Associated British Ports

Southampton

Port Users Information and

Navigational Guidelines

Updated: Oct 2007

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Amendments

Amendment No	Date	Amended by	Signature
1/03 – pages 11,12, 16 21,30,31,36,42,43.	26/9/03		
1/04 –pages 3,5,6,10,16,36,42,45	May 2004		
All pages	Sept 2004		
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21, 21a, 21b	April 2006		
20, 44 and 48	May 2006		
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Associated British Ports

Port of Southampton

Port Users Information and Navigation Guidelines

1. Introduction

The following Guidelines have been established and agreed between the Harbour Master Southampton, CHA Pilots and members of Southampton Port Users Navigation Group. These Guidelines supersede the Guidelines dated 1 January 1993.

The information contained in this booklet is intended to bring to your attention the requirements necessary for the Harbour Master to safely regulate traffic movements in the Solent, Southampton Water and Rivers Itchen and Test, by commercial vessels, and to comply with local rules and national legislation.

Section 52 of the Harbours, Docks and Piers Clauses Act 1847 is incorporated within the British Transport Docks Act 1969 which sets out the powers of a Harbour Master who may give direction for the following purposes.

a) For regulating the time at which and the manner in which any vessel shall enter into, go out of, or lie in or at the Harbour Dock or Pier, and within the prescribed limits, if any, and its position, mooring or unmooring, placing and removing whilst therein.

b) For removing unserviceable vessels or other obstructions from the Harbour, Dock, Pier and keeping the same clear.

The 2003 Port of Southampton Harbour Byelaws are published separately and should be used in conjunction with these guidelines.

These guidelines, Harbour Byelaws and ABP Southampton Notice to Mariners can be found on www.southamptonvts.co.uk

2. Communications VTS Centre

The Operations Room of the VTS Centre situated at 37 Berth, Eastern Docks is continuously manned 24 hours a day.

a) **VHF R/T** The Vessel Traffic Services (VTS) Centre, Southampton, call sign SOUTHAMPTON VTS, guards channels 9, 12, 14, 16, 18, 20 and monitors channels 71 and 74.

b) **Telephones:**

ABP Reception	023 8048 8800
Deputy Harbour Master	023 8060 8205

The above lines are **only available** Monday to Friday 0800hr to 1700hrs daily.

Data Centre	023 8060 8208/9 Available 0700 – 1900hrs Monday - Friday 0700 – 1430hrs Sat
VTS - out of office hours:	023 8033 9733

c) **Facsimile**: 023 80232 991

d) **Telex**: 477161 Answer Back Code DHMSPR

e) **Website**: www.southamptonvts.co.uk
Weather: www.sotonmet.co.uk
www.bramblemet.co.uk

f) **Email** vtssouthampton@abports.co.uk

3. Actions Required by Shipowners, Shipping Agents and Berth Operators

The action by Shipowners, Shipping Agents and Berth Operators in implementing the movement of their ships has a great bearing on the co-ordination of all shipping movements in the Port of Southampton.

The following points must be followed to ensure that a suitable and acceptable slot is available for a vessel to manoeuvre within the Port area for either an arrival or a departure passage.

a) The master, owner, agent or berth operator should make all necessary arrangements in terms of services to be provided, i.e. pilots, tugs, linesmen etc for his vessel's movement within the Port. Such arrangements or any subsequent alteration to ETAs or ETDs must be reported to the VTS Data Centre for confirmation prior to implementation.

b) The master, owner, agent or berth operator **must** confirm the ETA times or changes to ETA times and **report:**

i. Ship's name and International Radio Call Sign (IRCS)
ii. ETA (12 hours and then 3 hours before arrival)
iii. Deepest draft (Passage Planning requirement)
iv. Last port of call
v. Hazardous goods
vi. Any deficiencies of ship, navigation equipment, machinery and cargo.
vii. Any other relevant information to VTS.
viii. Towage ordered

c) The Master, owner, agent or berth operator **must** confirm the ETD times **3 hours before** departure. The Master **must reconfirm 30 minutes before departure** at which time the pilot will be dispatched to the ship.

