

GLOUCESTER HARBOUR TRUSTEES - PASSAGE PLANNING

DATE:		Vessel Name:			
Summer DWT		L.O.A		Max Beam	
Fwd Draft		Aft Draft		Air Draft	
Speed		Propulsion Type		From/To	
Persons on board		Fuel Type		Fuel Quantity	

Passage Details:

Boarding Time

HW Sharpness

HW Avonmouth

WPT	ETA	PREDICTED TIDE	ACTUAL TIDE	NOTES
Portishead				
P.O.W Bridge				
Severn Bridge				
Slimeroad Sands	N/A	<input type="text"/>	N/A	Predicted height over sands
Sheperdine				
Sharpness				

The minimum under keel clearance whilst on passage through the Gloucester Harbour area should be no less than one metre based on predicted tidal information. UKC may be reduced in the port approaches. The required UKC will be increased by 0.5m when visibility is or expected to be less than 0.5 nm.

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

Max FW Draft

add 0.61 / 0.76 / 0.91

Required H.O.T

PRE-PASSAGE ACTIONS

Pilot card available?

Anchors ready?

Passage Plan discussed and agreed?

Declared defects that may affect safe navigation (Advise VTS/Port Authority):

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

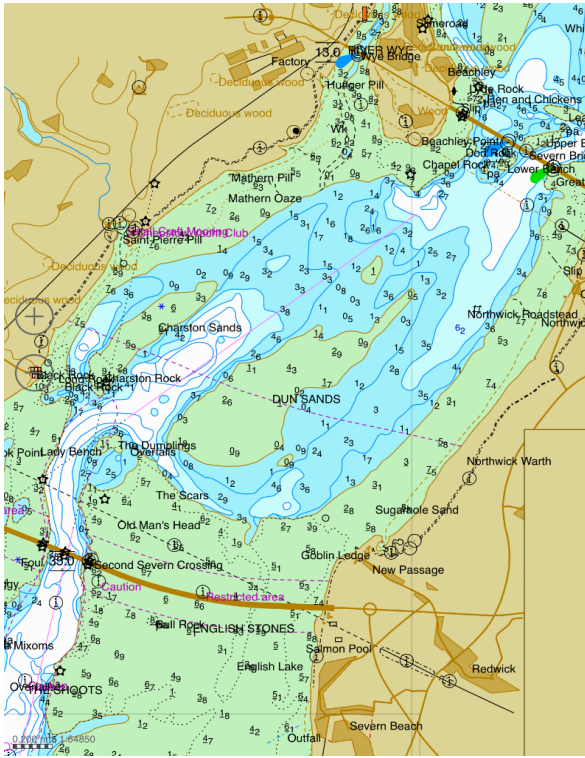
Master

Pilot

Master/Pilot exchange confirm:

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Shoots

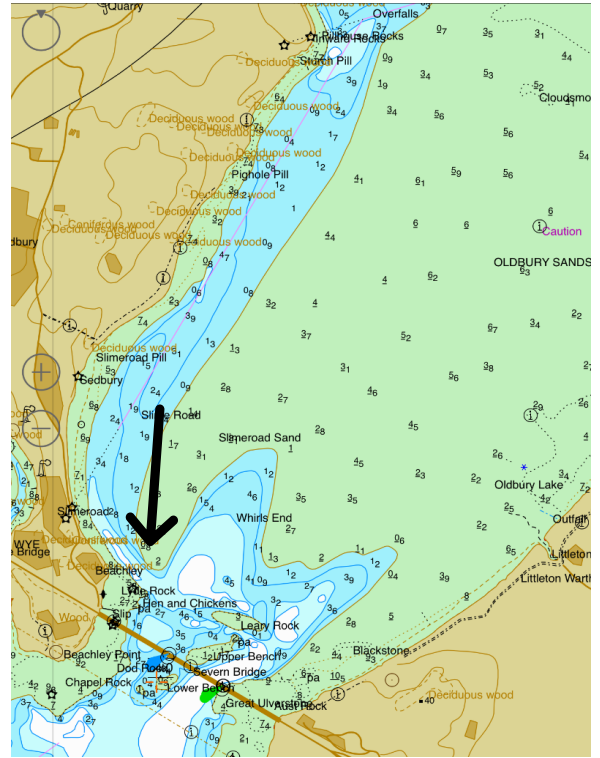


Strong tidal currents of up to 8kts on Springs, and tidal eddies may be experienced in the vicinity of the Shoots Channel.

Notes/Comments:



Lyde



Counter current indicated above can be expected on a flooding tide when rounding Lyde beacon. To minimise effects, vessel may pass over Slimeroad Sands at Pilot's discretion. Calculation to consider stipulated minimum UKC and sufficient margin basis all relevant factors.

Sharpness Port Approach:

