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Regulations relating to Use of and Order in Harbours and Fairways for Narvik Municipality, Nordland County

Legal basis: Issued by Narvik City Council on 19 June 2014 pursuant to sections 14 (1) and 42 (1) of Act no. 19 of 17 April 2009 Relating to Harbours and Fairways. Approved by the head office of the Norwegian Coastal Administration on 2 July 2014 in conjunction with Regulations no. 1040 of 2 November 2012 Relating to the Use of Templates and Approval of Municipal Regulations relating to Use of and Order in Harbours and Fairways.

Section 1. Purpose

The regulations provide rules regarding the use of and order in harbours and fairways to ensure efficient and safe harbour operations, good accessibility, safe travel and proper use and management of the fairways.

Section 2. Scope

The regulations govern public and private harbours and waters in Narvik municipality. In relation to main and secondary fairways, the regulations only apply within the harbour limits in harbours as defined in Regulations No. 1477 of 30 November 2009 regarding Shipping Lanes, section 2 (3), appendix 1.

Section 3. Requirements relating to stays at the harbour and at the quay

When vessels are at quay, none of the propellers must be used until immediately prior to departure of the vessel. The same applies to other types of means of propulsion and manoeuvre. When manoeuvring to and from the quay, ships must be manoeuvred carefully, to ensure that the wake does not cause damage.

When vessels are at quay, the vessel exhaust openings that face the quay and other vessels must be shut properly, to prevent harm or unnecessary inconvenience caused by waste water, steam, etc. Neither must vessels release soot or smoke that may cause damage or unnecessary inconvenience to harbour operations.

The Port Authority* may prohibit maintenance work or other harbour operations if necessary in order to ensure efficient or safe harbour operations.

Section 4. Order of tugboat assistance, safe mooring, anchoring and moving

The Port Authority may order the use of a tugboat or mooring assistance if necessary out of consideration of safe travel or safe harbour operations.

The Port Authority may order mooring or anchoring if necessary out of consideration of safe travel or safe harbour operations.

The Port Authority may order a vessel to move from its designated location if necessary out of consideration of safe travel or safe or efficient harbour operations.

* Translator's note: the Norwegian word used is *kommune*, which is generally translated as 'municipality'. However, in this context, the Narvik Port Authority is the correct authority, and the term 'Port Authority' is accordingly used.

Section 5. Duty to report damage

A party that has caused damage to harbours, harbour installations or facilities must notify the Port Authority of the damage as soon as possible.

Section 6. Requirement of a diving permit

A permit from the Port Authority is required in order to dive in the following areas:

a) In Narvik harbour within a straight line between – towards the east outer Katleberget (pos. N 68° 24.10' E 17° 28.70') to Lappnesodden (pos. N 68° 23.70' E 17° 29.00') and towards the west the western point of Framnesodden (pos. N 68° 25.95' E 17° 22.90') to Båtberget lighthouse (pos. N 68° 25.58' E 17° 21.50').

b) Within a distance of 100 m from wrecks at the following coordinates:

N 68° 25.900' E 17° 21.347' (Odin)
N 68° 26.027' E 17° 22.649' (Anton Schmidt)
N 68° 26.080' E 17° 22.655' (Wilhelm Heidkamp)
N 68° 26.079' E 17° 22.725' (Dieter von Roeder)
N 68° 31.402' E 17° 25.373' (Hermann Kunne)
N 68° 24.490' E 17° 48.725' (Georg Thiele)
N 68° 25.010' E 17° 53.759' (Wolfgang Zenker)
N 68° 24.965' E 17° 53.671' (Bernd von Arnim)
N 68° 24.878' E 17° 53.610' (Hans Lüdemann)

Diving is nevertheless allowed to save lives or valuables that cannot wait until a permit has been granted. In such cases, the Port Authority must be notified as soon as possible about the dive.

Section 7. Aircraft

Section 8. Requirements regarding passing

Section 9. Prohibition against snow dumping

Snow may not be dumped

a) In the sea between the Utstikkerkai 1 and Utstikkerkai 2 quays in the central harbour.

Section 10. Other regulation

A permit from the Port Authority is required in order to cast anchor in the Port Authority's waters. The requirements in subsections 2 et.seq. to this provision also apply to vessels exceeding 5000 GT.

The following anchorage coordinates may be used:

N 68° 25.52' E 17° 23.81' (Ytre Straumen)
N 68° 25.27' E 17° 24.95' (Kleiva)
N 68° 26.52' E 17° 21.50' (Framnes north)
N 68° 26.06' E 17° 21.60' (Framnes south)
N 68° 24.40' E 17° 09.90' (Vidrek)

Anchoring is not permitted when the average wind speed is 18 metres per second or when such wind has been forecast within the next 24 hours. When the average wind speed forecast exceeds 18 metres per second, vessels that have already been anchored must have a tugboat available or leave their anchorage site. When the average wind speed exceeds 18 metres per second, the tugboat must be attached. For the anchorage site at Framnes north, the same applies to average wind speeds exceeding 19 metres per second, and for the anchorage site at Vidrek, average wind speeds exceeding 20 metres per second.

An anchorage permit requires that the vessel anchored:

- lays an anchor chain corresponding to at minimum 6 times the depth of the anchorage site. If the vessel is not equipped with an anchor chain of this length, the maximum length of anchor chain minus one anchor chain shackle must be laid.
- has a minimum draught of thirty per cent of summer deadweight, and
- has submerged the entire propeller

As soon as the vessel has been anchored, the following information must be given to the Port Authority:

- the anchor coordinates and the time it was anchored
- the number of shackles of anchor chain in the water
- the draught forward, aft and amidships
- the deadweight when anchoring and deadweight when loaded to the summer load line
- the amount of ballast water on board and the maximum volume of ballast water that the ship can carry on board

When the average wind speed exceeds 12 metres per second, anchored vessels shall have their engines on stand-by for immediate manoeuvre and the secondary anchor ready for deployment. As far as possible, more ballast must be taken in and more anchor chain laid. For the anchorage site at Ytre Straumen, this shall apply when the average wind speed exceeds 10 metres per second.

When a vessel begins to drag anchor, the vessel must notify the Port Authority and available tugboat immediately. Other measures must also be taken to prevent further drag. Such measures may be to lay more anchor chain, use of a secondary anchor and use of propelling machinery.

Section 11. Special exceptions

In special cases, the Port Authority may grant an exemption from sections 3, 6, 7, 8, 9 and 10.

Section 12. Sanctions and penalties

Any breach of the provisions in these regulations or decisions pursuant to these regulations shall be governed by the provisions in chapter 10 of the Harbours and Fairways Act insofar as they are applicable.

A significant breach of sections 4, 6, 7, 8, 9 and 10 may be penalised in the form of fines, pursuant to section 62 of Act no. 19 of 17 April 2009 relating to Harbours and Fairways.

Section 13. Entry into force

The regulations shall take effect on 15 August 2014. Regulations no. 1099 of 20 May 2010 shall cease to apply to the waters of Narvik municipality as at the same date.