Details required:

i. Ship's name
ii. ETD
iii. Deepest draft (Passage Planning requirement)
iv. Next port of call

v. Any other relevant information to VTS

vi. Towage ordered

d) In cases where a vessel is not ready to move at the agreed slot time the owner, agent or berth operator is to inform VTS immediately. The vessel must remain in its present position – safe conditions permitting – until further consultations have resulted in a revised slot time being agreed. Failure to comply may result in the vessel missing her slot time thus resulting in a further delay due to other traffic movements in the Port.

e) Decisions made by the VTSO of the movement of any ship are final. (Reference ‘1 Introduction’)

4. Liaison Between Owner / Agent and Master of Vessels

Owners and agents are requested to ensure:

a) Masters of vessels using the Port of Southampton are in possession of relevant navigational information for both the Ports of Southampton and the Dockyard Port of Portsmouth. www.southamptonspin.net

b) Masters of vessels contact the Southampton VTS Centre before sailing, to obtain permission and obtain traffic movements within the Port during the vessel's passage outward.

5. Shipping Movements in The Port of Southampton

All movements (and any subsequent amendments) within the Southampton VTS district must be agreed through Southampton VTS Centre before implementation. This information is also available on www.southamptonvts.co.uk

6. Navigation Guidelines In The Port of Southampton

General note to Guidelines. The term 'large vessels' refers to those vessels >220m loa unless otherwise stated.

Port Passage Planning Guidance note (Ref Port Marine Safety Code)

The Harbour Authority and Harbour Masters' powers to regulate the time and manner of ships entry to, departure from and movement within their waters serve to complement port passage planning. Passage plans are therefore to be operated and enforced as an adjunct to the powers of direction.

The object of port passage planning guidance as required by the Port Marine Safety Code is to ensure that:

a) All parties know relevant details of any particular port passage in advance.

b) There is a clear, shared understanding of potential hazards, margins of safety, and the ship's characteristics.

c) Intentions and required actions are agreed for the conduct of the port passage – including the use of tugs and their availability – and any significant deviation should it become necessary.

The Port Marine Safety Code requires the exchange of certain information between the Master of the ship and the pilot in conjunction with VTS.

The careful planning of the movements of every ship in the confines of the port is an essential element of the Port's Safety Management System. The pilot / master exchange of information needs to be both detailed and structured. The VTS supplied information in conjunction with the pilot and vessel's passage plan are to be integrated to ensure that both the pilot and master have information needed for an agreed Port Passage Plan. It should include as a minimum:

a) The provision by the pilot of relevant VTS traffic information, detailed local navigational knowledge, including his recommended passage plan. Such details will assist the master to update his own passage plan.

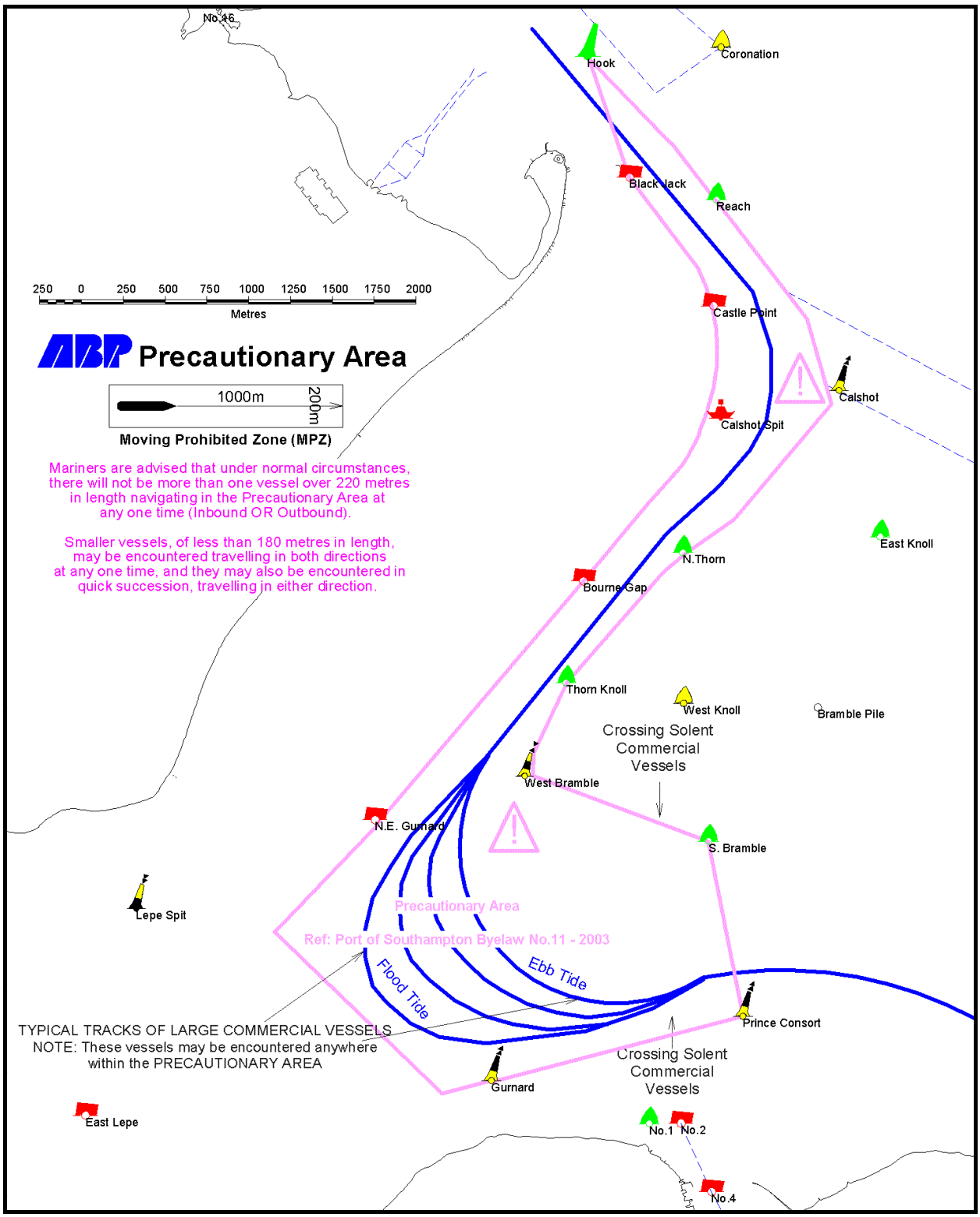
b) The provision by the master of precise information, about the ship, its manoeuvring characteristics, its equipment, including details of any defects.

6.1 Guideline No 1

All vessels navigating within the Port of Southampton shall ensure that a large vessel (> 220m) shall be given a ‘clear channel’ between Hook Buoy and the Prince Consort Buoy. The term ‘clear channel’ is defined as:

‘A clear channel vessel is one which requires a clear and unimpeded passage ahead when transiting the Precautionary Area’.

Vessels may enter the Precautionary Area (see chartlet) maintaining a safe distance astern of a ‘clear channel’ vessel.


