

GLOUCESTER HARBOUR - PASSAGE INFORMATION

<table style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 150px;">Vessel</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>In from/ out to</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>DWT</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Length</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Beam</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Max FW Draft</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Max Air Draft</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Speed</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Type F.O.</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Qty F.O.</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Persons on board</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> </table>	Vessel	<input style="width: 150px; height: 20px;" type="text"/>	In from/ out to	<input style="width: 150px; height: 20px;" type="text"/>	DWT	<input style="width: 150px; height: 20px;" type="text"/>	Length	<input style="width: 150px; height: 20px;" type="text"/>	Beam	<input style="width: 150px; height: 20px;" type="text"/>	Max FW Draft	<input style="width: 150px; height: 20px;" type="text"/>	Max Air Draft	<input style="width: 150px; height: 20px;" type="text"/>	Speed	<input style="width: 150px; height: 20px;" type="text"/>	Type F.O.	<input style="width: 150px; height: 20px;" type="text"/>	Qty F.O.	<input style="width: 150px; height: 20px;" type="text"/>	Persons on board	<input style="width: 150px; height: 20px;" type="text"/>	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 150px;">Date</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Pilot</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Boarding Time</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>HW Sharpness</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>ETA Sharpness</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>ETA Sheperdine</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>ETA Severn Bridge</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>ETA SSC</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>ETA Portishead</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>ETA Pilot Station</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> <tr><td>Expected depth at ETA Sharpness</td><td><input style="width: 150px; height: 20px;" type="text"/></td></tr> </table>	Date	<input style="width: 150px; height: 20px;" type="text"/>	Pilot	<input style="width: 150px; height: 20px;" type="text"/>	Boarding Time	<input style="width: 150px; height: 20px;" type="text"/>	HW Sharpness	<input style="width: 150px; height: 20px;" type="text"/>	ETA Sharpness	<input style="width: 150px; height: 20px;" type="text"/>	ETA Sheperdine	<input style="width: 150px; height: 20px;" type="text"/>	ETA Severn Bridge	<input style="width: 150px; height: 20px;" type="text"/>	ETA SSC	<input style="width: 150px; height: 20px;" type="text"/>	ETA Portishead	<input style="width: 150px; height: 20px;" type="text"/>	ETA Pilot Station	<input style="width: 150px; height: 20px;" type="text"/>	Expected depth at ETA Sharpness	<input style="width: 150px; height: 20px;" type="text"/>
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PRE-PASSAGE ACTIONS

	<u>YES</u>	<u>NO</u>
Is pilot card available and have handling characteristics of vessel been discussed?	<input style="width: 40px; height: 20px;" type="checkbox"/>	<input style="width: 40px; height: 20px;" type="checkbox"/>
Are there any defects which may affect the safe navigation of the vessel?	<input style="width: 40px; height: 20px;" type="checkbox"/>	<input style="width: 40px; height: 20px;" type="checkbox"/>
Are the anchors ready for immediate use?	<input style="width: 40px; height: 20px;" type="checkbox"/>	<input style="width: 40px; height: 20px;" type="checkbox"/>
Have general passage and docking procedures been discussed with the Master/Mate?	<input style="width: 40px; height: 20px;" type="checkbox"/>	<input style="width: 40px; height: 20px;" type="checkbox"/>
Is Hazardous Cargo Carried?	<input style="width: 40px; height: 20px;" type="checkbox"/>	<input style="width: 40px; height: 20px;" type="checkbox"/>

CONFIRMATION

MASTER _____

GLOUCESTER HARBOUR TRUSTEES - GENERAL DIRECTIONS

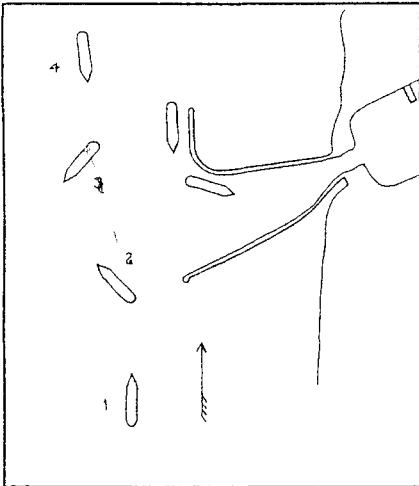
General directions for the Gloucester harbour have been circulated as GHT Notice to Mariners 3/99. The General Directions make reference to the conduct of vessels, the harbour limits, traffic regulations, restricted and prohibited areas, firing practice areas, sizes of vessel, byelaws and pilotage.

