island where the Heysham/ Belfast cargo routes passes twice daily. In any marine environment there is a risk of collision between vessels. This risk should be mitigated by adherence to the International Regulations for the Prevention of Collision at Sea (Colregs). In addition normal navigational precautions should be followed to avoid groundings, etc.

Leisure users of Manx waters also have the potential for collision. However, the Colregs still apply to such vessels and it is hoped that most will voluntarily follow the Coastal Code previously discussed which might help mitigate this and other related risks. The risk of pollution and the release of ballast water into Manx waters will always be of concern.

## **Contingency & Marine Emergency Response**

The Department of Infrastructure provides, through its Ports Division, the necessary structure for the conduct of marine emergency planning. This includes arrangements for dealing with search and rescue, pollution and salvage incidents. The Division maintains a Marine Pollution and Salvage Contingency Plan and has formal agreements for assistance from UK Coastguard resources when necessary.

### **Marine Operations Centre**

The Department maintains a 24/7 Marine Operations Centre based in Douglas which coordinates responses to maritime emergencies and monitors activity in all of the harbours and in Isle of Man Waters.

### **Emergency Services Joint Control Room**

The Island's emergency services, other than IOM Coastguard, have a joint control room known as the Emergency Services Joint Control Room. This centre handles all 999 calls for Police, Fire and Ambulance. The Emergency Services Joint Control Room is managed by the Communications Division of the Department of Home Affairs, see:

<https://www.gov.im/about-the-government/departments/home-affairs/communications-division/emergency-services-joint-control-room/>

### **Isle of Man Coastguard**

Under the existing memorandum of understanding between the Ports Division and the UK's Maritime and Coastguard Agency (MCGA) arrangements have been made for a range of assistance, including military search and rescue helicopters from the UK when necessary.

A Coastguard Service has been in existence in the Isle of Man for over 140 years. The current Isle of Man Coastguard was formed in 1989 in response to the withdrawal of the HM Coastguard and the closure of its co-ordination centre in Ramsey. By agreement, HM Coastguard provides search and rescue co-ordination for all of the waters around the Island from Liverpool, with support and advice from IOM Coastguard as required. Given the recent changes to the Coastguard Service in the UK and their consequent impact on the Isle of Man discussions are currently underway with respect to a new Memorandum of Understanding being agreed.

As part of the Ports Division, IOM Coastguard is responsible for the provision of search and rescue teams to deal with incidents around the coast and, increasingly, inland. There are five teams of local volunteers, located at Douglas, Castletown, Port Erin, Peel and Ramsey (see Figure 4.). These stations provide a response by Coastguards within 20 minutes to any part of the coast. The service responds to an estimated 150 requests for assistance each year and co-operates closely with other emergency services.

Coastal surveillance remains the core activity of the Manx Coastguard service and a high degree of familiarisation of the coast is required, gained through a system of more than 1,000 patrols by the stations each year.

All Coastguard units are fully equipped with vehicles and a range of coastal and inshore rescue equipment. Increasingly, they are used as part of a co-ordinated response to inland emergencies such as hill searches and river pollution incidents.

IOM Coastguard deals with many reports of unusual objects washed-up on the Island's shoreline, most of which the Coastguard is familiar with and can arrange for disposal. However, if an object gives greater cause for concern, a Royal Navy Explosive Ordnance Disposal Team can be contacted to respond or advise. IOM Coastguard also collects, stores and arranges for the disposal of out-of-date marine pyrotechnics.

Strong links have been maintained with the Maritime and Coastguard Agency and its Liverpool marine rescue co-ordination centre (MRCC) which is currently responsible for co-ordinating all sea rescues in Manx waters. The Department of Infrastructure has the responsibility to discharge this function but to date has delegated it to Liverpool MRSC. However, following the recent review of HM Coastguard, it is expected that a response to offshore incidents will be shared by Douglas MOC and Belfast MRCC. However, the details of any revised arrangement have still to be determined.

