


The yachtsman's guide to
Southampton Water
and its approaches



**If you can't
see the ship's
wheelhouse,
the ship can't
see you!**

VHF R/T Port Operation Channel

Yachts are reminded that Channel 16 is a **DISTRESS SAFETY AND CALLING CHANNEL ONLY**.

Other than for distress it must only be used to establish contact before going to a working channel. Port Operation channels must not be used for boat communications. The recognised boat to boat channels are 6, 72 and 77.

Port operation channels are as follows:

12 } Vessel Traffic Services (VTS)
14 } Southampton Harbour Master
11 } Queen's Harbour Master, Portsmouth
68 } Harbour Master, Hamble
69 } Harbour Master, Cowes

67 } HM Coastguard
73 } Working channels

71 } Ship/tug/pilot working channels
74 } NOT TO BE USED BY
10 } RECREATIONAL CRAFT
09 }
08 }

80 Marina working channels

**VESSELS OVER 20 METRES MUST
REPORT TO VTS AT DESIGNATED
REPORTING POINTS (AS PER
ADMIRALTY CHARTS AND ALRS
VOLUME SIX)**



Welcome to the Port of Southampton

This information has been produced by Associated British Ports specifically for people who enjoy recreational activities afloat.

Some facts you should keep in mind:

1. The number of large commercial ships serving the Port of Southampton and the number of recreational craft afloat in local waters is increasing. It is essential that close quarters situations are minimised.
2. Most of the commercial vessels you meet will have a UK Pilot on board regardless of the ship's flag. They will be monitoring VHF Channel 12.
3. Most ships travel at manoeuvring speeds of between 10 and 15 knots whilst in the Solent and Southampton Water. This will vary from ship to ship and is "as safe as navigation and conditions permit".
4. Light, partially loaded or unevenly trimmed ships may require to maintain a higher "as safe as navigation permits" speed to remain under full control.
5. It may take less than 10 minutes for a ship to reach you from your visible horizon, in hazy conditions it will take a lot less. At 10 knots a ship travels one nautical mile in six minutes. At 15 knots it takes only four minutes.
6. Ships cannot easily avoid small craft in narrow channels, it is better for you to stay clear.
7. A large ship that is slowing down may not steer very well, it needs propeller action on the rudder to respond. When the ship's engine is put astern it's manoeuvrability will be affected. Remember that it takes time and a considerable distance for a ship to stop.

8. There are numerous other small vessels operating within the Solent and Port of Southampton. Watch out for ferries, fast catamarans, fishing boats and tugs towing barges (especially at night when barges may not be clearly visible).
Note that a towing cable may be partially submerged.

What can you do?

1. Whenever possible, avoid sailing in commercial shipping channels, especially in poor visibility. If it is absolutely necessary to use these channels then observe Rule 9 of the COLREGS by keeping to the starboard side of the channel and crossing, at right angles, only when this does not impede the passage of a vessel that can safely navigate only within that channel.
2. Do not underestimate the speed of ships. If your vessel is slow, allow sufficient time to take any necessary action.
3. Be visible. At night, make sure your navigation lights can be seen. If you suspect that you have not been seen by an approaching ship shine a torch, searchlight or spotlight on your mast or sail. Carry a radar reflector high on your mast. Remember that from the bridge of a large container ship or tanker the Pilot or Master may lose sight of you up to half a mile ahead even though you can see the ship quite clearly.
4. Be alert. Keep a good lookout at all times, especially astern!
5. Night-time sailing. Even on a clear night you may have difficulty seeing a ship approach. You might notice it first as a black shadow against a background of shore lights, or as a growing shadow – at that point you are not far apart! Remember that your lights may not be easily spotted from a ship, especially lights at the top of your mast which can merge with

background shore lights when viewed from a large commercial vessel.

6. Study the ship's lights. If you can see both sidelights you are dead ahead and need to react quickly.
7. Precautionary Area. See 'Caution One' on the accompanying chartlet. Be aware that ships make large alterations of course at the West Bramble and Calshot turns. Ensure that you comply with the MOVING PROHIBITED ZONE.
8. Recognise whistle signals. Five or more short blasts means your intentions are not understood and you are causing concern to the ship. One short blast means the ship is altering course to starboard. Two short blasts, altering course to port. Three short blasts the ship is putting engines astern.
9. Know ship signals. A ship which displays a black cylinder in the daylight or three red lights in a vertical line at night indicates that she is constrained by her draught.

