**POOLE PILOTAGE PLAN**

**NOT TO BE USED FOR NAVIGATION**

This plan has been produced in consultation with commercial users for the guidance of Masters.

It is to be agreed between the Master and pilot before commencing passage.

The Master is at all times responsible for the safe navigation of his ship, including berthing and unberthing operations.

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**AREAS OF RISK**

- Studland Beach - wash from ships approaching/leaving Swash Channel.
- Brownsea Island, North Haven Jetties - passenger craft alongside.
- Harbour Entrance: Chain Ferry
- Congestion, particularly summer weekends.
- Tidal Stream - especially strong spring tides.
- Chapman's Peak
- Fuel Barge - small craft frequently moored alongside.
- Town Quay - vulnerable to wash and water displacement.
- Oil Jetty - vulnerable to wash and water displacement.
- Sailing/racing in the harbour - crossing shipping channels, particularly busy at weekends.

**NOTES**

- VTS call sign: “Poole Harbour Control”.
- Vessels to call Poole Harbour Control on VHF Channel 14 for approval to slip from berth when sailing or shifting and to enter Swash Channel when arriving.
- Vessels to report time let go/made fast to Harbour control.
- Vessels to report when passing Bar buoy, Channel buoy (inbound), Aunt Betty buoy and Stakes buoy.
- Vessels may pass in the Swash Channel, Brownsea Roads and between Diver buoy and the port, subject to agreement between Masters/Pilots and Harbour Control.
- Fog Routine - restrictions apply. See local Notice to Mariners.
- Controlled Vessel Movement - Tankers with low flash point cargoes - see local Notice to Mariners.
- Chain Ferry - vessels subject to compulsory pilotage must establish communication with the chain ferry and agree on which slipway the ferry is to remain for the vessel passing in or out.
- Tug available at 30 minutes notice. 17 ton bollard pull. Call Harbour Control.

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