

## PILOTAGE DIRECTIONS

PHC Pilotage Directions can be downloaded from the PHC website at [www.phc.co.uk](http://www.phc.co.uk)

## COMPULSORY PILOTAGE

Pilotage shall be compulsory for all ships, including tug and tows, navigating in the Compulsory Pilotage Area. Details as stated in Section 3 of the PHC Pilotage Directions.



## Harbour Entrance

### THE CHAIN FERRY

All vessels under the direction of a PHC Pilot or PEC holder have a right of way.

All other vessels must give way to the chain ferry.

Sailing vessels fitted with an engine should proceed under power through the harbour entrance.



## Poole Pilotage Plan and Port Information



[www.phc.co.uk](http://www.phc.co.uk)



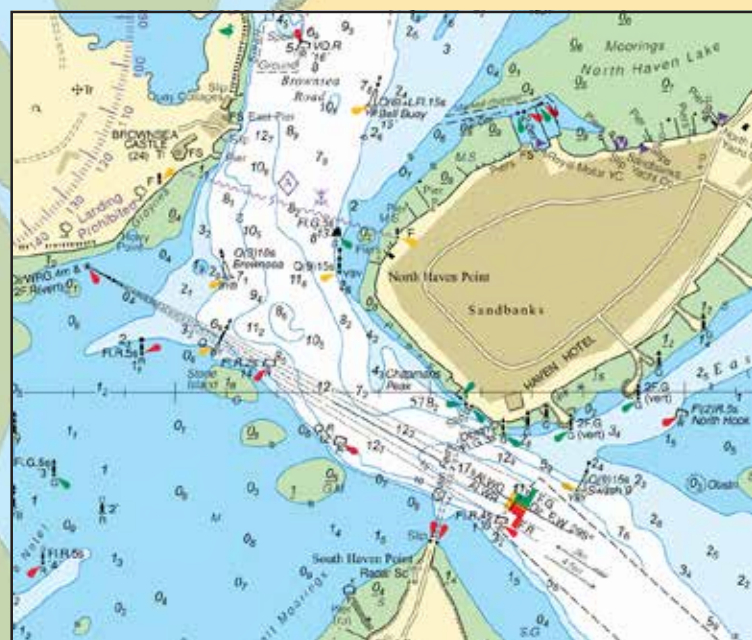
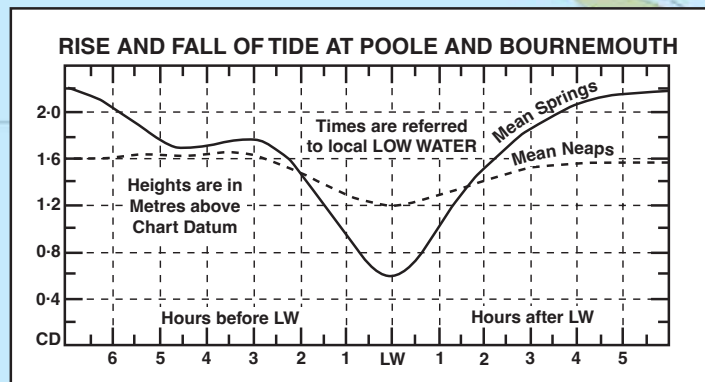
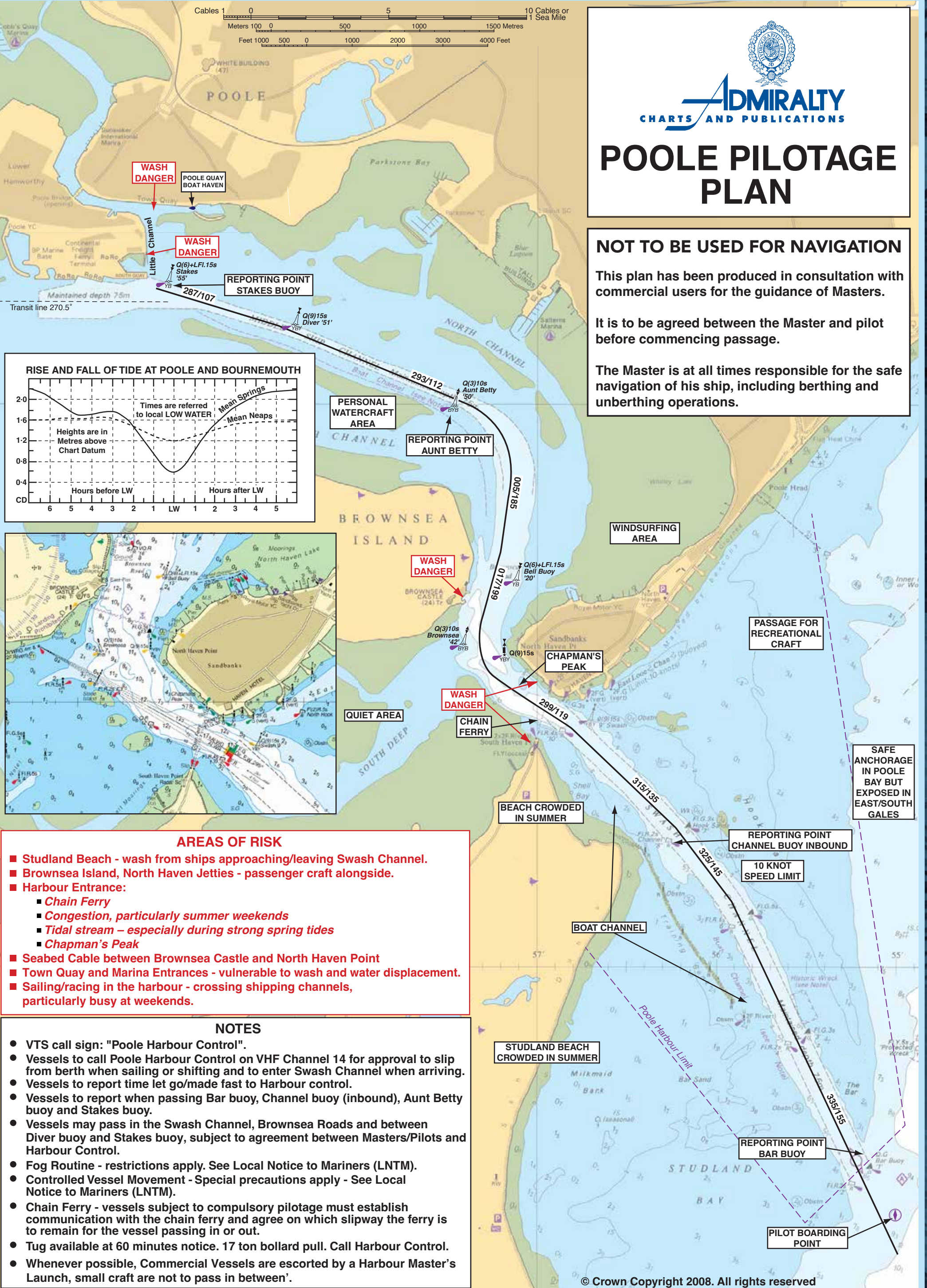
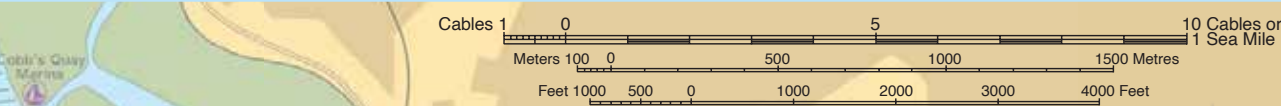
# POOLE PILOTAGE PLAN

## 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.



### 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 during strong spring tides
  - Chapman's Peak
- Seabed Cable between Brownsea Castle and North Haven Point
- Town Quay and Marina Entrances - 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 Stakes buoy, subject to agreement between Masters/Pilots and Harbour Control.
- Fog Routine - restrictions apply. See Local Notice to Mariners (LNTM).
- Controlled Vessel Movement - Special precautions apply - See Local Notice to Mariners (LNTM).
- 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 60 minutes notice. 17 ton bollard pull. Call Harbour Control.
- Whenever possible, Commercial Vessels are escorted by a Harbour Master's Launch, small craft are not to pass in between'.