VHF R/T port operation channels

Yachtsman 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 ship to ship communications. The recognised ship to ship channels are 6, 8, 72 & 77

Port Operation channels are as follows:

12	Vessel Traffic Services (VTS) Southampton Harbour Master
11	Queen's Harbour Master, Portsmouth
68	Harbour Master, Hamble
69	Harbour Master, Cowes
67 } 73	HM Coastguard working channels
71 } 74	Ship/tug/pilot/berthing master NOT TO BE USED BY RECREATIONAL CRAFT
80	Marine working channel

VESSELS OVER 20 METRES MUST REPORT TO VTS WHEN PROCEEDING IN THE AREA





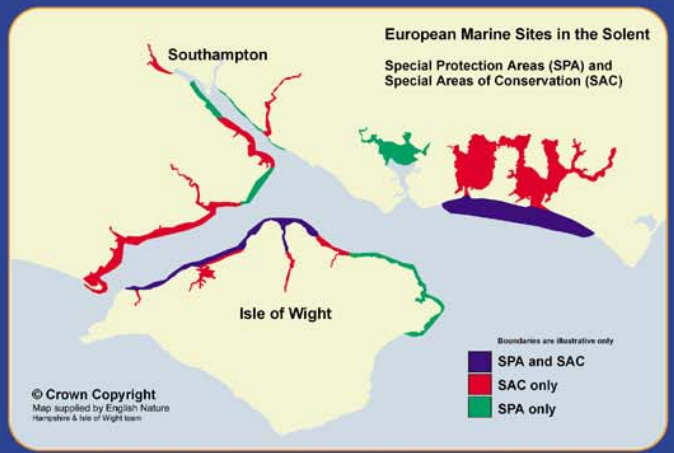
ABP ASSOCIATED BRITISH PORTS

The yachtsman's guide to Southampton Water and its approaches



ABP ASSOCIATED BRITISH PORTS

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 being designated as part of the Solent European Marine Site. A special management scheme is being developed to ensure that a balance of activities can be maintained on 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 are playing an active role in developing 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

Harbour Master	
Beaulieu River	01590 616200
Cowes	01983 293952
Hamble	01489 576387
Portsmouth	023 9272 2351
(Harbour control)	023 9272 3694
HMS Coastguard	
Lee-on-Solent	023 9255 2100
HM Customs	
Southampton	023 80 827346
(inc. Lymington, Hamble etc)	
Isle of Wight	01983 293132
24hr Yacht reporting	0345 231110
Port Health	
Southampton	023 8022 3855
HM Immigration	
Southampton	023 8022 9027
Portsmouth (24hrs)	023 9285 2700
Weather	
Mid channel & Solent	0891 505357
Hampshire & I.O.W	0891 505303

Port Office
Associated British Ports
Ocean Gate
Atlantic Way
Southampton
Hampshire
SO14 3QN
Tel: 023 8048 8800
Fax: 023 8033 6402

Harbour Master
Associated British Ports
Tel: 023 8048 8660
Fax: 023 8023 2991

Vessel Traffic Services Centre (VTS)
Tel: 023 8033 9733 (24hrs)

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

ABP ASSOCIATED BRITISH PORTS

Legal requirements and navigational

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 (VLCCS), container ships, ferries and other traffic.

Recreational users of the harbour are advised to keep well clear of these main channels whenever possible, and use the recommended crossing areas. When main 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 and VLCCs, in particular, have very restricted visibility for quite a distance ahead when carrying a deck cargo of containers. You may be able to see her clearly, but can she see you? Most recreational sailors take a justifiable pride in the responsible way they conduct themselves. Part of this is a realisation that hindering passage of large commercial vessels is not only bad manners but dangerous to themselves, their crews and the ship itself.

Recreational users of the port area are particularly requested to remind themselves of and observe, the Collision Regulations, Port of Southampton Bye-Laws and Local Notices to Mariners. Information is available on:

www.southamptonspin.net

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

The Harbour Patrol launches maintain a VHF R/T listening watch on channel 12 (call sign Southampton Patrol) and their crews will be pleased to offer advice and information on the Harbour and Approaches on request.

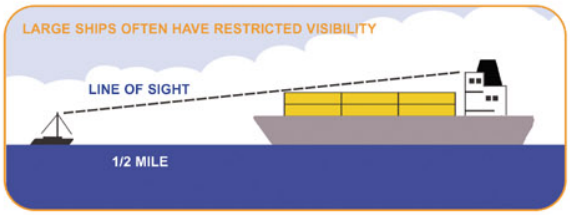
These vessels, having a royal blue hull with white upper works, are easily recognisable by the broad yellow diagonal stripe on each side of the bow. At night, in addition to steaming lights, each carries an all round blue light at the mast head.