No.16
Hook
Coronation
Black Jack
Reach
250 0 250 500 750 1000 1250 1500 1750 2000
Metres
Castle Point
Calshot
Calshot Spit
ABP Precautionary Area
1000m
200m
Moving Prohibited Zone (MPZ)
Mariners are advised that under normal circumstances, there will not be more than one vessel over 220 metres in length navigating in the Precautionary Area at any one time (Inbound OR Outbound).
Smaller vessels, of less than 180 metres in length, may be encountered travelling in both directions at any one time, and they may also be encountered in quick succession, travelling in either direction.
East Knoll
N.Thorn
Bourne Gap
Thorn Knoll
West Knoll
Bramble Pile
Crossing Solent Commercial Vessels
West Bramble
N.E. Gunnard
S. Bramble
Lepe Spit
Precautionary Area
Ref: Port of Southampton Byelaw No.11 - 2003
Flood Tide
Ebb Tide
Prince Consort
TYPICAL TRACKS OF LARGE COMMERCIAL VESSELS
NOTE: These vessels may be encountered anywhere within the PRECAUTIONARY AREA
Gurnard
Crossing Solent Commercial Vessels
East Lepe
No.1
No.2
No.4

6.2 Guideline No 2

The movement of inward bound large vessels

a) Attention is drawn to the current Vessel Traffic Services and Procedures Local Notice to Mariners

b) Southampton VTS Centre are to ensure that the movements of all large vessels are monitored throughout their passage, and that they are advised of all the necessary information relating to movements of other vessels and their own navigational requirements.

c) The Master and pilot in conjunction with Southampton VTS will agree a passage plan which falls into three main categories:

i ETAs at various locations throughout the intended route

ii Co-ordination of passing arrangements with other vessels

iii Abort points on the planned passage

d) Insofar as inbound vessels >220m loa are concerned, the turning points are to be established at the West Bramble and on request at Calshot turn. The vessel must be advised of the distance to run at ONE-cable intervals commencing, as agreed, with reference to the West Bramble turn and upon request for the Calshot turn. An indication of left or right of track may also be given. The Pilot will inform the VTSO when commencing the turn.

e) The West Bramble turning point should be related to the distance to run to the Gurnard Buoy.

f) Inward bound the Calshot turning point should be related to the Calshot Spit Light Float/Castle Point Buoy transit

g) The passage of a large tankers bound for the Fawley / BP Oil Terminals will be in most cases planned so that the vessel arrives at the Hook Buoy between 30 minutes before and 45 minutes after first High Water. On occasions a vessel may also be planned to berth during low water period. In all cases the programmed time will be the result of consultation between the Terminal, the pilot and the duty VTS officer.

h) When two large tankers bound for the Fawley / BP Oil Terminals area are to enter on the same HW, the first vessel will be timed to enter the Thorn Channel as early as practicable in order that the second vessel shall be able to enter in sufficient time to clear the Hook Buoy before the end of the slack water period.

i) If any problems exist with the vessel or Terminal, the vessel will not be permitted to enter the Thorn Channel and will be advised of a suitable anchorage by Southampton VTS in consultation with the Master/Pilot. It will be the responsibility of the Master or Terminal Operator to declare to Southampton VTS any problem anticipated with the vessel or Terminal Berth before the vessel passes South Ryde Middle Buoy in order that appropriate action may be taken.

Further guidance can be found on page 26 / 27 section 7.2

6.3 Guideline No 3

Co-ordination of movements of vessels >180m arriving at Hook Buoy and movement of vessels leaving Southampton Docks

Vessels >180m loa should take account of the following criteria:

a) The Pilot and VTS Officer should ensure that planned movements are confirmed when the pilot has boarded the vessel and updated as necessary.

b) Inbound vessel >180m shall not enter the Thorn Channel unless the following criteria are observed:

- **i)** A berth or an abort procedure is in place for the vessel.
- **ii)** Whatever assistance the ship requires to berth – tugs, mooring gang, etc are available and will remain so throughout berthing.
- **iii)** Passing points co-ordinated and agreed.

c) Two vessels each having a length >180 metres shall not pass or overtake each other between Hook Buoy and a line drawn due south of West Bramble Buoy.

d) When an inbound tanker >180m is stemmed for the Fawley / Hamble Oil Terminals, outbound vessels will not normally be planned to pass south of Dock Head until the inbound vessel is in a controlled situation with tugs secured.

e) A second inbound vessel >180m will not normally be planned to pass Prince Consort Buoy until:

i) The inbound vessel >180m bound for Southampton Docks has passed Reach Buoy.

or

ii) an inbound tanker >180m for the Fawley / Hamble Oil Terminals is in a controlled situation with tugs secured

f) Central Solent Passes. Vessels >180m loa should be planned to pass port to port east of Prince Consort Buoy.

g) The Pilot and VTS Officer should ensure that when passage planning due allowances are made for the vessel to be able to safely turn at the West Bramble taking into account sufficient reserve of speed in the prevailing weather and traffic conditions.

h) It is recommended that at the West Bramble turn the maximum mean wind speed (in the South West Quadrant) for container ships is as follows:

i) Draft less than 11 metres 30/35 knots (force 7)

ii) Draft more than 11 metres 35/40 knots (force 8)

This must be dependant on additional towage being available in the Docks area.

6.4 Guideline No 4

Passing points for vessels >180m in Southampton Water

Passing points for vessels >180m have been established at:

Area 1 Fawley Reach

Area 2 Gymp Buoy

The following points shall be considered when passing:

a) Adverse weather, tidal conditions and depth of water (see Guideline No 5).

b) Guideline No 3

c) Vessels shall not be planned to manoeuvre on/off berths adjacent to the passing areas.

d) Availability of separate cover for towage.

e) Maximum number of vessels shall be:

Fawley	3 vessels
Gymp	2 vessels

Passes shall be planned and agreed by VTSO / pilots concerned before the act commences.

It will be the responsibility of the vessels concerned to advise each other as well as Southampton VTS of any alterations to their timings.

6.5 Guideline No 5

Berthing and manoeuvring limitations in adverse weather

The limitations detailed below set out the operating parameters for ships manoeuvring and berthing (with or without tug assistance) within the Port of Southampton. The existence of these limits does not imply that in more favourable conditions it is safe for a given ship to move or berth. The decision to move or berth, and the safety of the ship during that manoeuvre rests with the Master. However, these limits are to be observed by all vessels unless specific exemption for a vessel to depart from them for a manoeuvre has been granted by the Harbour Master.

The following factors should be taken into account:

- Ship type, draft, windage and handling characteristics
- Reported ship defects
- Berth location
- Visibility
- Tidal Streams
- Traffic density
- Meteorological conditions / forecast.

Manoeuvring of large high-sided Ro-Ro vessels and large bulk vessels in ballast in the Western Docks should not normally be undertaken when the sustained mean wind speed exceeds 35kts. This will not necessarily preclude the movement of these vessels if sufficient reserves of power (towage, thrusters) are available to facilitate a safe passage.

Reference is made to 7.2.1 Guide to Good Practice'.

a) Specific Requirements by Berth Operators

Associated British Ports - Southampton Docks. Large bulk vessels bound for 46/47 berths exceeding 180 metres LOA will only be permitted to berth during periods of slack water. When wind speed exceeds 20 knots or gusting above 25 knots, an additional tug must be used.

b) Esso Marine Terminal, Fawley

Large vessels proceeding to Fawley are not to enter the Thorn Channel on a flood tide when the wind is in excess of 30 knots. Wind speed is to be taken as mean speed as recorded at the Esso Marine Terminal Fawley or at the VTS Centre, whichever is the strongest. (See chart 'Wind Speed Criteria at Fawley Marine Terminal').