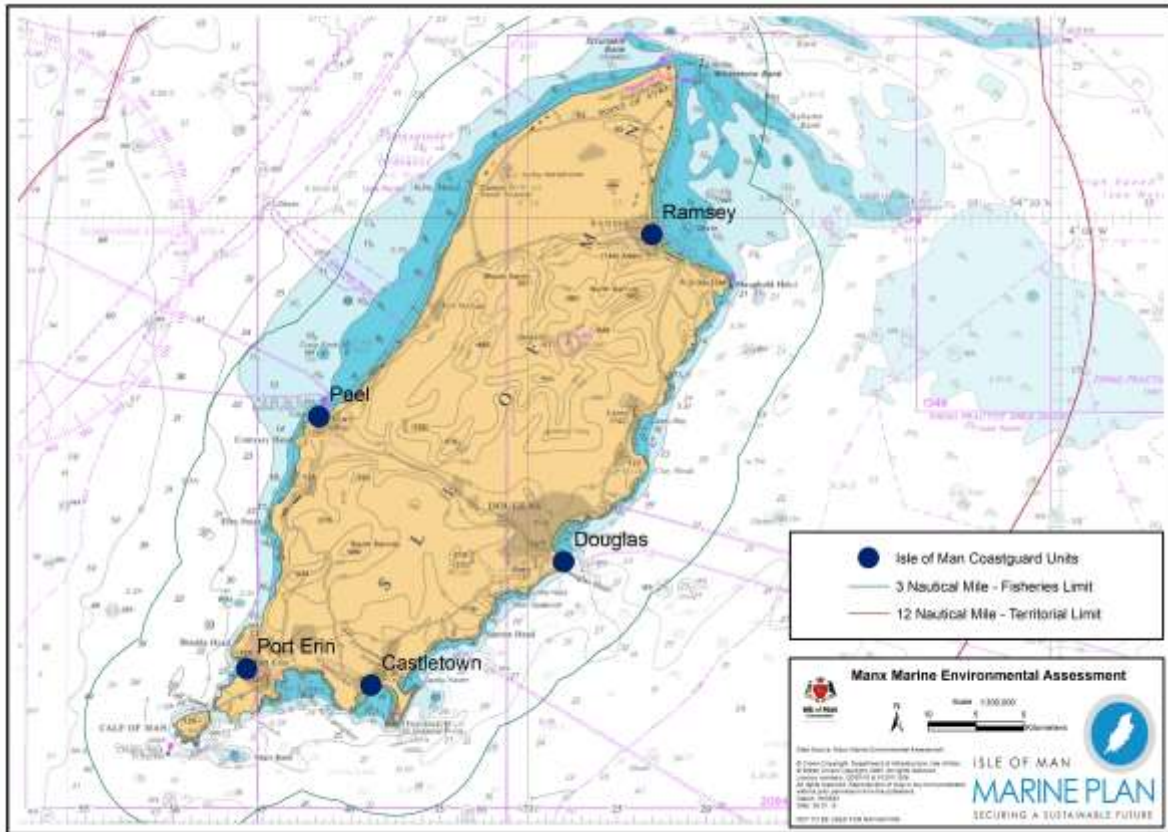


Figure 4. Location of Isle of Man Coastguard Units on the Isle of Man.

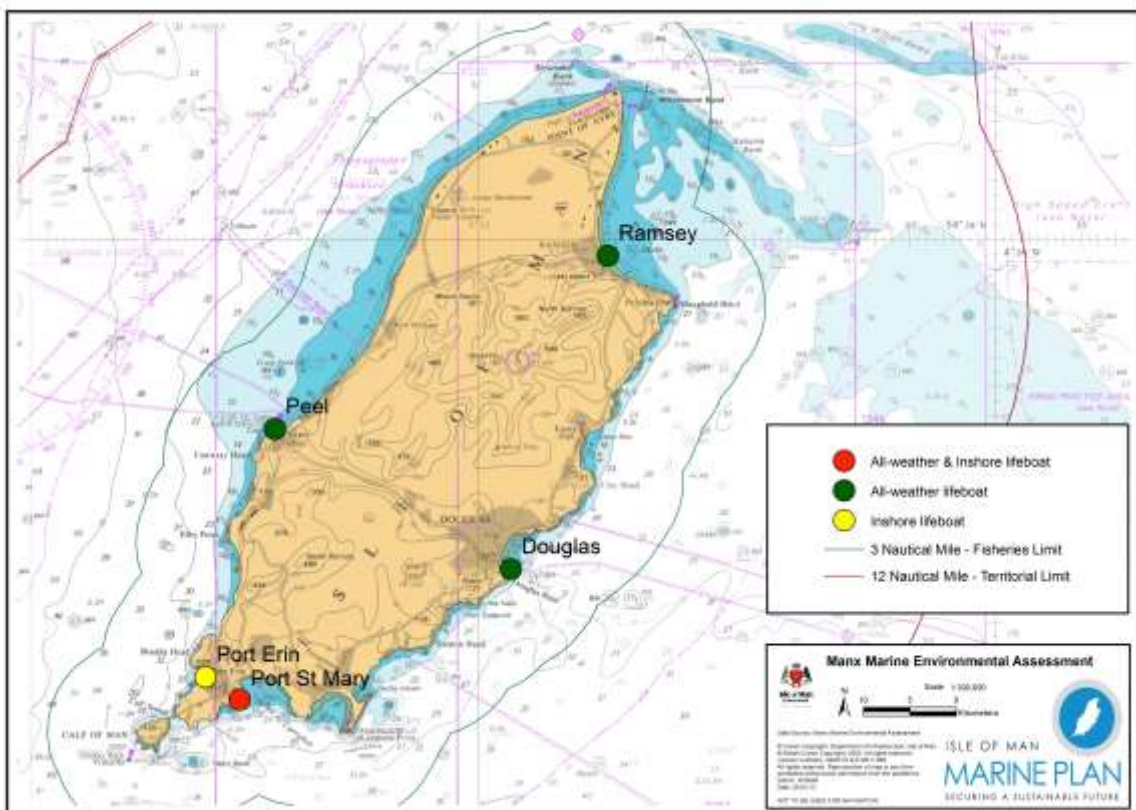


Figure 5. Locations of RNLI Lifeboat Stations on the Isle of Man.