Give her a wide berth.

10. VHF Channels. Keep your radio on Channel 12 which is the port working frequency used by Southampton Vessel Traffic Services (VTS) and shipping. Every 2 hours from 0610-2210 there will be a broadcast on Channel 14 (pre-empted by a transmission on Channel 12) giving information on large ship movements, local weather conditions and any new Navigational Warnings.

Personal Watercraft (PWs)

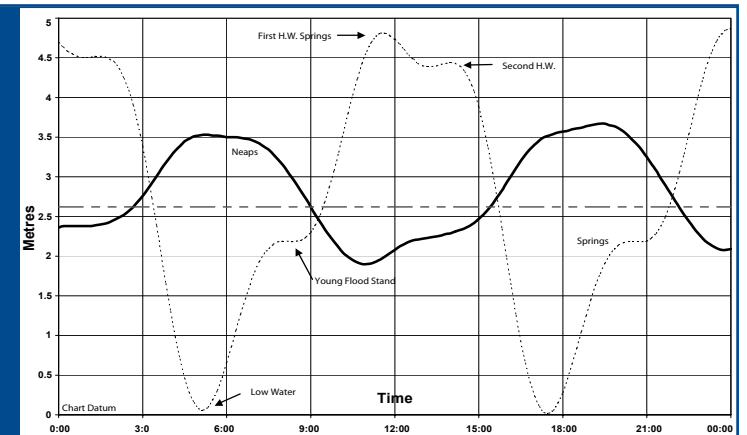
PWs, otherwise known as jet-skis and waterbikes, are required to exercise caution with due regard to other water users when in the Port of Southampton and approaches. When close to the shoreline, in particular, keep a good lookout for swimmers. Be aware of your speed and keep clear of ships and other craft. Always wear the Kill Cord. The 6 knot limit in the Docks applies to all powered craft!

Collision Avoidance Check List

- Avoid ship channels when possible. Cross them quickly and at right angles
- Be alert, watch for ship traffic
- Be seen, especially at night
- Know whistle signals- five or more short blasts, your intentions are not understood!
- Listen to VHF channel 12 - if you have to transmit keep your message brief
- Use up to date navigation charts - read Local Notice to Mariners at your local club/marina or on www.southamptonvts.co.uk
- When in doubt, keep clear. Always be prepared for the unexpected
- Lifejackets do not help if you're not wearing them!

Typical Southampton Tidal Curves For Springs and Neaps

----- Dock Head Spring Tide Curve
———— Dock Head Neap Tide Curve
- - - - Mean Tide Level



Southampton Water and it's approaches

For centuries the Port of Southampton has played a vital role in British sea trade and is situated on one of the finest natural harbours in the world. Southampton Water and it's approaches offer any leisure user excellent sailing waters and numerous facilities from the Isle of Wight to the Rivers Test and Itchen.

This guide is designed to provide yachtsmen with a level of information which will contribute to the safe navigation and enjoyment of the area.

Caution One

Precautionary Area

All vessels over 150m in length, whilst navigating this area, will have a **MOVING PROHIBITED ZONE** 1000m ahead and 100m to either side. These vessels are required to display a black cylinder by day and three all round red lights in a vertical line at night. Vessels under 20m are prohibited from entering the Moving Prohibited Zone. Whenever possible, vessels over 150m will be escorted by a patrol launch showing a blue flashing light. The absence of the launch will not invalidate the Moving Prohibited Zone. (see LNTM No. 3/2014)

