

## **NOTICE TO MARINERS**

### **No 29 of 2016**

(Update and Re-Issue of Notice to Mariners No 51 of 2014)

### **Port of Southampton**

### **River Itchen - Safety of Navigation and Code of**

### **Conduct for Rowing**

**ALL MARINERS ARE HEREBY REMINDED** of the need to exercise caution when navigating within the close confines of the River Itchen. All vessels should comply with the Southampton Harbour Byelaws 2003 and, in particular, Byelaw No 10(4) in keeping as near to the outer limit of the fairway which lies on the vessel's starboard side as is safe and practicable.

All mariners are further reminded that the speed limit within the River Itchen is a maximum of 6 knots over the ground and all vessels are expected to keep their wash to a minimum, particularly in the presence of smaller craft and craft under oars.

Leisure users should be aware that as far north as Northam Bridge commercial vessels are frequently manoeuvring on and off berths in the river and may be swinging across the entire width of the channel when doing so. Tugs may be secured to these vessels and it is essential that they are given room to manoeuvre and are not obstructed by leisure or recreational vessels trying to pass close by. In general, commercial vessels berthing on Princes Wharf will swing off Millstone Point (within the charted 'Swinging Area') and will then manoeuvre stern first to the berth. All leisure users in the vicinity are requested to stay clear of the vessel throughout this operation.

Skippers of small vessels should maintain a good lookout ahead and astern, at all times.

The attached Code of Conduct for Rowing on the River Itchen has been promulgated to all local Rowing Clubs and will be used by rowers. Other river users are requested to read and be aware of the guidance within the Code and to act accordingly when rowers are on the river.

The observance of good seamanship and consideration for other users makes for safer navigation.

The content of this Notice will be kept under review.

**Vessel Traffic Services Centre  
Berth 37, Eastern Docks  
Southampton**

**Captain M Phipps  
Harbour Master**

01 January 2016

**Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.**

## CODE OF CONDUCT FOR ROWING ON THE RIVER ITCHEN

### BEFORE BOATING

- Ideally let someone know you are going 'afloat' with approximate time, duration, and location of your session. Either on your club 'booking board', verbally or by phone or text message.
- Check your boat's integrity, e.g. bow & stern drums, heel restraints, rigger tightness, rudder lines, bowball and blades (oars) etc.
- Be aware of tidal movements, air temperature and poor weather possibilities and dress accordingly. Be prepared to alter your session plans if weather conditions look changeable.

### NAVIGATION WHEN AFLOAT

- After leaving your launching place, intending to cross the main deep-water channel, ensure that you look both UP and DOWN stream to check its all clear, before starting your manoeuvre.
- When rowing UPSTREAM, say from the Itchen Toll Bridge, always stay as far as sensible to the RIGHT side of the main deep water channel, i.e. Woolston / Bitterne banks, Kemps Marina, Bitterne Manor, Riverside Park and Woodmill.
- When rowing DOWNSTREAM say from Woodmill, also stay to the RIGHT side of the main channel i.e. Sewage Works, St. Denys, Priory Road, Coalporters RC, Scrap metal Quay, Millstone Point, Oil Spill Response Jetty, Shamrock Marina, Gravel Wharfs (in front of football stadium), Itchen Marine (tugs mooring) and Crosshouse Hard.
- When passing other vessels, always try to pass them Portside to Portside (left side to left side from your boat's forward direction of course) giving plenty of room where possible to avoid washes, but be aware that other river users may not know of this rule, and you may need to alter your course to avoid them. 'Showing your Bow' direction is a good indicator of your decision.
- Always try to pass under the central arch of all bridges crossing the river, but never stop directly under them. This can create a hazard for other craft passing under the bridge.
- COXLESS boats should regularly look around (ahead) to check their 'course', say every 5 – 6 strokes, depending on their position on the river, state of the tide and water conditions.

### POSSIBLE RIVER HAZARDS

#### DOCKHEAD TO ITCHEN TOLL BRIDGE

- Large ocean-going ships, ferries, tugs, vessels entering and leaving Empress Dock, Ocean Village Marina and activities around Southampton Waterside Activity Centre.

#### ITCHEN TOLL BRIDGE TO WOODMILL

- Large coastal ships e.g. gravel and scrap metal carriers, dredgers, barges, tugs etc - take extra care when passing these vessels, they can't deviate from the main deep-water channel.
- Motor cruisers, yachts, launches, Ribs etc. again take extra care when passing these vessels either when they are underway or moored at locations such as, Itchen Marine, Shamrock Quay Marina, Kemps Marina, Dry Stack berths (downstream of Northam Bridge) Bitterne Manor (Vespasian Road) pontoons and St. Denys Marina. Boats moored at these locations can leave their berths quickly and without notice, so ideally give them a bit of clearance.

### POTENTIAL 'PINCH POINTS'

- Please try to avoid meeting commercial vessels in these areas:
  - o Between Itchen Marine's berths and yachts moored on pontoons towards Woolston bank.
  - o Jetty at Millstone Point - don't cut the bend here rowing UPSTREAM.
  - o Under all the bridge arches.

### COMING ASHORE

- When crossing the main navigation channel to 'come ashore' always look UP and DOWN stream to ensure it is safe to do so, before proceeding to your slipway or pontoon.
- Once ashore, if possible advise your contact that you have safely returned from your session afloat.