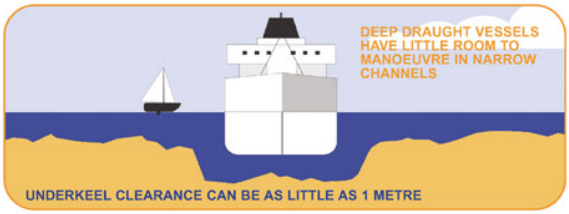


Speed of Vessels

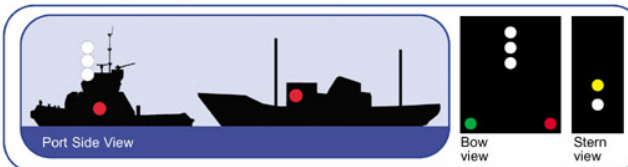
Southampton Harbour Bye-Laws prohibit the navigation of a vessel;

a. At a speed which endangers the safety of any person, other vessel, buoy, moorings, banks of the port or any other property.
b. Without reducing speed and wash effect to a safe level when passing a dredger, vessel engaged in diving or underwater operations, or working on a buoy or mooring.
c. At a speed in excess of 6 knots north of an imaginary line between Hythe Pier and Western Shelf buoy.





Towing Lights & Signals



Visual & Sound Signals in Fog

Deep Draught Vessels	Vessels Not Under Command	Vessels at Anchor
By Day: Black Cylinder	By Day: 2 Black Balls	By Day
By Night: COLREGS Rule 28 — 3 Red Lights (vertical)	By Night: COLREGS Rule 27(a) — 2 Red Lights (vertical)	By Night: COLREGS Rule 30(a) — All Round White Light
	Sound Signal — COLREGS Rule 35(c)	Sound Signal: Bell — COLREGS Rule 35(f)

Power Driven Vessels	Sailing Vessels
Sound Signal: Making Way	Sound Signal
Stopped	
COLREGS Rule 35(a) or (b)	COLREGS Rule 35(c)

COLREGS

COLREGS: International Regulation for the pre-vention of collisions at sea 1972-1989

Vessels Restricted in Their Ability to Manoeuvre	Vessels Engaged in Dredging/Underwater Ops.	Vessels Engaged in Diving Ops.
By Day: Ball, Diamond, Ball — Black	By Day: Foul Side, Side vessels may pass — Black	By Day: Code Flag A
By Night: COLREGS Rule 27(b) — Red, White, Red — Lights (vertical)	By Night: Foul Side — Red, Red, Red / Red, White, Red / Red, Green, Green — Side vessels may pass — Lights	COLREGS Rule 27(e)
Sound Signal — COLREGS Rule 35(c)	Sound Signal — COLREGS Rule 35(c)	

Marina Entry Signals

Lights	Meaning
Fixed	Vessels shall not proceed
Fixed	Vessels may proceed Two way traffic
Fixed	Vessels may proceed 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 / Y — Pass me at slow speed

I / R — Engaged in survey work

Local Flag Signals

Outward bound commercial vessels are required to hoist the following flag signals when leaving the port via the **Western Approach Channel**

INTERNATIONAL "E" flag over Answering pennant — I am bound **EAST** (Nab)

Answering pennant over International "W" flag — I am bound **West** (Needles)

It is important that these signals should be read as indicating a geographical location only