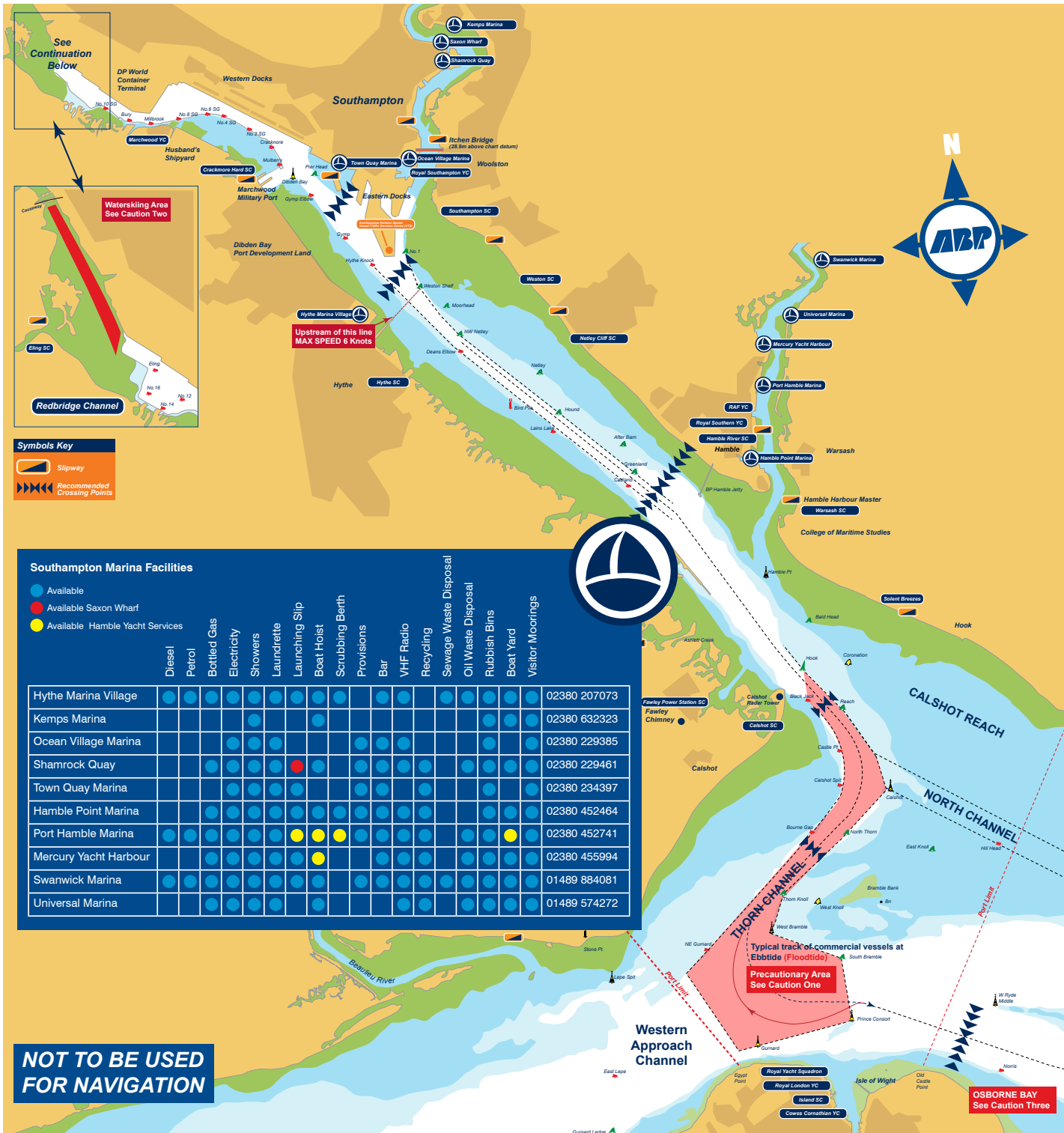
Caution Two

Waterskiing

Waterskiing is not permitted in the port except in the designated area at Redbridge or with the written permission of the Harbour Master. It is an offence under Harbour Bye-Laws to waterski outside this area and offenders may be prosecuted. The Bye-Laws also require there to be two people in any boat towing a waterski. Redbridge – This area is usable from approximately 1 hour before until 2 hours after the 1st High Water. There are some obstructions in the area and large scale Admiralty Charts should be consulted beforehand.

Caution Three

Osborne Bay: This area is not recommended as a small craft anchorage due to the possibility of wash from passing vessels.



Legal requirement and navigation

Guidance Notes

Navigational Safety

The principal deep water navigational channels within the statutory limits of the Port of Southampton are well marked by buoys and lights. These channels are in constant use by commercial vessels, including large deep-draught tankers (VLCC), container ships, ferries and other traffic.

Recreational users of the area are advised to keep clear of these channels and use the recommended crossing points (as shown on chartlet overleaf). When channels have to be crossed, this should be done as nearly as practicable at right angles.

AVOID CROSSING THE BOWS OF ON-COMING COMMERCIAL TRAFFIC

Large container ships, in particular, usually have restricted visibility ahead (see diagram below). You may be able to see them clearly but can they see you? If the full width of the wheelhouse on the ship is not visible then you may not have been seen! Most recreational sailors take a justifiable pride in the responsible way they conduct themselves. Part of this is the realization that hindering the safe passage of commercial vessels is not only bad seamanship but dangerous to themselves, their crews

and the ship itself. Recreational users of the port must familiarise themselves with, and observe, the COLREGS, Port of Southampton Bye-Laws and Local Notice to Mariners.

