

GLOUCESTER HARBOUR – PASSAGE PLANNING

Vessel Details

Ship name

In from / out to

Summer DWT

Length

Maximum beam

Max. Fresh Water Draft

Max. Air Draft

Speed

Fuel oil type

Fuel oil quantity

Persons on board

Passage Details

Date

Pilot

Boarding time

HW Sharpness

ETA/ATD Sharpness

ETA Sheperdine

ETA Severn Bridge

ETA SSC

ETA Portishead

ETA Pilot Station

Expected depth at ETA Sharpness*

*The minimum under keel clearance whilst on passage through the harbour should be no less than one metre based on predicted tidal information. UKC may be reduced in the approaches to the port. The required UKC will be increased by 0.5m during periods when visibility is less (or expected to be less) than 0.5 Nautical Miles.

The normal minimum UKC for entry to the port is dependent upon the vessel's maximum beam:

Max. Fresh Water draft + 0.61 / 0.76 / 0.91 = Required Height of Tide m

PRE-PASSAGE ACTIONS

YES NO

COMMENTS

Is the pilot card available and have the handling characteristics of the vessel been discussed?	<input style="width: 40px; height: 25px;" type="checkbox"/>	<input style="width: 40px; height: 25px;" type="checkbox"/>
Are there any defects which may affect the safe navigation of the vessel? (If 'YES' notify defects to harbour authority)	<input style="width: 40px; height: 25px;" type="checkbox"/>	<input style="width: 40px; height: 25px;" type="checkbox"/>
Are the anchors ready for immediate use?	<input style="width: 40px; height: 25px;" type="checkbox"/>	<input style="width: 40px; height: 25px;" type="checkbox"/>
Have general passage and docking procedures been discussed with the Master?	<input style="width: 40px; height: 25px;" type="checkbox"/>	<input style="width: 40px; height: 25px;" type="checkbox"/>
Have restricted visibility and required UKC procedures been agreed with the Master?	<input style="width: 40px; height: 25px;" type="checkbox"/>	<input style="width: 40px; height: 25px;" type="checkbox"/>
Is hazardous cargo carried?	<input style="width: 40px; height: 25px;" type="checkbox"/>	<input style="width: 40px; height: 25px;" type="checkbox"/>

NOTE: In the interests of the safety of navigation and to reduce the risk of damage to port structures, Gloucester Harbour Trustees and Sharpness Port Authority strongly recommend that the pilot retains conduct of the vessel throughout the passage, and in particular upon arrival at Sharpness until the vessel is safely moored in the lock or basin.