Regular contact is also maintained with the helicopter squadrons of the RAF and Royal Navy which provide air assistance when required. A high degree of liaison also exists with the RNLI lifeboat stations with many operations and exercises being conducted together.

IOM Coastguard is a fully integrated part of the Ports Division and the volunteer teams are often called upon when extra staff are needed in a variety of emergency situations.

For more information on Isle of Man Coastguard please see: <http://www.gov.im/coastguard/>

### **The Royal National Lifeboat Institution – RNLI**

Founded in Douglas, the RNLI is the charity that saves life at sea through provision of a 24-hour lifeboat search and rescue service through close liaison with Isle of Man Coastguard, HM Coastguard in the UK and other emergency services. Locations of RNLI Lifeboat Stations on the Isle of Man are shown in Figure 5 above, and summarised in Table 5 below.

**Table 5. RNLI Lifeboat stations on the Isle of Man.**

Station	Lifeboat class	Lifeboat name	Details
Douglas	Tyne	Sir William Hillary	All weather station
Peel	Mersey	Miss Ruby Clery	All weather station
Ramsey	Mersey	Ann & James Richie	All weather station
Port St Mary	Trent & D Class	Gough Richie II & Spirit of Leicester	All weather station & Inshore lifeboat
Port Erin	B Class (Atlantic 85)	Muriel and Leslie	Inshore lifeboat

A summary of the historical founding of the RNLI by local resident Sir William Hillary in 1824 is provided in Chapter 5.1 (Marine and Coastal Historic Environment).

For more information on the RNLI please see: <http://rnli.org>

### **Emergency Planning Unit**

In case of a major incident, for other than Coastguard/Air/Sea Rescue purposes, UK Operations and Military Aid can be arranged through the Island's Emergency Planning Unit.

Military planning for graduated responses to meet a wide range of contingencies in the UK in peace, tension/crisis and war is conducted under the umbrella title of 'UK Operations', whilst the activities of civilian agencies is encompassed within Integrated Emergency Management. UK Operations encompass Military Aid to the Civil Authorities (MACA). MACA may be requested because the Armed Forces structure, organisation, skills, equipment and training can be of benefit in time of emergency to fill capability gaps. However, it should be understood that the Armed Forces are funded for defence purposes and the responsibility for dealing with civil emergencies clearly lies with IOM Government. With the exceptions of Search and Rescue and Explosive Ordnance there are no standing arrangements to provide a Service response of a particular nature to meet a civil contingency or emergency. MACA consists of three types of military operations:

- **Military Aid to the Civil Power.** MACP is the provision of military assistance to the Civil Power in its maintenance of law, order and public safety, using specialist capabilities or equipment, in situations beyond the capability of the Civil Power.
- **Military Aid to other Government Departments.** MACGD is the assistance provided by the Armed Forces on urgent work of national importance or in maintaining supplies and services essential to life, the health and safety of the community.
- **Military Aid to the Civil Community.** MACC consists of three types of aid:-
  - o Category A – Assistance in times of emergency such as a natural disaster or major accident.
  - o Category B – Routine assistance for special projects or events of significant value to the civil community.
  - o Category C - Attachment of volunteers to appropriate organisations.

For more information on the Emergency Planning Unit please see: <http://www.gov.im/about-the-government/departments/home-affairs/emergency-planning-unit/>

### **Isle of Man Civil Defence**

The Isle of Man Constabulary are responsible for the Island's Civil Defence Corps which supports the work of all of the emergency services when needed. The Civil Defence Corps was established in 1949, stood down in England and Wales in 1968, although Scotland, Republic of Ireland, Australia, Iceland and many other countries maintain a Corps. Current assets include:

- 50 volunteers on the Island, on call 24/7
- Support other emergency services
- Trained in a variety of tasks
- Responsible for the opening of Humanitarian Centres, prior to Social Services taking over the role after the initial 12hrs
- Responsible for co-ordinating response from the voluntary sector
- Search and Rescue Dogs work under the Civil Defence umbrella

For more information on the Isle of Man Civil Defence please see:

<http://www.gov.im/categories/home-and-neighbourhood/emergency-services/civil-defence/>

### **Isle of Man Hyperbaric Medical Facility**

The Island has 24/7 Emergency Hyperbaric Treatment Chamber operated by a charitable trust. The chamber is located adjacent to the Douglas fire station.

For more information on the Isle of Man Hyperbaric Medical Facility please see:

<http://www.hyperbaric.im/>.

