

1978 No. 43

LOUGH ERNE NAVIGATION**Lough Erne (Navigation) Bye-laws (Northern Ireland) 1978***Made* 10th February 1978*Coming into operation* 1st April 1978

The Department of Agriculture^(a) in exercise of the powers conferred on it by Article 41 and Schedule 7 of the Drainage (Northern Ireland) Order 1973^(b) hereby makes the following Bye-laws:—

Citation and commencement

1. These Bye-laws may be cited as the Lough Erne (Navigation) Bye-laws (Northern Ireland) 1978 and shall come into operation on 1st April 1978.

Interpretation

2. For the purpose of these Bye-laws:—

“authorised official” means any person authorised by the Department of Agriculture to act on behalf of the Department;

“boat” means any open or decked punt, canoe, skiff, scull, row boat, dinghy or other such craft propelled by oars or sail or by an engine not exceeding 10 BHP;

“the Department” means the Department of Agriculture;

“Lough Erne” means Upper and Lower Lough Erne and such portions of the River Erne and the tributaries of the Loughs as are in Northern Ireland and including all locks, quays, jetties, harbours and canals;

“master” when used in relation to any vessel or boat means any person for the time being in command, charge or management or in physical control thereof;

“passenger vessel” means any vessel used to carry people for reward or hired out for pleasure cruising;

“port side” means the side of the vessel or boat which is on the left hand when facing towards the front of the vessel or boat;

“public mooring” means any place provided by the Department or any other public authority where the general public is permitted to moor vessels or boats but excluding any mooring place provided by the Department or a public authority and leased or licensed to private persons;

“starboard side” means the side of the vessel or boat which is on the right hand when facing towards the front of the vessel or boat;

“vessel” means any craft propelled by an engine in excess of 10 BHP.

(a) Formerly Ministry: see 1973 c. 36 Sch. 5 para. 8

(b) S.I. 1973/69 (N.I. 1)

Licensing and numbering of passenger vessels

3. No person shall navigate or authorise or cause to be navigated or assist in navigating on Lough Erne any passenger vessel (excepting those carrying more than 12 passengers which are subject to the Department of Trade regulations requiring a Department of Trade Passenger Certificate) unless that passenger vessel is licensed pursuant to these bye-laws and displays conspicuously on each side of the bow an identification number allocated by the Department. The figures of the number shall be not less than 1 decimetre in height and of a contrasting colour to the background colour.

4.—(1) Any owner applying to licence a passenger vessel shall complete and lodge with the Department an application in Form 1 of Schedule A or in a form to like effect and the Department shall subject as hereinafter provided issue to the owner a licence disc which shall be displayed in a conspicuous position on the said vessel.

(2) Any licence issued hereunder shall unless revoked under sub-paragraph (3) expire on 31st December next after the date of issue thereof but shall be renewable; and this bye-law shall apply to the renewal of a licence as it applies to the grant thereof.

(3) The Department may refuse to licence a passenger vessel or may revoke or refuse to renew a licence if the passenger vessel concerned does not comply with the requirements of Schedule B.

(4) Where the Department refuses to issue a licence or revokes or refuses to renew a licence the owner of the passenger vessel concerned may appeal to such person other than an officer or employee of the Department as the Department shall appoint for the purpose.

(5) Pending the determination of the appeal the passenger vessel shall remain unlicensed.

5. On each transfer of ownership of a passenger vessel the previous owner shall notify the Department of the change of ownership and shall lodge the current licence with the Department for notation.

6. Every passenger vessel shall carry third party liability insurance of not less than £50,000.

7. Every passenger vessel shall comply with the specifications on construction and equipment outlined in Schedule B.

8. The owner or master of a passenger vessel shall permit an authorised official to board and inspect the said vessel prior to the issue or renewal of a licence for the purpose of ascertaining that the specifications on construction and equipment outlined in Schedule B hereto have been complied with.

Numbering and registration of vessels other than passenger vessels

9. Save as hereinafter provided no person shall navigate or authorise or cause to be navigated or assist in navigating on Lough Erne any vessel other than a passenger vessel unless that vessel has been registered with the Department for that purpose and displays conspicuously on each side of the bow an identification number allocated by the Department. The figures of the number shall be not less than 1 decimetre in height and of a contrasting colour to the background colour.