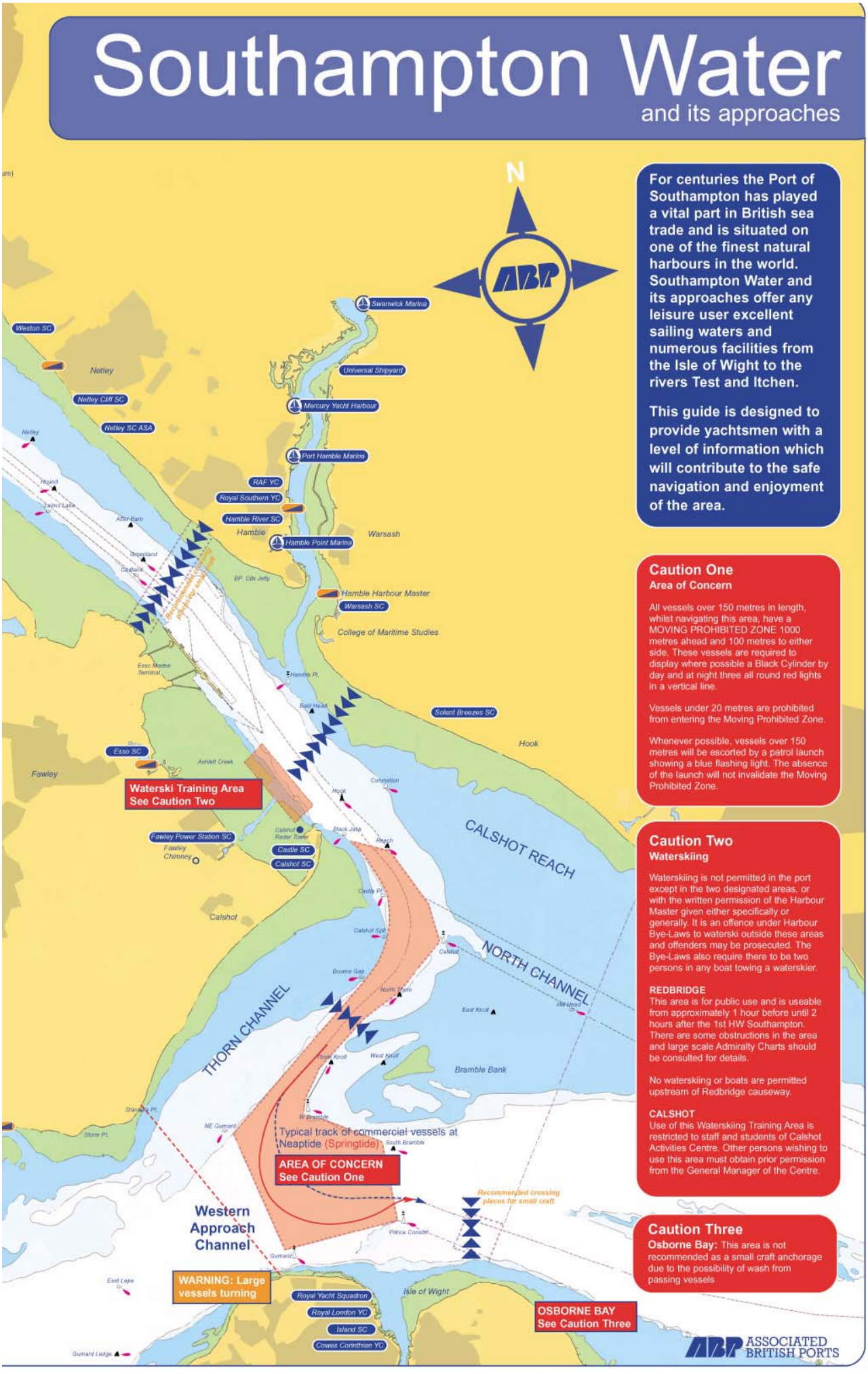
Manoeuvering and Warning Signals

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	Keep clear

Southampton Water

and its approaches



For centuries the Port of Southampton has played a vital part in British sea trade and is situated on one of the finest natural harbours in the world. Southampton Water and its 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
Area of Concern

All vessels over 150 metres in length, whilst navigating this area, have a MOVING PROHIBITED ZONE 1000 metres ahead and 100 metres to either side. These vessels are required to display where possible a Black Cylinder by day and at night three all round red lights in a vertical line.

Vessels under 20 metres are prohibited from entering the Moving Prohibited Zone.

Whenever possible, vessels over 150 metres will be escorted by a patrol launch showing a blue flashing light. The absence of the launch will not invalidate the Moving Prohibited Zone.

Caution Two
Waterskiing

Waterskiing is not permitted in the port except in the two designated areas, or with the written permission of the Harbour Master given either specifically or generally. It is an offence under Harbour Bye-Laws to waterski outside these areas and offenders may be prosecuted. The Bye-Laws also require there to be two persons in any boat towing a waterskier.

REDBRIDGE
This area is for public use and is useable from approximately 1 hour before until 2 hours after the 1st HW Southampton. There are some obstructions in the area and large scale Admiralty Charts should be consulted for details.

No waterskiing or boats are permitted upstream of Redbridge causeway.

CALSHOT
Use of this Waterskiing Training Area is restricted to staff and students of Calshot Activities Centre. Other persons wishing to use this area must obtain prior permission from the General Manager of the Centre.