## Marine Environmental High Risk Areas

For information on coastal sites of conservation importance please refer to MMEA Chapter 3.7 (Marine & Coastal Conservation).

Please also refer to other chapters within the Ecology/ Biodiversity section of the full report for species and habitats information.

Summary of key areas:

- Seal haul out and pupping sites at The Sound, the Calf of Man, the Maughold coast and other areas
- Seasonal basking shark hotspot around the south and west coasts (June-August)
- Marine Nature Reserves (MNRs) and other marine protected areas
- Shallow eelgrass beds in Ramsey Bay, Garwick Bay, Gansey and Langness Gully
- Horse mussel reefs in the Ballacash Channel, South of Douglas and off the Jurby coast
- 17 Areas of Special Scientific Interest (ASSI), one is also a National Nature Reserve (NNR)
- 5 Bird Sanctuaries, one Area of Special Protection for Birds (the northern Ayres Gravel Pit)
- Network of Closed and Restricted Areas for Fisheries Management
- Non-statutory "Wildlife Sites" are designated by Manx Wildlife Trust
- 1 Wetland of International Importance designated under the Ramsar Convention (Ballaugh Curragh), an ASSI follows the same boundary
- Organisations protecting sites for wildlife include Manx National Heritage and the Manx Wildlife Trust

A Coastal Sensitivity Assessment was carried out in 2002 by MSc student Emma Roemmele to identify the locations of marine environmental high risk areas based on the best available information at the time. The outputs of the study identified environmentally sensitive locations and/or the vulnerability of different sections of the Manx coastline where there are particular risks from pollution incidents e.g. of shipping accidents/collisions. The student made recommendations for the development of a shared marine Geographic Information System (GIS) for the Isle of Man Government.

For more information on Coastal Sensitivity please contact Department of Environment, Food and Agriculture: <http://www.gov.im/defa/>.

## Data Availability

The main sources of available information for shipping and navigation through Manx waters are listed below:

- Automatic Identification System (AIS) data.  
The DOI Ports Division has a basic, stand-alone AIS system for monitoring vessel movements in Manx Waters. It cannot provide historic data. More detailed AIS information may be available from the UK's MCGA.
- Isle of Man Sailing/ Tidal Stream Atlas.
- Admiralty charts: 1411; 1826; 2094 (UK Hydrographic Office).
- Imray chart: Y70; C62 (Imray Laurie Norie & Wilson Ltd.)
- Admiralty Sailing Directions. West Coasts of England and Wales Pilot. NP 37. Eighteenth Edition 2011 (UKHO 2011).
- UK Coastal Atlas of Recreational Boating (RYA 2009).
- Location of UK Round 1 & 2 Offshore Wind Farms (Crown Estate).
- Locations of proposed Offshore Wind Farms and pre-application Zones (Crown Estate, Marine Scotland, NIEA).
- MOD PEXA areas (UK Hydrographic Office).
- Reeds Nautical Almanac (Adlard Coles Nautical).
- Isle of Man Coastal Profile Book (Isle of Man Coastguard).
- Pollution Contingency Plan is maintained by The Isle of Man Coastguard. See section above on Contingency & Marine Emergency Response.
- Maritime Incident information is held by The Isle of Man Ports Division. The UK's Marine Accident Investigation Branch (MAIB) and the Royal Lifeboat Institution (RNLI) also hold information.
- All information relating to all Manx harbours, e.g. hydrographic surveys, wave studies, etc, are held by the Department of Infrastructure - Ports Division.
- The Royal Yachting Association (RYA) and the Cruising Association (CA) represent the interests of recreational users. Information is also obtainable through discussions with Manx Sailing Clubs.
- Data on Wind and Weather is obtainable from the Isle of Man Meteorological Station at Ronaldsway.
- Data and information may also be available from research and surveys carried out for development beyond the limits of Manx Territorial Waters e.g. to inform Environmental Impact Assessments, Marine Traffic survey.
- Emergency Planning Risk Register.
- Emergency Planning Manual – 5<sup>th</sup> Edition.
- Isle of Man Community Risk Register and Context Document.
- Isle of Man Coastal Sensitivity Assessment 2002 - Emma Roemmele.
- Isle of Man Coastguard volunteers regularly collect information on marine and coastal activities.



# Initial Considerations for Future Marine Development

This section serves as an initial guideline to identify a few generic effects that a range of potential marine developments may have on shipping and navigation. Effects and relevance will vary greatly depending on the nature of any proposed development, area of a development, and footprint. Therefore the following summary does not remove any requirements from a potential developer to consider effects, and carry out appropriate assessment. The list is not comprehensive.

## **Navigation routes**

Developments in Manx waters and the wider Irish Sea have the potential to cause the temporary and permanent displacement of current and long-established navigational routes. Any impacts to established routes are of serious concern to the Isle of Man particularly if offshore developments adversely impact on vital ferry routes. It is essential for the Isle of Man that direct routes between the Isle of Man, England, Northern Ireland and Ireland be preserved since ferry routes are an important lifeline for the Island. Ferry services are required for food and other key essentials and supplies, together with supporting economic benefits through tourism.

