

Appendix 2 – Navigational Procedures for all vessels subject to Pilotage Directions (Gloucester Harbour) and all vessels engaged in towing operations.

1.0 General Procedures

1.1 Vessel arriving at Lock or Basin

Prior to entering basin pilot should seek permission to enter from Sharpness Radio having due regard to:

- Required under keel clearance*
- Other traffic in vicinity
- Manoeuvrability of vessel
- The readiness of the port to accept the vessel

1.2 Vessel Departing Lock or Basin

Prior to departing lock or basin pilot should seek permission to depart from Sharpness Radio having due regard to:

- Required under keel clearance*
- Other traffic in vicinity
- Manoeuvrability of vessel
- Any constraints imposed by the port infrastructure, repairs thereto or other works

And in addition should:

- Establish communications with any inbound vessel inward of Hayward Beacon and agree a plan to pass

1.3 Vessels Passing within District

When two or more vessels are to navigate within the district at the same time communication should be established to confirm:

- Details of passing or overtaking

* The published minimum clearance over the sill at Sharpness is dependant on the beam of the vessel as follows. It should be noted that weather and tidal conditions may require such minimum clearances to be increased at the discretion of the British Waterways harbourmaster

Beam	Minimum Clearance
< 10.3m	0.61m
10.36 – 13.71m	0.76m
13.72 – 16.76m	0.91m

1.4 Vessels navigating with minimum under keel clearance

Vessels navigating with an expected under keel clearance of less than 1.5m on the sill at Sharpness should before arrival pay particular regard to factors such as:

- The performance of previous tides at Sharpness (height, timing)
- The performance of tide at Avonmouth
- Meteorological conditions (wind speed and direction, barometric pressure)
- Manoeuvrability of vessel

2.0 Procedures in Restricted Visibility

2.1 Overview

Restricted visibility elevates risk which may be mitigated by appropriate procedures and the increase in safety margins. It may be necessary in the interests of safety and following appropriate risk assessment to increase the minimum underkeel clearance for vessels by at least 0.5m if it is deemed that visibility is generally restricted to less than 0.5 mile in order to provide a greater navigational envelope in the river.

NB: Under no circumstances will towage operations be permitted within the harbour area when visibility is 1 mile or less at any location within the harbour.

2.2 Definitions

- Restricted visibility procedures will be implemented when the general visibility is deemed to be less than 1 mile

2.3 Initial Action

When it is apparent that visibility is restricted to less than 1 mile then the docking and sailing of vessels should be reassessed. Consultation should be made, but not restricted to, between:-

- Pilots
- Master of vessel
- Bristol VTS
- GHT Harbourmaster
- British Waterways Harbourmaster/Responsible Person

Consultation should include but not be restricted to the following points:-

- Passage plans
- Draft in relation to the available depth of water

- Whether vessel in ballast or loaded condition
- Availability and status of navigational equipment on board vessel (eg. Chart plotters)
- Competence of crew with particular regard to steering ability
- Other vessel movements within district
- Ability to manoeuvre vessel
- Ability to work mooring lines
- Available space in dock
- Likelihood of visibility improving within the tidal window
- Other temporary restrictions within the dock, entrance or river
- Operational status of shore side navigational aids (e.g. radar)
- Contingency plans

2.4 Subsequent Actions

Consideration to be given to delaying arrivals and departures.

- Consideration should be given to delaying movements if:
- Visibility at the Second Severn Crossing is less than 0.5 mile and
- The visibility at Sharpness is reported to be such that:
- Panthurst Light is not visible from Pierhead (0.5 mile)
- Pier lights are not visible from Watch House
- An inbound vessel is already in the river
- Reports from the river indicate visibility of less than 2 cables
- Reports from other points in the river do not indicate significant improvement

In severely restricted visibility the pilotage service may be halted.

2.5 Further considerations

If a vessel encounters restricted visibility during an inbound passage and the circumstances are such that the Master and pilot in consultation with the parties

listed in section 2.3 consider it safe to proceed to Sharpness rather than abort the passage, then this shall be the preferred course of action.