10. Any person applying to register a vessel shall complete and lodge with the Department an application in the Form 2 of Schedule A or in a form to like effect.

11. Any person on selling a vessel already registered with the Department shall forthwith advise the Department of the change of ownership.

12. Save as therein provided every vessel shall comply with the requirements of Part IV and Part V of Schedule B hereto.

General requirements relating to vessels and boats

13. No vessel shall navigate Lough Erne unless its engine is fitted with a good and efficient means of reversing.

14. The engine of a vessel or boat shall be fitted with an effective method of silencing and the owner thereof shall take all reasonable care to prevent the emission of offensive exhaust fumes therefrom.

15. A vessel or boat shall be equipped with sufficient fenders to prevent damage to any lock, quay, jetty, wharf or other such works and to other vessels and boats.

16. No vessel or boat shall have its propellor or propellers turning, or other form of propulsion unit operating at such speed or thrust as to cause damage to any lock, quay, jetty, wharf, weir, river bank or other such works.

17. From sunset to sunrise any vessel navigating Lough Erne shall display lights as follows:—

- (1) on the mast or shaft at the bow, at a height of not less than 1.20 metres above the hull, a bright white light;
- (2) on the starboard side a green light;
- (3) on the port side a red light;
- (4) on the stern a white light.

18. In fog, mist, falling snow, heavy rainstorms or any other conditions materially restricting visibility, whether by day or night vessels or boats other than those equipped with radar shall where practicable anchor or moor until visibility has improved to such an extent as to permit safe navigation.

Mooring of vessels and boats

19. No master or owner shall permit a vessel or boat to remain moored at or in the vicinity of any public mooring for a continuous period in excess of 48 hours save that a new period of 48 hours shall be deemed to commence following an absence from the mooring for a period of four hours or more.

20. No vessel or boat shall moor in any part of Lough Erne in such a manner as to cause or be likely to cause nuisance, injury or damage to persons or property or to other vessels or boats whether at anchor, moored in or navigating Lough Erne and the owner or master of any vessel or boat so moored shall immediately remove same on being ordered to do so by an authorised official excepting where weather conditions prevent such removal.

21. Any master who has occasion to stop a vessel or boat on Lough Erne shall have such vessel or boat securely moored save that when mooring is precluded by the depth of water or the vessel or boat is required to drift for the purpose of fishing the master shall ensure that the vessel or boat does not become a danger to other vessels or boats.

22. All vessels other than open vessels or vessels of less than 6 metres overall length shall be equipped with bow and stern mooring lines appropriate to the tonnage and length thereof and shall carry at least one good and sufficient anchor appropriate to the tonnage of such vessels with chain, cable, warp or hawser. Anchors with their chains, cables, warps or hawsers shall be stowed in such positions and shall have such other equipment as shall allow them to be dropped or weighed quickly. All such anchors, chains, cables, warps, hawsers and other such equipment shall on demand be produced for inspection to the Department.

23. From sunset to sunrise any vessel or boat aground off shore in Lough Erne and any vessel or boat anchored or moored other than at a public or private mooring place, shall display a bright white light of such character as to be visible in every direction over the water to a distance of 0.8 kilometres in clear weather conditions.

24. No vessel or boat shall be tied to or moored at any buoy, beacon, perch or pile marking the navigation nor tied to or near any sluice, weir, lock gate, fish pass, crane, bridge or similar object or any part thereof.

Speed limits and behaviour on the navigation

25. No master shall drive or cause to be driven any vessel or engine-propelled boat at a speed in excess of 5 knots (through the water) at the following locations:—

- (1) the stretch of waterway extending 550 metres from Carrybridge northwards towards Enniskillen;
- (2) the stretch of waterway extending from Portora Sluice Gates to an imaginary line opposite an area of bank known locally as "The Foxholes";
- (3) the stretch of waterway between the old railway bridge at Ardhowen and a point at the upstream end of the jetty at the Killyhevlin Hotel;
- (4) the stretch of waterway from a point approximately 275 metres upstream to a point 690 metres downstream of the public slipway at Bellanaleck.

26. Any master who with a vessel or boat approaches any lock, which at that time is not ready to be navigated shall hold off such vessel or boat a reasonable distance from the lock and shall keep it so located until the lock is ready for its reception.