Compromising direct routes would lead to increased cancellations, disruptions to supplies, weather discomfort as well as extra fuel costs and losses of volumes/revenues for the Isle of Man and tourism. All such impacts could be expected to have an adverse impact on the Isle of Man's economic well-being and potential to grow its economy in the future.

## **Route diversions**

Route diversions could add significant time to each crossing, which combined with the journey time and an allowance for adverse weather means there is a real potential for service disruption at best and closures at worst (leading to cancellations and disruptions to IOM lifeline supplies and requirements).

Any additional journey length for ferry routes may also reduce the IOM Steam Packet Company's ability to achieve the required number of daily and seasonal rotations (providing services to Belfast, Dublin, Heysham and Liverpool) to meet its contractual obligations to the Department of Infrastructure. Additional journey times would also place at risk the ability of the company to provide an adequate ferry service to meet the very significant peak in demand caused by the TT Festival. Notwithstanding the above, additional journey time would be a further inconvenience on the travelling public.

## **Collision risk**

Risk of collision with any offshore structures, increased vessel traffic, and increased concentration of vessels due to their displacement. There is a risk regarding anchors snagging on any associated structures, including cables.

### **Weather routing**

Effects on weather routing and ability of a vessel to make safe heading in adverse conditions.

### **Fishing vessel operations**

Any industry-associated underwater structures present risk to commercial fisheries through the snagging of gear.

### **Radar**

The positioning of one or a number of turbines may have a deleterious effect on marine and aviation radar installations.

### **In-combination effects**

Effects of one development must be considered in context of other potential and/or existing developments.

### **Positive effects**

The Isle of Man may well benefit from being a base from which operational maintenance is undertaken. This activity would provide additional investment and job opportunities.

## **Initial Considerations for Handling Potential Effects from Future Marine Development**

The following generic information and initial guidelines are provided as a reference source to assist in the initiation of early liaison with key organisations and stakeholders. The list is not comprehensive.

### **Navigation routes**

IOM Marine Plan & potential developers would have to take into account the well established shipping routes of the Island, mapped as best as able, as a pre-cursor to discussions and negotiations to reduce effects and eliminate risk.

### **Weather routing**

It is essential that due consideration be given regarding adverse weather routing to ensure all vessels have ability to make safe headings.

### **In-combination effects**

A joined up approach to developments is required to consider the cumulative impacts and issues e.g. considering the cumulative impacts with the other offshore industry activity in the wider Irish Sea, including oil & gas, offshore wind, marine aggregates.

Cumulative impacts of various offshore developments need to be considered and direct routes as well as weather routing options require preservation as they are vital to shipping and the Manx economy.

### **Future shipping and navigation traffic**

It is recommended that any proposed developments give consideration to future case levels regarding shipping and navigation traffic and potential for new routes and developments in Manx harbours.

### **Search & Rescue**

It is recommended that consideration be given to potential changes with regards to the provision of Search and Rescue activities within Manx waters and the wider Irish Sea.

### **Marine craft displacement**

Consideration is required regarding the risk of commercial fishing vessels and recreational craft being displaced into major shipping routes.

### **Stakeholder consultation**

It is recommended that any development within the Irish Sea ensures that relevant marine stakeholders are involved early in pre-application discussions and future consultations, including Manx shipping operators. Concerns of the shipping industry need addressing properly at an early stage in any project proposal.

It is recommended that the following shipping and navigation stakeholders are consulted for any offshore development in Manx waters:

- Isle of Man Department of Infrastructure – Ports Division, Marine Operations, Isle of Man Coastguard.
- Isle of Man Department of Environment, Food and Agriculture – Fisheries.
- Commercial fishing operators, including the Manx Fish Producers Organisation.
- Shipping and ferry passenger companies operating in Manx waters including: Isle of Man Steam Packet Company, Mezeron, Stena Line.
- Isle of Man Charter Boat Association.
- Isle of Man Shipping Association (IOMSA).
- The Manx Yacht Forum.
- Isle of Man Sailing Clubs and the Royal Yachting Association (RYA).
- The Commissioners of Northern Lighthouses.
- Ministry of Defence.
- RNLi.
- IMarEST & RINA.
- TravelWatch – Isle of Man.
- Liverpool Pilots.
- MCA Coded vessels operating in Manx waters.
- Manx Skippers Association.

## Industry Guidance Documents

It is advisable that developers refer to recognised industry guiding documents. A few are provided below as examples. Please note that this list is not comprehensive.

- 'Guiding principles for assessing the value of shipping activities disrupted or displaced by OREI developments' (UK Government 2012).
- DECC. Methodology for Assessing the Marine Navigational Safety Risks of Offshore Wind Farms (DECC 2005).
- MCA Marine Guidance Note 371 (2008) Offshore Renewable Energy Installations (OREIs). Guidance on UK Navigational Practice, Safety and Emergency Response Issues (MCA 2008).
- MCA Marine Guidance Note 372 (2008) Guidance to Mariners operating in the vicinity of UK OREIs.