Information is available on:
www.southamptonvts.co.uk



Harbour Patrol

The Harbour Master operates a Harbour Patrol Launch service within the limits of the Port of Southampton throughout the year. This service is

used mainly to escort large vessels safely into or out of the harbour area to ensure that the main navigable channels are kept clear for their safe transit.

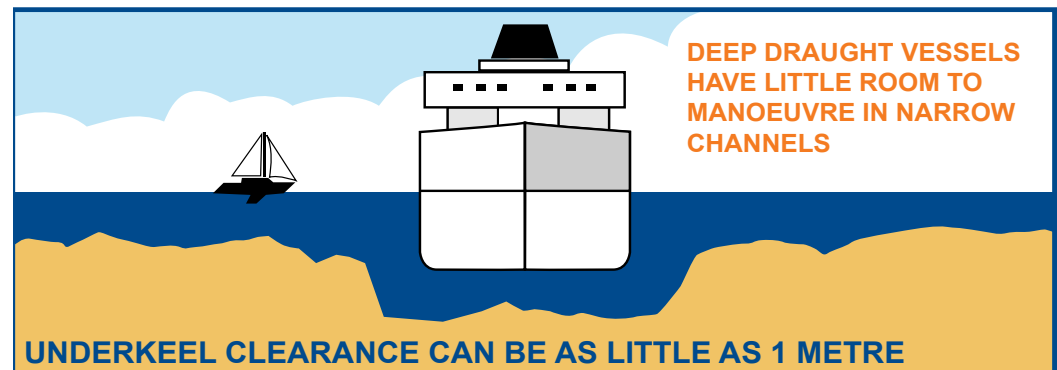
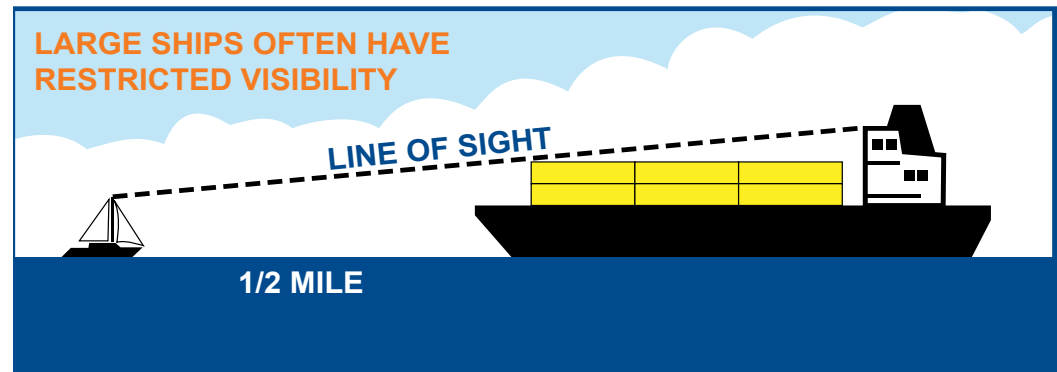
The Harbour Patrol Launch maintains a listening watch on VHF Channel 12 (call sign Southampton Patrol). The crew will be happy to offer advice and information on the Harbour and Approaches.

This vessel, having a royal blue hull with white upper works, is easily recognisable by the broad yellow diagonal stripe on each side of the bow. At night, in addition to the steaming lights, an all round blue light is displayed at the mast head.

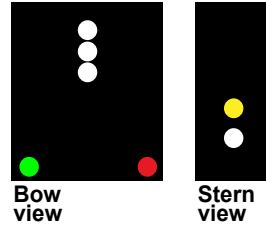
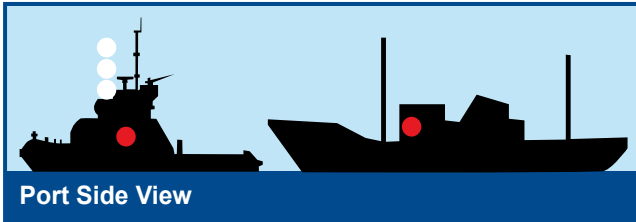
Speed of vessels

In compliance with Southampton Harbour Bye-Laws:

1. Proceed at a safe speed with due regard to other water users, buoys, moorings and banks of the harbour area or any other property.
2. Reduce speed and wash when passing a dredger, vessel engaged in diving operations or vessel working on a buoy or mooring.
3. Observe 6 knot speed limit north of an imaginary line between Hythe Pier and Weston Shelf buoy.