27. The speed of a vessel or boat entering a lock shall be so lessened as to prevent the vessel or boat or any part thereof striking against the lock or any part thereof and when in the lock the vessel or boat shall be properly moored in the manner required by the lock-keeper.

28. The master of a vessel or boat shall not attempt to navigate any lock unless the draught of the said vessel or boat shall allow at least 75 millimetres of water between the keel and the cill of such lock, or through any bridge, the headroom of which does not permit the clear passage of such vessel or boat.

29. No master shall cause or allow a vessel or boat to be run or kept abreast of another vessel or boat on narrow or restricted channels when a vessel or boat approaching from the opposite direction is in sight or save in the case of races and regattas and for towing purposes when a vessel or boat is overtaking from astern and in such instances the vessel or boat which is nearer to the side of the channel on which the approaching or overtaking vessel or boat ought to pass shall be stopped or slowed as necessary and brought astern of the other in time to prevent collision or delay.

30. Vessels or boats proceeding in opposite directions along the same channel shall pass port to port. Where two vessels or boats are converging on one another so as to involve risk of collision the one which has the other on its starboard side shall give way.

31. Where a channel is restricted by width or depth so that only one vessel or boat may pass:—

- (1) Vessels or boats navigating upstream shall give way to vessels or boats navigating downstream.
- (2) A master of a vessel or boat who is in any doubt as to whether his vessel or boat is navigating with or against the current shall give way to any vessel or boat navigating in the opposite direction.

32.—(1) Notwithstanding anything contained in these bye-laws, every vessel or boat overtaking any other vessel or boat shall keep out of the way of the vessel or boat being overtaken.

(2) A vessel or boat shall be deemed to be overtaking when coming up with another vessel or boat from a direction more than 22.5° abaft its beam, i.e., in such a position with reference to the vessel or boat being overtaken that at night only the stern light of that vessel or boat but neither of its side lights can be seen from the vessel or boat overtaking.

(3) When the master of a vessel or boat is in any doubt as to whether it is overtaking another, he shall assume that this is the case and act accordingly.

(4) Any subsequent alteration of the bearing between the vessel or boat overtaking and the vessel or boat being overtaken shall not relieve the master of the overtaking vessel or boat of his duty of keeping clear of the overtaken vessel or boat until the overtaking vessel or boat is finally past and clear.

33. A vessel or boat under power shall give way to boats under sail only, except where the boat under sail only is deemed to be the overtaking boat.

34.—(1) When a boat under sail is approaching another so as to involve risk of collision one shall give way to the other as follows:—

- (a) when each has the wind on a different side, the boat which has the wind on the port side shall give way to the other;

- (b) when both have the wind on the same side, the boat which is to windward shall give way to the boat which is to leeward;
- (c) where the master of a boat with the wind on the port side is unable to determine with certainty whether a boat to the windward has the wind on the port or on the starboard side the boat with the wind on the port side shall give way to the boat to the windward.

(2) For the purposes of this bye-law the windward side shall be deemed to be the side opposite to that on which the main sail is carried.

35. No sail shall be used or hoisted within 100 metres of a movable bridge or lock except where a vessel or boat is navigating such movable bridge or lock.

36. Any club, school or other organisation intending to hold a regatta, race or other aquatic event on Lough Erne shall notify the Department of such intention not less than three weeks in advance giving adequate details regarding location, date, timing and type of event and the Department may require modifications in the timing or location of such event in the interests of safety.

37. No vessel or boat shall be navigated at such speed or in such manner as to cause or be likely to cause nuisance, injury or damage to persons or property or to other vessels or boats.

38. The master of a vessel or boat approaching or being near any place where dredging, piling, diving, salvaging or any such works are in progress shall reduce speed and navigate in such a manner as shall not imperil the safety of any person or cause damage to any plant or to any such works.

General matters

39. The Department may for reasons of safety temporarily prohibit the use for navigation of any part of Lough Erne for such period as shall be specified in a notice inserted in two or more newspapers circulating in the locality and no person shall navigate on such part thereof as shall be specified in the said notice during the period referred to therein provided that where any such prohibition would be effective to prevent access by any person to a significant part of Lough Erne, such person may appeal to an independent person appointed by the Department for the purpose.