It is also advisable that appropriate guidance is followed regarding assessment of offshore development on technical and operational effects of marine radar.

## Knowledge Gaps

- There is currently no current/continuous Wave data being collected in Manx waters although some wave data has been collected by consultants for previous coastal development.
- Shipping density information is not currently available for Manx waters.
- Recreational yachting and sailing trends for Isle of Man has not been quantified.
- Contribution of Maritime Transport to the Isle of Man economy e.g. associated industries, jobs, delivering essential supplies, has not been quantified.
- Marine incident information is available but has not yet been made available for the Manx Marine Environmental Assessment.
- The Coastal Sensitivity Assessment is now over 10 years out of date. Much improved coastal and marine environmental information now exists and it would be beneficial to use this to produce a new Coastal Sensitivity Assessment.

The following initial recommendations have been provided by contributors to assist in the initiation of early liaison with key organisations, stakeholders and Government. The list is not comprehensive.

- Study of shipping traffic movements within Manx waters and potential risk to navigational safety – current and considering future uses.
- Marine Radar studies.

- Economic assessment regarding shipping and navigation links and importance to Isle of Man lifeline.
- AIS Vessel Movement analysis – quantify types of vessels, whether stopping IOM or just passing through, types of cargo. Represent trends for all seasons/weather and conditions.
- A statement collected from each of the Isle of Man yacht clubs on past, present and future activity trends could provide a useful initial resource.
- Isle of Man Coastguard volunteers regularly collect information on marine and coastal activities. This is sensitive information but analysis of this information as a valuable long term data set is potentially a useful resource for a robust study of past and current socio-economic marine and coastal activity.
- Update the Coastal Sensitivity Assessment based on the current information provided to the Manx Marine Environmental Assessment. Expand the study to reflect sensitivities and vulnerability from current/future/potential development along the Manx coast.
- Digitise the Isle of Man Coastguard, Coastal Profile Book and other sketch maps into the Isle of Man Government's shared Marine GIS system. Expand on the information to include field access point locations as a useful tool for the emergency services e.g. field access points are currently being noted by Coastguard volunteers.

## References

### Further Reading

Below is a small selection of books from a larger collection which might be insightful for further reading about the Isle of Man and its Shipping Heritage.

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### Other Resources

Department of Infrastructure (2010). Voluntary Codes for Coastal Users: Isle of Man Coastal Code. Available online at: [https://www.gov.im/media/184257/coastal\\_code\\_booklet.pdf](https://www.gov.im/media/184257/coastal_code_booklet.pdf)

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RYA (2004). Sharing the Wind. Recreational Boating in the Offshore Wind Farm Strategic Areas. Available online:

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RYA (2010). UK Coastal Atlas of Recreational Boating. Southampton: RYA.

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## Website Links

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<https://www.iomshipregistry.com/notices-legislation/legislation/> Legislation. Isle of Man Ships Registry. Department of Economic Development. Last accessed 11/04/2018.

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<http://iomsa.im> Isle of Man Shipping Association. Last accessed 11/04/2018.

<http://www.iomcharterskippers.com> Isle of Man Charter Skippers Association. Last accessed 11/04/2018.

<http://www.james-fisher.com> James Fisher. Last accessed 11/04/2018.

<http://www.kis-orca.eu/> Kingfisher Information Services - Cable awareness. Last accessed 11/04/2018.

<http://www.manxmarine.com> Manx Marine. Last accessed 11/04/2018.

<http://www.marinetraffic.com/ais/> Marine Traffic. Last accessed 11/04/2018.

<http://www.mezeron.com/> Mezeron. Last accessed 11/04/2018.

<http://www.nlb.org.uk> Northern Lighthouse Board. Last accessed 11/04/2018.

<http://www.oceaniacruises.com> Oceania Cruises. Last accessed 11/04/2018.

<http://www.pocruises.com> P& O Cruises, Last accessed 11/04/2018.

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<http://www.steam-packet.com> Isle of Man Steam Packet Company. Last accessed 11/04/2018.

<http://www.stenaline.co.uk> Stenaline. Last accessed 11/04/2018.

<http://www.seatruckferries.com> Seatruck Ferries. Last accessed 11/04/2018.

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<http://www.travelwatch-isleofman.org> Travel Watch Isle of Man. Last accessed 11/04/2018.

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## APPENDIX 1: Manx Harbour Information

### Douglas

This is the main port of the Isle of Man with the most extensive facilities for both commercial and private vessels. Douglas is the only Manx port with dedicated passenger and roll-on roll-off vehicle handling facilities services. The port provides specialist berths for oil and gas tankers as well as general cargo vessels, fishing vessels and occasional survey, customs and naval vessels. The Isle of Man's first marina was opened during 2001 and offers a limited number of berths for visiting leisure craft, subject to availability. A second phase of pontoons was completed in the autumn of 2006.