Towing Lights & Signals



Marina Entry Signals

Lights	Meaning
● Fixed	Vessels shall not proceed
● Fixed	Vessels may proceed with caution Two way traffic
○	Vessels may proceed with caution One way traffic
● Fixed	Vessels may proceed with caution One way traffic
● Flashing	Serious Emergency all vessels to stop or divert according to instructions

Only ONE GROUP of lights to be shown

Common Flag Signals

	R	Pass me at slow speed
	Y	
	I	Engaged in survey work
	R	

Manoeuvring & Warning Signals

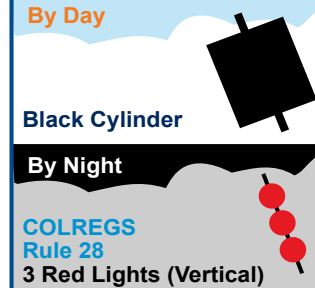
These signals may be supplemented by light signals

1 Short blast	Altering to starboard
2 Short blasts	Altering to port
3 Short blasts	Going astern
5 Or more short blasts	Your intentions are unclear

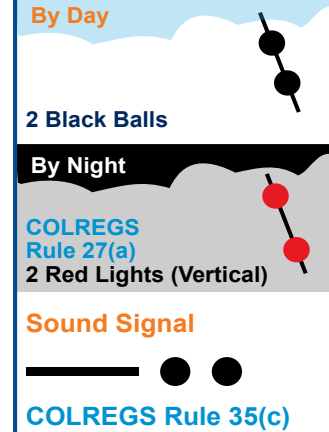


Visual & Sound Signals in Fog

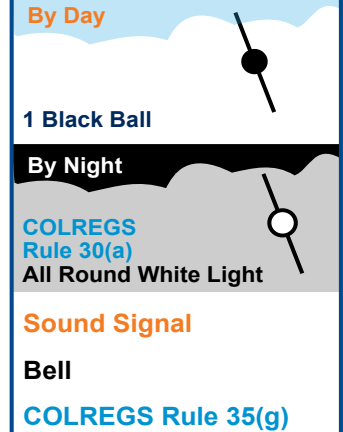
Deep Draught Vessels



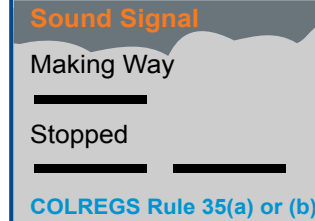
Vessels Not Under Command



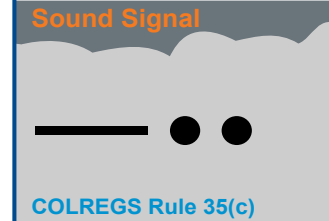
Vessels at Anchor



Power Driven Vessels



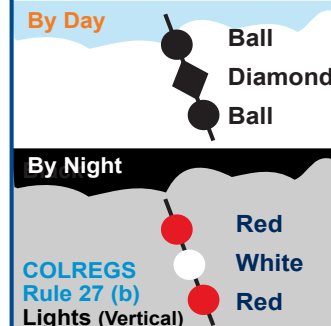
Sailing Vessels



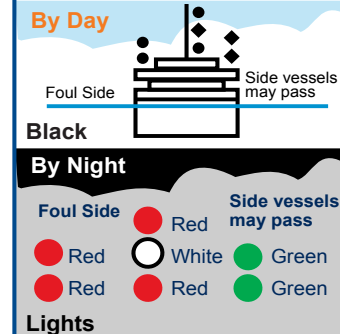
COLREGS

COLREGS: International Regulation for Preventing Collisions at Sea 1972-As amended