40. An authorised official may at any time in case of emergency and for reasons of safety temporarily prohibit the use for navigation of any part of Lough Erne and no person shall navigate on such part thereof as shall be specified by the said authorised official during the period stipulated by him provided always that no person may be convicted of an offence hereunder unless the Department shall affirmatively prove that the prohibition was imposed for reasons of safety and that an emergency justifying prohibition existed at the time of such prohibition.

41. The owner or master of a vessel or boat shall permit an authorised official to board and inspect the said vessel or boat where the authorised official has reasonable grounds for believing that contravention of these bye-laws is occurring or has occurred.

42. No person shall navigate or cause to be navigated on Lough Erne a vessel or boat which is by reason of the way in which it is constructed, fitted out, loaded or maintained or by the nature of its cargo a hindrance to free navigation or a danger to works, persons or other vessels or boats.

43. The owner or master of a vessel or boat which is aground and which can not readily be refloated, or of a vessel or boat which has sunk, shall as soon as possible inform the Department thereof and in the case of a sunken vessel or boat shall as soon as possible mark the place with a marker or buoy and shall maintain such marker or buoy in position until the vessel or boat shall have been raised or until notified by the Department that refloating is not required.

44. The owner of a vessel or boat which sinks or goes aground shall within twenty-four hours of receiving written notice from the Department take such measures as are necessary to raise or refloat the said vessel or boat.

45. No person who is under the influence of drink or drugs to such extent as to be incapable of navigating or having proper control of a vessel or boat shall navigate or attempt to navigate or control the same.

46. An authorised official may at any time give such orders or directions as may be necessary to ensure compliance with these bye-laws and all persons navigating or being present on Lough Erne shall obey all such orders or directions.

Penalties

47.—(1)(a) In the event of any contravention of the following bye-laws in relation to a vessel or boat the owner shall be guilty of an offence:—

6, 7, 12, 13, 14, 15, 22.

(b) In any proceedings for an offence under sub-paragraph (1)(a) it shall be a defence for the person charged to prove that:—

- (i) the contravention was due to the act or default of some other person and
- (ii) he did not know of such contravention and
- (iii) he took all reasonable precautions and exercised all due diligence to avoid such contravention.

(2) In the event of any contravention of the following bye-laws in relation to a vessel or boat the master shall be guilty of an offence:—

16, 17, 18, 23, 24, 27, 30, 31, 32, 33, 34, 35, 37, 39, 40.

(3) In the event of any contravention of any of the other bye-laws the person who contravenes the bye-laws shall be guilty of an offence.

48. Any person who is guilty of an offence under these bye-laws shall be liable on summary conviction to a fine not exceeding £50 for each offence and in the case of a continuing offence an additional fine not exceeding £5 for each day during which the offence continues after written notice of the offence has been given to such person.

Sealed with the Official Seal of the Department of Agriculture for Northern Ireland on 10th February 1978.

(L.S.)

J. A. Young
Permanent Secretary

SCHEDULE A

Form 1

DEPARTMENT OF AGRICULTURE FOR NORTHERN IRELAND
Drainage Division, Howard House, 1 Brunswick Street, Belfast BT2 7GE

APPLICATION FOR LICENSING OF PASSENGER VESSEL
(Required under Lough Erne Bye-laws)

1. Please use block letters	Name of Applicant	
	Address of Applicant	
2. Please use block letters	Name and Address of Owner (if same as Applicant write "same")	
3. Name and Address of Company with which Passenger Vessel is insured		
4. Colour of Passenger Vessel	(a) Hull	
	(b) Superstructure	
5. Name of Passenger Vessel		
6. Make and Model of Passenger Vessel		
7. Overall length of Passenger Vessel		
8. Method of Propulsion (e.g. engine or engine and sail)		
9. BHP. of Engine		
10. Address at which Passenger Vessel is normally berthed		
11. If vessel previously licensed, number allocated		

12. Declaration

I/we hereby declare that to the best of my/our knowledge and belief that the particulars given on this form are correct and that I/we will at all times maintain the above passenger vessel in accordance with Schedule B of the Lough Erne (Navigation) Bye-laws (Northern Ireland) 1978.

Signature(s) of Applicant(s)

Date19....

FOR OFFICIAL USE ONLY

Licence No. Date of Licence Inls.....