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

ABP ASSOCIATED BRITISH PORTS

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 quarter situations do not increase.
2. Most of the commercial vessels you meet will have a UK pilot on board regardless of the ship's flag. They will be listening to VHF R/T channel 12.
3. Most large ships travel at a manoeuvering speed of between 10 to 15 knots whilst in the Solent and Southampton Water. The lower limit will vary from ship to ship and is "as safe navigation permits".
4. For various reasons, ships travel faster than you might think, even in congested areas.
5. Light, partially loaded or unevenly trimmed ships may require to maintain a higher "as safe navigation permits" speed in order to remain under full control.
6. It takes less than 10 minutes for a fast ship to reach you from the visible horizon in clear weather, and in hazy conditions it takes a lot less. At 10 knots, a ship travels 1 nautical mile in 6 minutes: at 15 knots it takes only 4 minutes.
7. Large deep draught ships cannot easily avoid small craft in narrow channels - it is up to **you** to stay clear.
8. A ship that is slowing down does not steer very well; it needs the propeller action on the rudder to respond. When the ship's engines are put "full astern" its manoeuvrability will be affected. Remember that it takes time and considerable distance for a ship to stop.
9. There are numerous other small vessels operating within the Port of Southampton. Watch out for ferries, hydrofoils, tugs towing barges (especially at night, when unlit barges may remain invisible). **Remember that a towing cable may be partly submerged and therefore extremely dangerous.**

What Can You Do?

1. Avoid sailing in the commercial ship channels, especially in poor visibility. Obey Rule 9 of the ColRegs for conduct in narrow channels, by keeping to the starboard side of the channel and crossing only when this does not impede the passage of a large vessel that can safely navigate only within the narrow channel.
2. Do not underestimate the speed of ships. If your boat is slow, allow sufficient time to take effective evasive action in the vicinity of large ships.

IN THE TIME IT TOOK YOU TO READ THIS FAR, A SHIP CRUISING AT 15 KNOTS WOULD HAVE TRAVELLED ONE NAUTICAL MILE

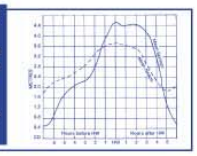
COLLISION AVOIDANCE CHECK LIST
Avoid ship channels. Cross them quickly and at right angles.

- Be alert. Watch for ship traffic.
- Be seen, especially at night.
- Know whistle signals - five or more means. Keep Clear.
- Listen to VHF R/T channel 12 - if you have to transmit keep your message brief, say what you have to say, then remain listening.
- Use up-to-date navigation charts - read Local Notices to Mariners at your club or local marina or on: www.southamptonspin.net
- When in doubt, keep clear. Always be prepared for the unexpected: Lifejackets do not help if you are not wearing them.

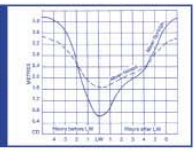
3. Be visible. At night make sure your navigation lights can be seen. If you see the navigation lights of a vessel and you think you have not been seen, get out of the way. Use torches, search lights or a spotlight on sails, or fire a white flare to indicate your position. Carry a radar reflector high on your boat. Remember, from the bridge of a loaded container ship or large tanker, the captain or pilot will lose sight of you a third of a mile ahead, although **you** can see the ship at all times!
4. Be alert. Look around every so often, especially astern.
5. Keep watch at night. Even on a clear night you will have difficulty seeing a big ship approach. You might see 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 will not be easily spotted from the ship.
6. Watch the ship's lights. If you see both sidelights, you are dead ahead - MOVE OUT FAST. Be aware that ships alter course at WEST BRAMBLE and CALSHOT. You **must** be sure of your position and be aware of other vessels operating around you.
7. Know whistle signals. Five or more short blasts on the whistle is the "Keep Clear" signal. Check and see if it is for you - and if it is - **GIVE WAY**. Three short blasts means "My engines are going astern".
8. Know flag signals and shapes. Large ships proceeding seawards will fly International Code Flag 'E' over the answering pennant which indicates that the vessel will turn to port at the West Bramble buoy and make for the Nab (East). A vessel displaying the answering pennant over International Code Flag 'W' will indicate that the vessel will depart the Solent via the Needles (West). A large ship which displays a cylinder on her yardarm during the day or three red lights in a vertical line at night indicates that the ship is severely restricted in her manoeuvrability. Please give her a wide berth.
9. Keep your VHF R/T tuned to channel 12, the Port working frequency, and listen for traffic information from the Harbour Master's Operations Room; Call Sign VTS (Vessel Traffic Services).