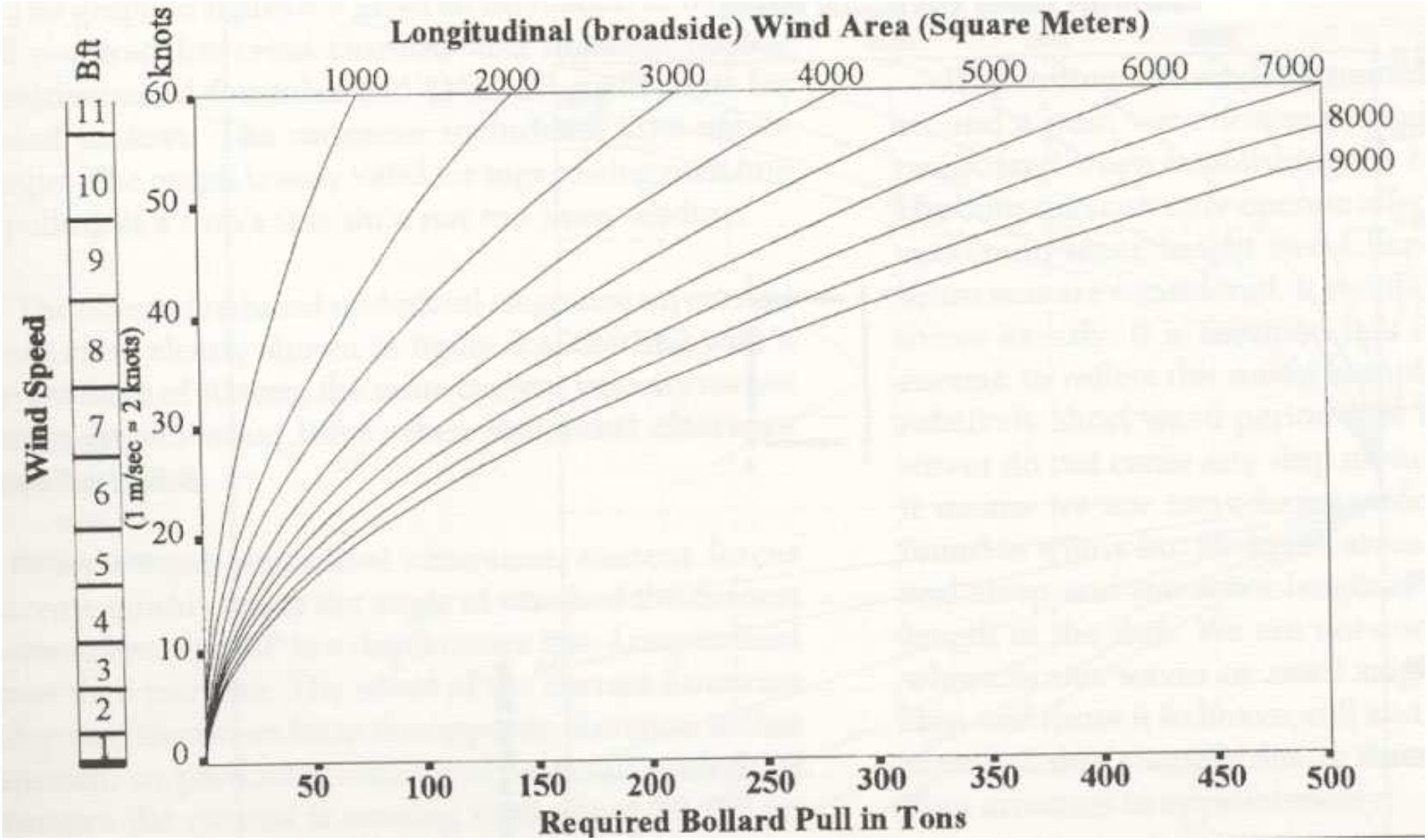
c) BP Oil UK Terminal, Hamble

Other than in exceptional circumstances and in consultation with the Marine Superintendent, Master, Pilot and VTS Centre a vessel will not be permitted to berth in winds in excess of 25 knots (mean).

Tankers >60k dwt will not normally depart from the terminal later than 30 minutes before 2nd High Water.