SCHEDULE A

Form 2

DEPARTMENT OF AGRICULTURE FOR NORTHERN IRELAND
Drainage Division, Howard House, 1 Brunswick Street, Belfast BT2 7GE

APPLICATION FOR REGISTRATION OF A VESSEL OTHER THAN A
PASSENGER VESSEL

(Required under Lough Erne Bye-laws)

1. Please use block letters	Name of Applicant	
	Address of Applicant	
2. Please use block letters	Name of Owner (if same as Applicant write "same")	
	Address of Owner (if same as Applicant write "same")	
3. Colour of Vessel	(a) Hull	
	(b) Superstructure	
4. Make and Model of Vessel		
5. Overall length of Vessel		
6. Method of Propulsion (e.g. engine or engine and sail)		
7. B.H.P. of Engine		
8. Address at which Vessel is normally berthed		
9. If previously registered, number allocated		

10. Declaration

I/we hereby declare that to the best of my/our knowledge and belief that the particulars given on this form are correct and that I/we will maintain the above vessel in accordance with Part IV and Part V of Schedule B of the Lough Erne (Navigation) Bye-laws (Northern Ireland) 1978.

Signature(s) of Applicant(s)

Date19....

FOR OFFICIAL USE ONLY

Registration No. Date of Registration Inls.

SCHEDULE B

Specification as to construction and equipment subject to the provisions of the Merchant Shipping Acts 1894 to 1971 and of any rules made thereunder

PART I—GENERAL

(1) Each passenger vessel shall be fitted with a speedometer or have its engine revolution counter marked to indicate the readings corresponding to the speed laid down in any speed limits.

(2) Each passenger vessel shall have on board at all times a sufficient number of life jackets for all those on board and in addition shall carry at least one lifebuoy.

(3) Each passenger vessel shall carry a boarding ladder or steps.

(4) Each passenger vessel shall be provided with not less than four "in date" and effective pyrotechnic distress signals which shall be either red star signals capable of emitting two or more red stars at or to a height of not less than 45 metres or red hand held flares and in addition two buoyant smoke signals. The signals shall be of an approved type and stowed safely on board in a watertight container labelled to indicate their purposes and effective life.

PART II

(1) FUEL FILLING AND VENTILATION PIPES

(a) To prevent fuel entering the interior of a passenger vessel (other than a completely undecked vessel) when the tank is being filled a filling pipe of not less than 38 millimetres internal diameter of metal or flexible hose of non-kinking material approved for use with petrol or fuel oil must be connected with leakproof joints between the top of the tank and a screw cap or plate on deck outside the coaming.

(b) Close coupled diesel fuel tanks of up to 13.5 litres capacity need not be connected to deck filler provided that no modifications are made to the equipment as supplied by the manufacturers and there is no risk of unseen spillage.

(c) When the flexible filling hose is a non-conductor of electricity the inlet must be bonded by a low impedance metallic conductor to the fuel tank.

(d) A vent pipe of at least double the bore of the fuel feed pipe must be fitted to all tanks of more than 45.5 litres capacity or in any installation where fuel filling pipe is not completely straight. Any vent pipe must be of non-kinking material approved for use with petrol or fuel oil, extended to atmosphere outside the hull and terminated with a flame arrester of mesh not less than 1.1 to the linear millimetre.

(Note—Bends in fuel filling pipes restrict the flow of fuel especially if the pipe is flattened or kinked. If flexible hose is used it is essential that it is reinforced or convoluted to prevent this and it is necessary to increase the bore whenever bends are incorporated in fuel filling pipes of any material to obviate "blow back" during refuelling).

(2) FUEL TANKS

(a) Fuel tanks must be constructed of a suitable non-corrosible material, glass fibre (constructed of self-quenching resin to BSS 476 Part I) and uncoated steel tanks may only be used for diesel fuel. All joints and seams of metal tanks must be effectively welded, brazed, sweated or close riveted.

(b) Tanks and all connections must be readily accessible for inspection.

(c) Tanks may be drained only by means of a removable screw plug.

(d) All tanks must be effectively bonded to an earth point for the discharge of static electricity.