PASSAGE DETAILS

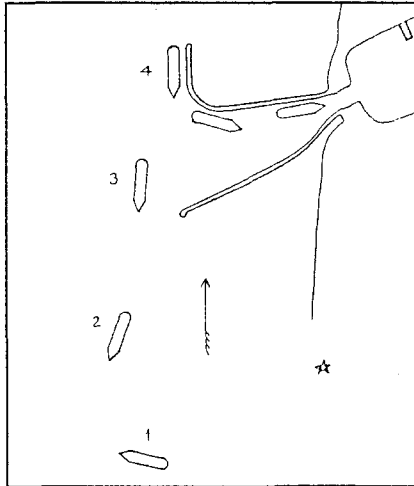
1. **BOARDING**
 - (i) The Pilot will normally embark or disembark in the vicinity of Barry Roads (inbound) or in the lock or tidal basin at Sharpness (outbound).
2. **ROUTE**
 - (i) The recommended tracks for the passage between Sharpness Dock and seaward of the Second Severn Crossing are generally defined by the series of leading lines given on Admiralty Chart nos. 1166 and 1176.
 - (ii) Regular monitoring of the Harbour is carried out during low water periods with monthly reporting of the condition and route of the navigable channel and any changes in the location of major sandbanks or other natural features that may affect navigation.
3. **DOCKING**
 - (i) Inbound vessels will normally swing 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 to the north pier from the port side of the vessel.
 - (ii) Outbound vessels will normally depart directly to the river and without need for further handling of lines once cast off in the lock or basin.
4. **UNDERKEEL CLEARANCE**
 - (i) The minimum underkeel clearance whilst on passage in the Gloucester Harbour should be no less than one metre based on predicted tidal information, although this may be reduced during manoeuvring in the port approaches.
 - (ii) Regular reports of tidal and weather conditions at Sharpness are received when 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 for the vessel whilst on passage.
 - (iii) The outward passage will not be commenced if there is any doubt that the underkeel clearance required by Sharpness Port Authority for the entrance to Sharpness Dock will be achieved.
 - (iii) A Pilot should not be booked for an inward passage if there is any doubt that the underkeel clearance required by Sharpness Port Authority for the entrance to Sharpness Dock will be achieved.
5. **ON PASSAGE**
 - (i) The Master is expected to ensure that adequate steps are taken to maintain a record of the passage.
 - (ii) GHT retain a recording taken from the shore radars of all passages within the Compulsory Area.
6. **COMMUNICATION & REPORTING**
 - (i) All vessels should report to Bristol VTS (vhf channel 12) and Severn VTS (vhf channel 69) as indicated in ALRS Vol. 6. Vessels on passage between Lower Shoots and Sharpness should report to Sharpness Radio on vhf channel 13.
 - (ii) Where known, Sharpness Radio will advise vessels of traffic movements.
7. **ABORT PROCEDURE**
 - (i) If necessary, the Pilot will advise where, dependent on draught and tidal constraints, the passage may safely be suspended or aborted.
8. **ANCHORAGE**
 - (i) In an emergency vessels may be anchored at Northwick or in the vicinity of Newcome/King Road over a low water period.

MANOUEVRING DIAGRAMS

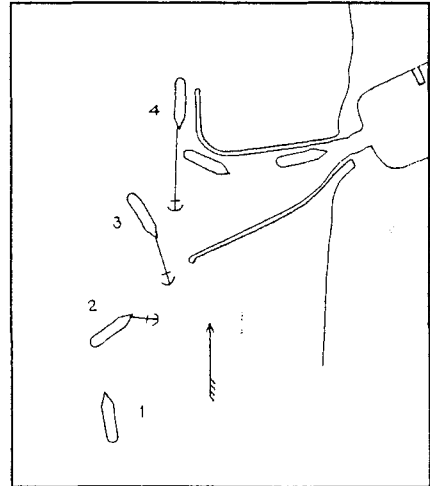
Normal docking on the flood tide



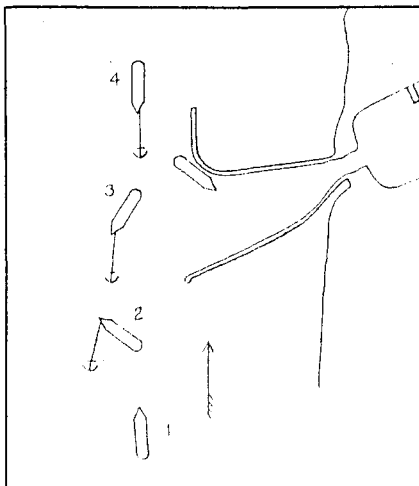
Docking with a slow ship on the flood tide



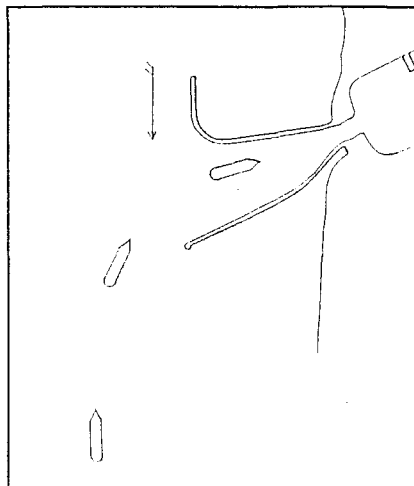
Neap tide, minimum margins (RH screw)



Neap tide, minimum margins (LH screw)



Entry at high water or later



Line from port bow to pier