Beam on Wind Guidelines for Southampton Docks

Reproduced by permission from 'Tug Use in Port' Henk Henson



Lateral Windage Area	Max Windspeed		
	2 tugs 60 tonnes	3 tugs 90 tonnes	4 tugs 120 tonnes
1000 m^2	56’	66’	75’
2000 m^2	38’	47’	56’
3000 m^2	32’	38’	45’
4000 m^2	28’	34’	39’
5000 m^2	25’	29’	34’
6000 m^2	23’	28’	32’
7000 m^2	22’	25’	30’
8000 m^2	20’	23’	28’
Wind **SPEED** doubled Wind **FORCE** quadrupled			

Name	LOA	Bollard Pull	Propulsion unit
Lady Madeleine (Fi-Fi)	32.7m	63t ahead 57t astern	2 x Aquamaster
Svitzer Sarah (FI-Fi)	30.5m	53 tonnes	2 x Voith Schneider
Lyndhurst (Fi-Fi)	30.0m	42 tonnes	2 x Voith Schneider
Kincraig	31.0m	50 tonnes	2 x Z-peller propulsion units
Bentley	32.7m	63t ahead 57t astern	2 x Aquamaster
Adsteam Surrey	30.98 m	41.5 tonnes	2 x Voith Schneider
Svitzer Sussex	31.1m	42 tonnes	2 x Voith Schneider
Sir Bevois	29.3m	34 tonnes	2 x Schottel units
Wyeforce	19.0m	19 tonnes	Twin screw nozzles
Wyetow	16.5m	11 tonnes	Twin screw
Wyepull	15.3m	8 tonnes	Twin screw nozzles
Wyepush	14.5m	8 tonnes	Twin screw
Wyepress	21.5m	7 tonnes	Single Voith
Wyefuel	16.0m	3 tonnes	Single Voith
Wilanne	16.9m	13 tonnes	Damen Stantug 1605 – 940hp
Wilfreedom	19.4m	11 tonnes	Damen Stantug 1800 – 883hp
Wilchallenge	15.7m	7 tonnes	Damen Stantug 1 survey / workboat

6.6 Guideline No 6

Fog Guidelines

The following guidelines are intended to provide guidance to mariners navigating within the Southampton VTS area when visibility is restricted:

In the event of visibility being less than 2 miles in the Southampton VTS area [see *Note* (1)], the following procedures shall be implemented by the Duty VTS Officer.

VISIBILITY LESS THAN 2 NAUTICAL MILES

In the event of the Duty VTS Officer being made aware that the visibility is less than 2 miles, either through visibility sensor equipment or a report received from a vessel within the area, he shall take the following action:

1. Call the Met Office forecaster for a prognosis taking into account time of year and time of day.
2. Issue a 'visibility warning' broadcast if the Met Office indicate that the visibility is likely to deteriorate further. [see *Note* (2)]
3. Request further visibility reports from other vessels to determine the extent of the reduced visibility and ensure that arriving / departing vessels are kept informed of current conditions and that possible abort berths/anchorages are identified. [Note (3)]
4. Ensure that, prior to boarding, pilots are informed of current visibility conditions and that Marine Officers are also kept advised accordingly.
5. Planned Fawley and Dock Head passes, of large vessels, shall take account of any Met Office forecast deterioration in visibility.

VISIBILITY GREATER THAN ½ NAUTICAL MILE BUT LESS THAN 1 NAUTICAL MILE.

Ensure all the above routines have been carried out and in addition:

1. Calshot / Hook fog signals must be switched 'on' when visibility in the Fawley/Thorn Channel area is less than 1 nautical mile.
2. High Speed ferries when operating in reduced visibility of less than 1 nautical mile must report to VTS on passing Hook buoy.
3. Fishbourne / Portsmouth Ferries must, when visibility in the Eastern Solent (between the Forts and the Ryde Middle is below 1 mile (10 cables), establish contact with Southampton VTS on VHF Ch12 on leaving Fishbourne (Northbound) and the Swashway (Southbound).