- (e) No petrol or paraffin tanks of more than 2.25 litres capacity may be installed within 1 metre of any engine or heating appliance unless it is insulated and protected by an efficient baffle of fireproof material.
- (f) Where because of the off-set siting of the tank a dipstick cannot be used in the filler pipe other methods of indicating the fuel level may be used provided there is no risk of fuel or vapour being exposed at the indicator point or at the tank. Glass/plastic sight gauges must not be used.

[Note—Suitable materials for petrol tanks are lead-coated steel, stainless steel, mild steel (galvanised after making up) and non-ferrous metals. Interior painting as protection against corrosion is not acceptable.]

(3) FUEL PIPES.

All fuel feeds and pipes permanently charged with fuel must be either of softened copper, stainless steel, aluminium alloy or (for diesel installations only) mild steel of suitable size fixed clear of exhaust systems and heating apparatus and supported to minimise vibration and strain. Flexible tubing of minimum practical length may only be used in the engine compartment and must be reinforced and of fire resisting quality (BS 3212/1960) having a bore of not more than half of its outside diameter. All connections must be made with efficient screwed, compression, cone or brazed points.

(4) COCKS ON FUEL FEED PIPES

A cock must be fitted in the fuel feed pipe as near as possible to the fuel tank in a position where it can be easily operated. If it is not visible the position must be clearly marked. In petrol installations where the fuel tanks are remote from the driving position and fuel is gravity fed to the engine, another cock, immediately accessible from the driving position, must be fitted to the fuel feed pipe.

(5) CARBURETTORS

Carburettors (other than down draught carburettors) must be so fitted as to allow any overflow to drain into a copper, brass or galvanised iron drip tray. Such drip tray must be spirit tight, covered with copper or brass gauze of flame resisting mesh sweated to the container all round, and capable of being readily removable or drained. A flame trap or air filter must be fitted to the air-intake.

(6) ENGINE COOLING, EXHAUST PIPE, ETC.

The cylinders and exhaust pipe must be effectively cooled; in the case of air cooled engines and where water is not passed through the exhaust pipe the exhaust pipe must be effectively lagged. Exhaust pipes must not pass through unventilated compartments.

(7) SILENCER

Exhaust noise must be effectively suppressed by a silencer and no form of exhaust cut-out may be used.

(8) BATTERY

- (a) All batteries must be securely installed in ventilated compartments and provided with a cover of insulating and non-corrosible material to prevent accidental movement and damage.
- (b) A master switch capable of carrying the maximum current of the system (including starter motor circuits) must be provided as close to the battery terminal as possible. No battery may be fitted beneath or adjacent to any petrol cock, tank or filter. (Note—Battery switches must not be used to open circuit a running alternator except in an emergency when damage to the alternator would be acceptable).

(9) ELECTRIC CIRCUITS, ETC.

- (a) Electric leads must be properly supported and insulated and run clear of any fuel, gas or exhaust pipes. Main wiring circuits must be installed above water level and fitted with circuit breakers or fuses.

- (b) Main and starter motor leads subject to high current must have soldered or pressure crimped lugs. Sparking plug leads must be supported clear of the cylinder head.
- (c) Auxiliary electric motors, other than flame proof motors, must not be fitted in any petrol engine, gas or fuel compartments.

(10) ENGINE TRAY

An oil-tight tray made of metal or other approved material, the sides of which must be carried up as high as the propellor shaft will permit, must be fitted beneath every engine and gearbox so as to prevent leakage of oil escaping into any other part of the vessel. In the case of a metal or glass fibre hull a tray is not required if oil-tight bulkheads or frames are fitted fore and aft of the engine.

PART III—OUTBOARD MOTORS

(1) FUEL TANKS

Fuel tanks and cocks must be suitably protected against accident damage from ramming. Separate fuel tanks carried outboard and connected by flexible piping to the engine carburettor may be used provided that no unauthorised modifications are made to the equipment as supplied by the manufacturers and the tank must be removed for refilling.

(2) FUEL PIPES AND COCKS

A cock must be fitted between the fuel feed pipe and the fuel tank in the case of a gravity feed system.

(3) SILENCER

Exhaust noise must be effectively silenced. A cut-out may only be used for starting purposes.

(4) BATTERY

Batteries where carried must be fitted in accordance with paragraph (8) of Part II of this Schedule.

(5) ELECTRIC CIRCUITS

Electric circuits must be fitted in accordance with paragraph (9) of Part II of this Schedule.