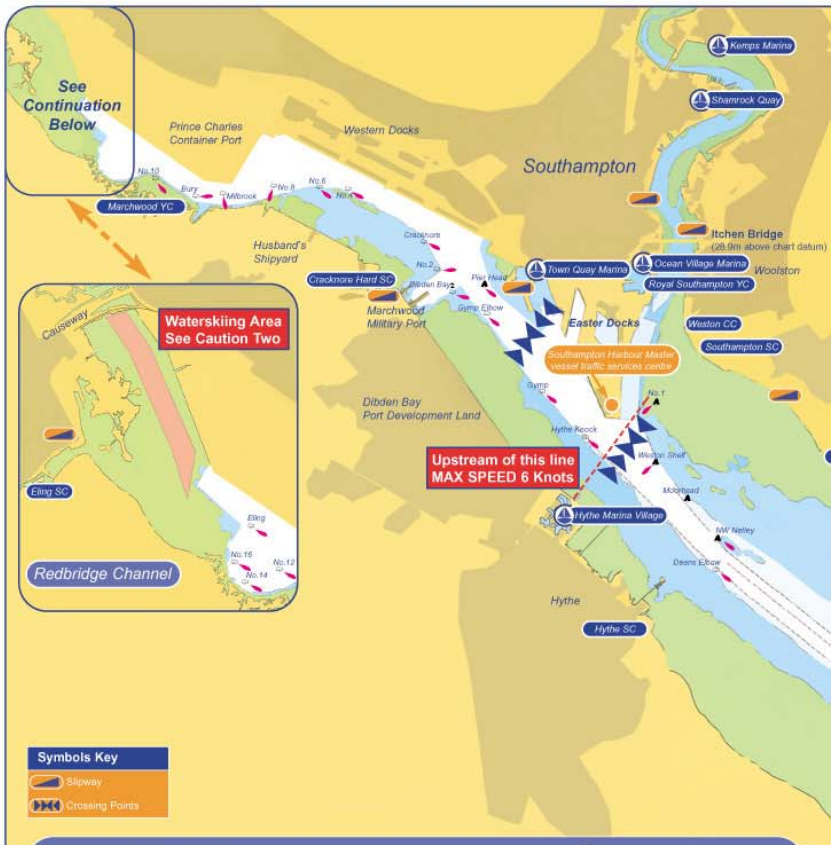
If you believe you have not been seen or you are unsure of a ship's intentions, call them on channel 12, then shift to a working frequency (6 or an alternative) for intership safety messages.

Rise & Fall of the Tide at Southampton
Times are referred to HIGH TIDE at PORTSMOUTH
Heights are in metres above Chart Datum



Rise & Fall of the Tide at Cowes
Times are referred to LOW WATER at PORTSMOUTH
Heights are in metres above Chart Datum





Symbols Key
- Slipway
- Crossing Points

Southampton Marina Facilities
- Available
- Available: Saxon Wharf
- Available: Hamble Yacht Services

	Diesel	Petrol	Bottle Gas	Electricity	Showers	Launderette	Launching Slip	Boat Hoist	Scrubbing Berth	Provisions	Bar	VHF Radio	Recycling	Sewage Waste Disposal	Oil Waste Disposal	Rubbish Bins	Visitor Moorings	Telephone Number
Hythe Marina Village	○	○	○	○	○	○	○	○	○	○	○	○		○	○	○	○	023 8020 7073
Kemps Marina			○	○	○			○		○		○				○	○	023 8063 2323
Ocean Village Marina				○	○	○				○	○	○				○	○	023 8022 9385
Shamrock Quay			○	○	○	○	●	○	●	○	○	○	○		○	○	○	023 8022 9461
Town Quay Marina				○	○	○	○			○	○		○			○	○	023 8023 4397
Hamble Point Marina	○		○	○	○	○	○	○	○	○	○	○	○		○	○	○	023 8045 2464
Port Hamble Marina	○	○	○	○	○	○	●	●	●	○	○	○	○	○	○	○	○	023 8045 2741
Mercury Yacht Harbour				○	○	○	○	●		○	○	○			○	○	○	023 8045 5994
Swanwick Marina	○	○	○	○	○	○	○	○		○	○	○	○	○	○	○	○	01489 885262



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NOT TO BE USED FOR NAVIGATION