4. Both Radar surveillance desks in VTS should be permanently manned.
5. Advice on a vessel's position should, in general, be given as a bearing and distance from a known point.
6. Eastern Inner Pilot Station will be relocated to the St Helens Boarding Area when the visibility in the Eastern Solent falls below 1 mile.
7. Thorn Channel – All vessels that are confined by draft to navigating only within the Thorn Channel will be given **'clear channel in fog'** status [see *Note (5)*].
8. Transits of the River Itchen, above the Itchen Bridge should not be undertaken.
9. Laden vessels carrying dangerous or polluting goods in bulk (over 60,000 dwt) will not normally proceed inwards past the West Bramble buoy or depart from their berth.
10. Fawley and Dock Head passes shall not be planned if the visibility is forecast to remain at this level or lower.
11. Vessels engaged in bunkering alongside, should cease operations, if another vessel is due to pass.
12. No vessel shall be permitted to leave a berth or enter VTS limits if, in the consideration of the Harbour Master, it is likely to place one or more vessels at unnecessary risk. In these circumstances the time/manner of entry into port limits shall be adjusted as considered appropriate and the vessel directed accordingly.

VISIBILITY LESS THAN ½ NAUTICAL MILE (5 Cables)
Ensure all the above routines have been carried out and in addition:

1. Both radar surveillance desks in VTS will be permanently manned.
2. Laden vessels carrying dangerous and polluting cargoes in bulk or vessels which are neither gas free or inerted will not be allowed to enter an area in which the visibility is less than 0.5 of a nautical mile, unless it is imprudent to abort.
3. No vessel will be given dispensation to exceed the six-knot speed limit northward of the line between Hythe Pier and the Weston Shelf buoy.
4. All vessels that are confined to navigating only within a navigable channel will be given a 'clear channel in fog' status.

Towage in restricted visibility

Tugs may have difficulty making fast and in particular on the bow in visibility of less than 2 cables.

Inward vessels requiring tug assistance should consider carefully whether the probability of the visibility reducing to less than 2 cables is such that an abort should be considered before passing the West Bramble buoy.

Inward vessels >220m requiring tug assistance should consider carefully whether the probability of the visibility reducing further is such that an abort should be considered before passing the West Ryde Middle buoy and committing the vessel inwards.

However, should a large vessel once committed to entering Southampton Water, experience a further reduction in visibility, then it must be understood that while the dock tugs will endeavour to assist they will have great difficulty in making fast safely in visibility of less than 2 cables as described above. Such a decision will rest with the tug master.

Notes:

Note (1): For the purposes of this notice the Southampton VTS area shall include all the waters within the Port of Southampton and that part of the Dockyard Port of Portsmouth which lies to the South of a line between Gilkicker Point, OSB, and the Horse Sand Fort.

Note (2): In the event these guidelines require a broadcast to be made by VTS the broadcast shall be made on VHF Channel 14, preceded by a ‘Securite’ announcement on VHF channels 16 & 12 to warn mariners in the VTS area of the presence or likely presence of restricted visibility in the area.

Note (3): If visibility is only restricted in small parts of the VTS area, it will be for the Harbour Master, Pilot and master to determine the extent to which this routine should be implemented.

Note (4): For the purposes of this notice, reference to the Harbour Master shall include his appointed assistants.

Note (5): A ‘clear channel in fog’ vessel is one that is deemed to require a clear and unimpeded passage ahead whilst transiting the navigable channel. For the purpose of this instruction this will mean that no other vessel should enter a zone around the vessel of 1,000 metres ahead or 100 metres either side of the vessel.

Note (6): If the Harbour Master has reason to believe that a vessel may not be equipped to enter, leave, or transit the area safely in restricted visibility, he should direct the vessel to an outer anchorage or instruct it to remain alongside.