PART IV—FIRE EXTINGUISHER EQUIPMENT

For the purpose of fire extinction every vessel other than those without an enclosed cabin must carry on board not less than the approved number of chemical fire extinguishers listed hereunder. Such extinguishers must be kept available in positions convenient for use at the fire risk points and must be maintained in good condition for immediate use.

Minimum number and capacity of BCF or Dry Powder Extinguishers

<i>Overall length of vessel</i>	<i>Vessels without cooking facilities</i>	<i>Vessels with cooking facilities</i>
Not exceeding 5 metres	1 × 1.3 kg	1 × 1.3 kg
Over 5 metres but not exceeding 9 metres	1 × 1.3 kg	2 × 1.3 kg
Exceeding 9 metres	2 × 1.3 kg	3 × 1.3 kg

CO₂ extinguishers of 2.2 kg minimum capacity or foam extinguishers of 9 litre minimum capacity are acceptable alternatives to powder appliances of 1.3 kg minimum capacity. (Note—Vessels constructed of glass reinforced plastic may be subject to rapid spread of fire with loss of structural strength as the result of otherwise minor outbreaks of fire. In areas of high fire risk, e.g. engine room, fuel compartment, galley, etc. surface coating of the laminate with a suitable fire retardant resin is recommended).

PART V—BOTTLED GAS APPLIANCES AND INSTALLATIONS

(1) BOTTLED GAS CONTAINERS

- (a) All containers (whether in use or not) must be either:—
secured on deck away from hatches and other openings so that any escaping gas is dispersed overboard, or
placed in a separate ventilated housing above the water line, operable only from the top and deep enough to enclose cylinder valve and regulator, with provision for any escaping gas to flow overboard from the bottom of the container housing through a metal or approved flexible vent pipe of not less than 12.7 millimetres internal diameter for cylinders up to 14.5 kilogrammes capacity. Vent pipes to be enlarged pro rata for additional gas storage.
- (b) The container housing must be constructed of metal sheet of 20 swg minimum thickness with joints and seams welded, brazed or sweated, or glass fibre moulding, made with self quenching resin, of not less than 0.13 kg material (approximately 3 millimetres thick) or of other construction approved by the Department.
- (c) All containers must be installed in an upright position with the valve uppermost and not adjacent to any cooking or heating appliance or in an engine or fuel compartment.

(2) PORTABLE GAS STOVES

Each point intended for use with a portable appliance must be provided with a control tap and bayonet or screwed connection. Where small self-contained portable gas appliances are used and the burner is screwed direct into the container, such units, if stored in the vessel, must be placed in a housing as set out in paragraph (1) of Part V of this Schedule. They may be used outside a housing provided they are attended in use.

(3) FLEXIBLE TUBING

Flexible tubing of a minimum practical length and of incombustible material not injuriously affected by the gas must be used:—

- (a) for the immediate connection to containers but not extended to the interior of the vessel or outside a vented container housing; and
- (b) for connection between portable appliances and their control points. All flexible gas tubes and vent pipes must conform to the relevant parts of BS 3212/1960 and be terminated with screwed or compression joints.

(4) INSTALLATION PIPEWORK

- (a) All pipework between container connections and fixed appliances of control points for portable appliances must be of solid drawn copper or stainless steel run as short and as high as possible and rigidly secured and protected against any damage or deterioration.
- (b) Installation pipes must not be laid through bilges, near electric cables or exhaust pipes or in any other position prejudicial to the safety of the pipe work. They must not pass through engine and/or electrical compartments unless carried in gas proof conduit admitting jointless pipe only.
- (c) All joints must be made with compression fittings and be easily seen and accessible.

(5) APPLIANCES

All appliances and pressure regulators must be in accordance with British Standards or, in the absence of such, must be of the standard type approved by wholesale gas distributors.

EXPLANATORY NOTE

(This note is not part of the Bye-laws but is intended to indicate their general purport.)

These Bye-laws provide for the licensing and registration of vessels using Lough Erne, require the provision of safety equipment in such vessels, and regulate the use of the navigation.

1978 No. 44

This Order has been exempted from printing by the Statutory Rules Act (Northern Ireland) 1958. A summary is given in the List of Statutory Rules of a Local Character under the heading ROADS.