A private towage service is available and a commercial inshore passenger ferry operates various services throughout the summer season to other ports.

Berths available - The inner harbour marina (accessible at approximately high water +/- 2 hours) is the main area for visiting leisure craft to berth but there are also berths in the outer harbour which are less dependent on the tides. There are seven commercial berths and 120 pontoon berths available in the Douglas Inner Harbour. A summer only pontoon is available for short periods at all states of tide at the Battery Pier. A slipway for the launching of small craft at all tidal states is situated next to the Fort Anne Jetty.

#### Services:

- Emergency telephone (24 hours)
- Fresh water 220-250V AC
- Dry storage spaces are available for maintenance/storage
- Waste Oil - Contact Marine Operations Centre or Inner Harbour Office
- Details of all facilities can be obtained from Marine Operations Centre (24 hours) or the Inner Harbour Office, call Douglas Harbour VHF Ch 12

Address: Sea Terminal Building, Douglas, Isle of Man, IM1 2RF

Phone: +44 (0) 1624 686923 (office hours only)

Marine Operations Centre: +44 (0) 1624 686628

Email: control@gov.im

### Peel

This is a fishing port which used to annually host a large herring fleet. Peel still remains the most active fishing port on the Isle of Man but is also important commercially for the importation of various fuel oils. Situated on the west coast, Peel also has a comprehensive fish and shellfish processing industry and is home to the traditional art of kipper curing with guided tours organised for visitors throughout the curing season (May to September).

Peel offers deepwater berths at the breakwater, which can become heavily congested by fishing vessels and visiting craft throughout the summer months. Coastal tankers also berth at the outer end of the breakwater, approximately twice every month. There are also drying berths at the East Quay Tongue which dry out at low water. There are safe anchorages with deeper water visitor moorings within the bay.



### Inner Harbour

A water retention scheme was completed in July 2005 and consists of a jetty from the East Quay towards the West Quay, incorporating an automatically operated flap gate, retaining a water depth of 2.5m at the cill during periods of low water. A pedestrian swing-bridge above the flap gate links the East and West Quays. The gate operates at approximately 2 hours either side of high water, allowing passage through the swing bridge. At the inner end of the Inner Harbour a 120 berth marina was built in 2009, incorporating a new boat park and an amenity building.

### Services

- Emergency Telephone (available 24 hours)

Harbour Office opening hours: 0800-1630 Daily and when vessels expected

Contact: Harbour Keeper

Address: The Harbour Office East Quay Peel IM5 1AR

Phone: +44 (0) 1624 842338

Out of Hours Contact: Marine Operations Centre +44 (0) 1624 686628

### Ramsey

This is a well sheltered port but access can be difficult in strong easterly winds as the entrance is via a narrow channel between two breakwaters. The harbour is busy with commercial vessels dealing with regular lo-lo services from the United Kingdom and Ireland and is the only Manx port with facilities to handle imports of bulk cement. The harbour, directly alongside the town centre, also has its own small shipyard, used mainly by local and visiting fishing vessels.

The disused Queen's Pier in Ramsey Bay was built in 1886 to provide a low water landing for passenger ferries and was last used in 1970. A major scheme to secure the main structure of the Pier was completed in November 2011. Queens Pier Restoration Trust have taken on a community restoration project to restore the pier.

- Berths available.
- Outer Harbour: Seaward side of the swing-bridge is for commercial vessels only.
- Inner Harbour: Drying berths for leisure craft.
- Access available only at high water +/- 2 hours.

See also information and restrictions relating to Ramsey Marine Nature Reserve within this document and see: MMEA Chapter 3.7. Marine and Coastal Conservation.

### Services:

- Swing-bridge: Available 0700 - 1600 hours daily or by prior arrangement (preferably 24 hours notice is required) contact Harbour Master.
- Harbour Office: Emergency Telephone (24 hours).
- Shipyard Quay: Slip.
- Old Harbour: Slip moorings.
- Seasonal mooring buoys close NW of Queen's Pier head.

- Note: Landing on Queen's Pier is prohibited.

Harbour Office opening hours: 0700-1600 Daily and when vessels expected

Contact: Harbour Office

Address: Harbour Office East Quay Ramsey IM8 1BG

Phone: +44 (0) 1624 812245

### **Laxey**

A small port on the east coast situated half way between Douglas and Ramsey. The harbour was built in the mid 1800s to service the then lucrative mining industry but is now used by a small number of leisure craft and inshore fishing vessels.

Berthing is limited because of the size of the harbour, but leisure craft can use the channel berths in favourable conditions. No deep water berths are available as the whole harbour dries out at each low water. Seasonal mooring buoys are placed in Garwick Bay (1 mile south) over the summer period for visiting vessels.