Vessels Restricted in Their Ability to Manoeuvre



Vessels Engaged in Dredging/Underwater Ops

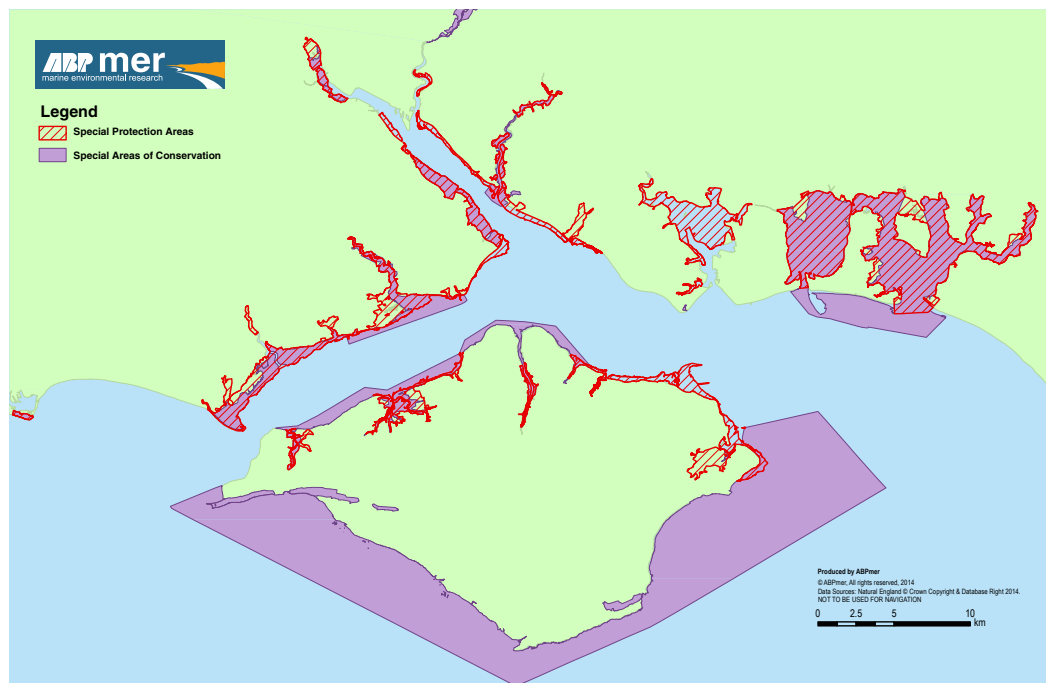


Vessels Engaged in Diving Ops



COLREGS Rule 27(e)

Marine information and Environmental Data



Southampton Water is of international importance for nature conservation. Its mudflats and other habitats support a wide variety of birds and the creatures they feed on throughout the year. In recognition of this, Southampton Water is designated as part of the Solent European Marine Site, with Special Protection Areas (SPAs) for birds and Special Areas of Conservation (SACs) for habitats and other species. A management scheme has been developed to ensure that a balance of activities can be maintained within the site, allowing port operations, recreational sailing and wildlife to co-exist.

ABP, in its role as the Statutory Harbour Authority for Southampton Water, has a strong commitment to protecting the local environment and we play an active role in the management scheme for the European Marine Site. Recreational sailors are well known for enjoying and taking care of the environment in which they spend their leisure time. In order to maintain Southampton Water as a pleasant place to sail, remember that the UK has strict rules on dumping litter at sea, with substantial penalties for offenders. Please retain all rubbish on board and dispose of it safely in proper facilities once you return to shore.

Useful addresses and Telephone Numbers

Associated British Ports (ABP)

Ocean Gate Atlantic Way
Southampton
Hampshire. SO14 3QN

Tel: 02380 488800
Fax: 02380 336402

Harbour Master's Office

Tel: 02380 608208
Fax: 02380 232991

Vessel Traffic Services Centre (VTS)

Tel: 02380 608208 (24hrs)
www.southamptonvts.co.uk

Visitors can access regularly updated shipping movements, cruise schedules, Notices to Mariners and tidal forecasts.

Solent Harbour Master

Beaulieu River 01590 616200
Cowes 01983 293952
Hamble 01489 576387
Portsmouth 02392 723694
(Harbour Control, QHM)

HM Coastguard

Lee on Solent 02392 552100

HM Revenue and Customs

Yachtline 0845 723 1110
Customs Helpline 0300 200 3700
Customs Hotline 0800 595 5000

www.hmrc.gov.uk

Border Force South (Immigration)

N.O.H 0300 056 8120
O.O.H - Until 22.30 02380 627107

www.gov.uk/border-force

Port Health

Southampton 02380 226631
Portsmouth 02392 688653

The Yachtsman's Guide is produced by ABP as a reference and safety guide only and must not be used as a navigation chart.

All numbers and information contained within were correct at time of publication.

If your organisation needs additional copies of this publication please forward your requests to ABP.

Tel: 02380 608206 or 02380 608211

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