

Port of Wisbech Harbour Authority Local Notice to Mariners Register

16th November 2017

Number 007 / 17 v 1

England – East Coast – The Wash Ports – River Nene
Admiralty Chart 1200, Imray Y9.

VESSEL TRAFFIC MANAGEMENT

In the absence of a formal VTS within the area of jurisdiction of the Port of Wisbech Authority (Nene Ports), the following standard operating and reporting procedures are to be followed by all those in command of craft within Wisbech Harbour Authority Area of Jurisdiction.

IT IS THE RESPONSIBILITY OF THOSE IN COMMAND OF CRAFT NAVIGATING THE TIDAL RIVER NENE AND ITS APPROACHES TO ENSURE SAFE PASSAGE AND TO COMPLY WITH THE I.R.P.C.S (COLREGS).

PARTICULAR ATTENTION IS DRAWN TO RULES 9(b) and 9(d) CONCERNING MEETING LARGER VESSELS IN A CHANNEL OR FAIRWAY.

Therefore, when encountering ships **Rule 9 - Narrow Channels**, contact with the Pilot must be made, particularly if the ship is turning at the river end or turning basins. All vessels must stand to with a safe distance of 250m and await further instructions from the Pilot/s. If passing or if in **doubt** as to the ship's intentions the working channel remains VHF 09 contact should be made to Pilot.

Similarly, contact can be made with harbour craft when on service. Pilot cutters are 'Nene Pilot' and 'Fenland Pilot', the tug 'Fenlander' and survey vessel 'Nene Surveyor'.

All vessels over 20m LOA are subject to compulsory pilotage and no commercial cargo ships have exemption.

Passage Planning.

Those in command of vessels must make themselves aware of any commercial shipping movements before commencing a passage.

Information in this regard can be obtained by: -

- a) a prior, listening watch on VHF 09
- b) enquiry of the Harbour Office on VHF 09 / 01945 588059 / 07860 576685

- N.B. i). Ship movements generally occur between HW less 2h 30m and HW.
 ii). The pilot cutter in service can indicate ship impending movements.
 iii). Beware ships and small craft to and from Wisbech transiting Cross Key Swing Bridge.
 iv). Ships for Port Sutton Bridge often swing at the river mouth and proceed stern first to the port.

VHF Reporting - Standard Operating Procedure.

VHF REPORTS SHOULD BE MADE TO: -

“HARBOUR OFFICE” or BROADCAST “All Stations River Nene.....”
 and according to the passage being undertaken as described below.

Before, during and after vessel movements, reports, preceded by the vessel's name should be transmitted on VHF 09 as follows: -		
Sutton Bridge to / from Sea	Sutton Bridge to Wisbech.	Wisbech to Sutton Bridge or to Sea.
1. Before leaving berth or mooring / in buoyed channel, including passage intentions.	1. Before leaving berth or mooring, including passage intentions.	1. Before leaving berth or mooring, including passage intentions.
2. When passing positions: a) EAST KNOCK-LIGHT BUOY. b) BIG TOM-PORT BEACON. Both inward and outward.	2. On approach to Cross Keys Swing Bridge. OBEY TRAFFIC SIGNALS.	2. When passing positions: a) FERRY CORNER-STARBOARD BEACON. b) PYLONS-PORT BEACON.
3. When secure alongside on berth or mooring.	3. When passing positions: a) FERRY CORNER-STARBOARD BEACON. b) DRAKE-PORT BEACON.	3. On approach to Cross Keys Swing Bridge. OBEY TRAFFIC SIGNALS.
	4. When approaching Wisbech Yacht Harbour or Crab Marsh Boatyard.	4. When secure on berth at Sutton Bridge or if to sea, when passing positions: a) DOUBLE REDS-PORT BEACON. b) LIGHTHOUSES-STARBOARD BEACON.
	N.B. Make Wisbech mooring arrangements with the Harbour Office before making passage.	N.B. Make Cross Keys Marina mooring arrangements with the Harbour Office before making passage.

If any further information is required, please contact the Wisbech Harbour Office
 01945 588059 or 07860 576685 or PortAuthority@fenland.gov.uk

[Local Notices to Mariners - Fenland District Council](#) or scan QR Code