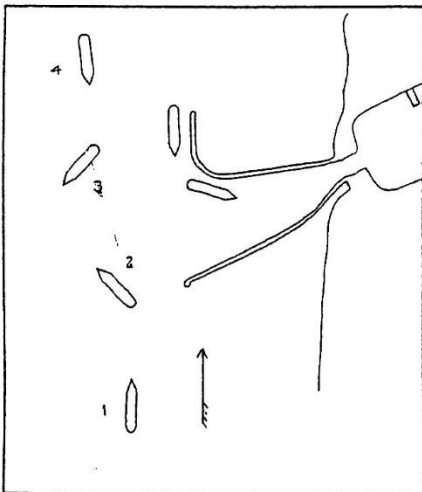
CONFIRMATION

MASTER _____

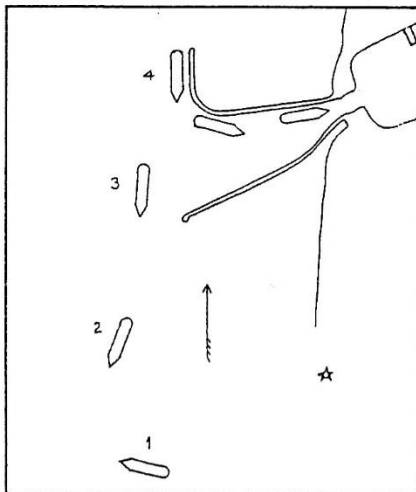
PASSAGE DETAILS

- 1 **BOARDING:**
The pilot will normally embark or disembark in the vicinity of boarding area 'C' (chart 1182), at the lock or basin at Sharpness Dock or at the berth if dock pilotage has been requested.
- 2 **ROUTE:**
The recommended tracks for the passage between Sharpness Dock and seaward of the Second Severn Crossing are generally defined by the series of leading lines shown on Admiralty Chart nos. 1166 and 1176. Regular monitoring of the harbour area is carried out at low water periods in order to establish the route of the best channel and the extent of any changes to sandbanks or other natural features.
- 3 **DOCKING:**
Inbound vessels will normally swing to stem the tide before passing between the piers at the entrance to Sharpness Dock. Vessels will normally be swung to port off the dock entrance and may be required to put lines ashore on the port side (see diagrams below).
Outbound vessels will normally depart directly to the river without need for further handling of lines once cast off in the lock.
- 4 **UNDERKEEL CLEARANCE:**
The minimum underkeel clearance whilst on passage through the harbour should be no less than one metre based on the predicted tidal information. UKC may be reduced whilst manoeuvring in the approaches to the port. Regular reports of tidal and weather conditions at Sharpness are received whilst in vhf range which enable the pilot to advise of any alterations to course and speed which may be required to maintain a safe underkeel clearance whilst on passage. Increased UKC may be required in restricted visibility or under certain other conditions.
- 5 **RESTRICTED VISIBILITY:**
An additional 0.5m UKC will be required when visibility in any part of the harbour is reduced (or expected to reduce) to 0.5 nautical mile or less.
- 6 **DURING THE PASSAGE:**
The Master is expected to ensure that adequate steps are taken to maintain a correct record of the passage.
The Master is expected to ensure that members of the bridge team have an adequate understanding of instructions given in English.
- 7 **COMMUNICATION AND REPORTING:**
All vessels must report to BRISTOL VTS (VHF channel 12) as indicated in ALRS Vol. 6.
Vessels on passage between Sharpness and the Second Severn Crossing may communicate with SHARPNESS RADIO (VHF channel 13).
Where known, Sharpness Radio will advise of any traffic movements.
- 8 **ABORT PROCEDURE:**
If necessary, the pilot will advise where, dependent upon tidal and draught constraints, the passage may be suspended or aborted.
- 9 **ANCHORAGE:**
In an emergency, vessels may be directed to anchor in deep water at Northwick or in King Road over a low water period.

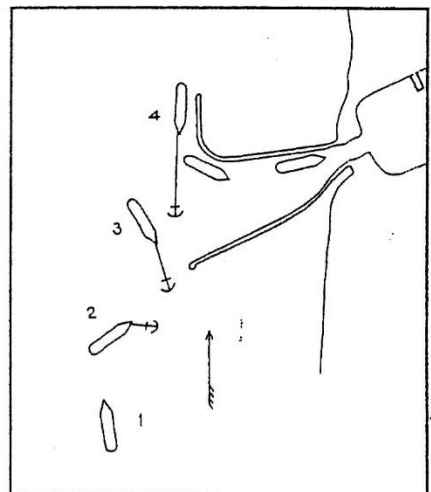
Normal docking on the flood tide



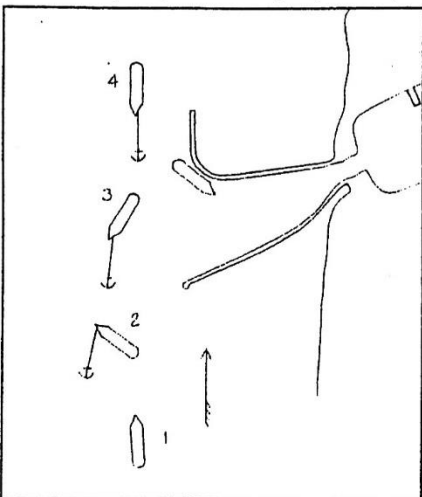
Docking with a slow ship on the flood tide



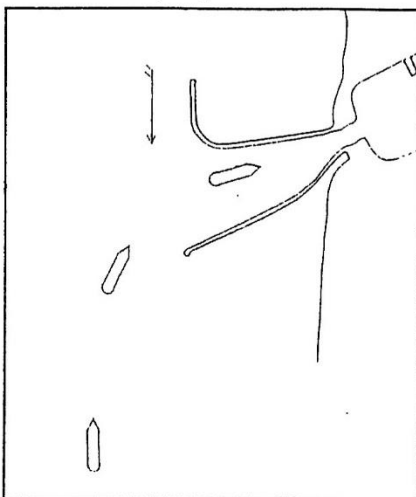
Neap tide, minimum margins (RH screw)



Neap tide, minimum margins (LH screw)



Entry at high water or later



Line from port bow to pier