#### Services

- Emergency telephone (24 hours)

Harbour Keeper duties for Laxey Harbour are undertaken by the Ramsey Harbour Office. The phone line below is diverted to Ramsey when the Harbour Keeper is not in Laxey.

Contact: Harbour Office

Address: The Quay Laxey IM4 7DB

Phone: +44 (0) 1624 861663

### **Port St Mary**

Port St Mary is mainly a fishing and leisure harbour. It is popular with diving clubs for organised trips to dive sites. Fishing excursions also leave from Port St Mary during the tourist season. The harbour is used by fishing vessels, pleasure craft, occasional commercial coasters and passenger vessels.

Port St Mary consists of an inner drying harbour and an outer harbour where deep water berthing is available at the Alfred Pier.

Berths available - Berths are varied with both tidal and deep water facilities.

Moorings - Four white topped Visitors buoys (seasonal) NW of the Alfred Pier Head. Good protection except in strong S and SE winds. Depth of at least 4m. The use of a chain preventer is strongly advised.

Anchorage - Chapel Bay with depths between 3m and 6m.

Alfred Pier - Craft up to 11m and less than 2.5m draft moor in the inner end at ladders 1 to 4. There may be a need for craft to tie up alongside other craft and the use of fenders and shore lines is essential. Craft in excess of these dimensions, or craft not suitable to raft alongside other craft should moor at the visitor mooring buoys or anchor.

The Quay: The inner harbour with ladders 8 to 12 are those normally used by visiting craft.

Harbour Office opening hours: 0900-1600 Daily

Contact: Harbour Office

Address: Alfred Pier Port St Mary IM9 5EF Phone: +44 (0) 1624 833205

### **Castletown**

Castletown consists of outer and inner drying harbours. It is mainly used by inshore fishing vessels, local and visiting pleasure craft.

The berth at the UMBER Quay can accommodate vessels up to the maximum of 55m, beam 8.2m, and 3.5m draft MHWS, 2.6 metres MHWN and those prepared to take the hard ground. The Irish Quay can accommodate vessels with a maximum length of 55m, 3.8m on MHWS and 2.7m on MHWN.

- Berths available
- Moorings - One white can type mooring buoy is situated 3 cables SE of the breakwater head (water depth at least 4M) (seasonal).
- Anchorage - SE of the *Lheeah Rio* bell buoy between 13M and 18M of water. Slipway - There are three, half tide slipways.

Harbour Keeper duties for Castletown Harbour are undertaken by the Port St Mary Harbour Office. The phone line below is diverted to Port St Mary when the Harbour Keeper is not in Castletown.

Contact: Harbour Office

Address: Castletown Harbour Office, The Quay, Castletown IM9 1LD

Telephone: +44 (0) 1624 823549

### **Derbyhaven**

A shallow water bay sheltered by the Langness peninsula and a detached breakwater, Derbyhaven's North Eastern facing position makes it ideal for leisure craft. The bay is in a picturesque setting alongside the Castletown Golf Links championship course and hotel. The bay is a favourite on the Island for windsurfers.

#### Facilities

- Berths available: Berths are limited to anchoring positions and for local visiting leisure craft.

#### Services

- Fresh water.
- For all other services see [Castletown](#).

#### Nearest town

Castletown: 1.5 miles

Harbour Keeper duties for Derbyhaven are undertaken by the Port St Mary Harbour Office. The phone line below is diverted to Port St Mary when the Harbour Keeper is not in Castletown.

Address: Castletown Harbour Office, The Quay, Castletown IM9 1LD

Telephone: +44 1624 823549, Mobile (Southern duty officer): +44 7624 460096

Fax: +44 1624 824339

### **Port Erin**

Port Erin can accommodate small craft and small inshore fishing vessels.

Cruising trips depart from here to the Calf of Man from Easter to late September. Port Erin is also known for its diving facilities.

Commercial activities centre on occasional cruise liners which anchor within the bay as weather conditions suit and land passengers by tender.

- Berths available
- Mooring - Two yellow can type buoys are available for visitors in the bay, offer good protection except in strong west winds, all year round up to 5M
- Raglan Pier - can accommodate craft up to 3M draft
- Jetty - can accommodate small craft up to 1.4M draft

#### Services

- Emergency Telephone at Raglan Pier (available 24 hours)

Harbour Keeper duties for Port Erin are undertaken by the Port St Mary Harbour Office. The phone line below is diverted to Port St Mary when the Harbour Keeper is not in Port Erin.  
Contact: Harbour Office

Address: Breakwater Road, Port Erin IM9 6JA

Phone: +44 (0) 1624 833206

### **The Calf of Man**

The Calf of Man is a National Nature Reserve owned by Manx National Heritage. Manx Wildlife Trust wardens are resident for nine months a year. Cow Harbour and South Harbour are the main landing places on the Calf of Man. For information on visiting the Calf please see: <https://manxnationalheritage.im/visit/stay-with-us/calf-of-man-bird-observatory/>