

Aerial View of Whitstable Harbour Showing Ship Berthing Positions



INNER WEST QUAY

EAST QUAY MAIN

WEST QUAY OUTER

Whitstable Harbour Shore to Ship Passage Plan

Any ship navigating to Whitstable Harbour and liable to pilotage should approach the '**Whitstable Street Bouy**' **1 hour before the notified 'alongside time'**. Ships should not proceed closer without further direction from the Harbour and Foreshore Office. Radio contact will be established with the ship on **VHF Channel 09** approximately 45 minutes prior to the 'alongside' time.

Initial communication by the Duty Harbour Officer will provide tide times and depths prior to approach and the Master of the Vessel will be required to confirm the ship's draft.

An under-keel clearance of 0.3m is recommended for all shipping movements.

The ship's master must declare any mechanical, structural or navigational defects before entering the harbour.

The first inward passage by a ship's master who has not previously visited Whitstable Harbour must be conducted during daylight hours. If a ship's master has not visited the Harbour in the previous year, the same rule applies.

Adverse sea conditions can occur at the harbour entrance during strong Southwest and Northeast winds. In adverse weather conditions, including limited visibility, the Duty Harbour Officer may suspend a ship's arrival or departure.

Ship arrivals or departures are not to be conducted after the time of high water due to strong tidal currents crossing the Harbour mouth. To mitigate the tidal influences, **ships should enter and depart during slack tide which starts approximately 1 hour before high water.**

For arrivals, the ship should reduce to steerage speed at the Oyster Buoy. The ship should maintain steerage speed so that the master can counteract any leeway the ship might make in its final approach and enter the harbour slowly so that it can stop in good time once inside the harbour entrance.

All arrivals to the East Quay Main and Inner West Quay are to be conducted Bow first and all departures Stern first.

Due caution should always be exercised due to fishing vessels, sailing boats, leisure craft and swimmers who may be encountered in the harbour and its approaches.

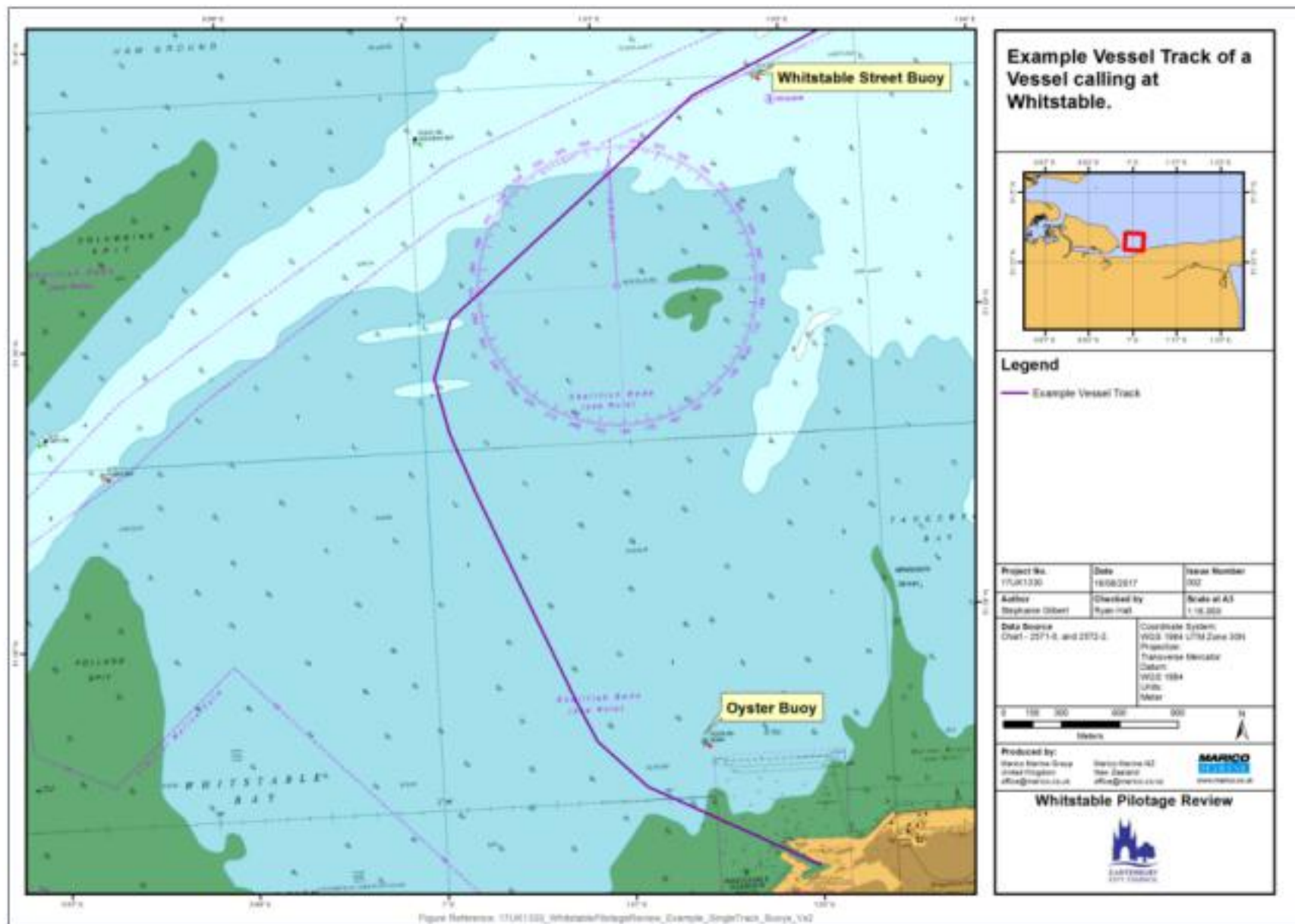
The ship's horn should be used in accordance with the International Maritime COLREGS to clearly indicate the master's intentions.

1 Prolonged Blast: Moving forward out of a dock or berth.

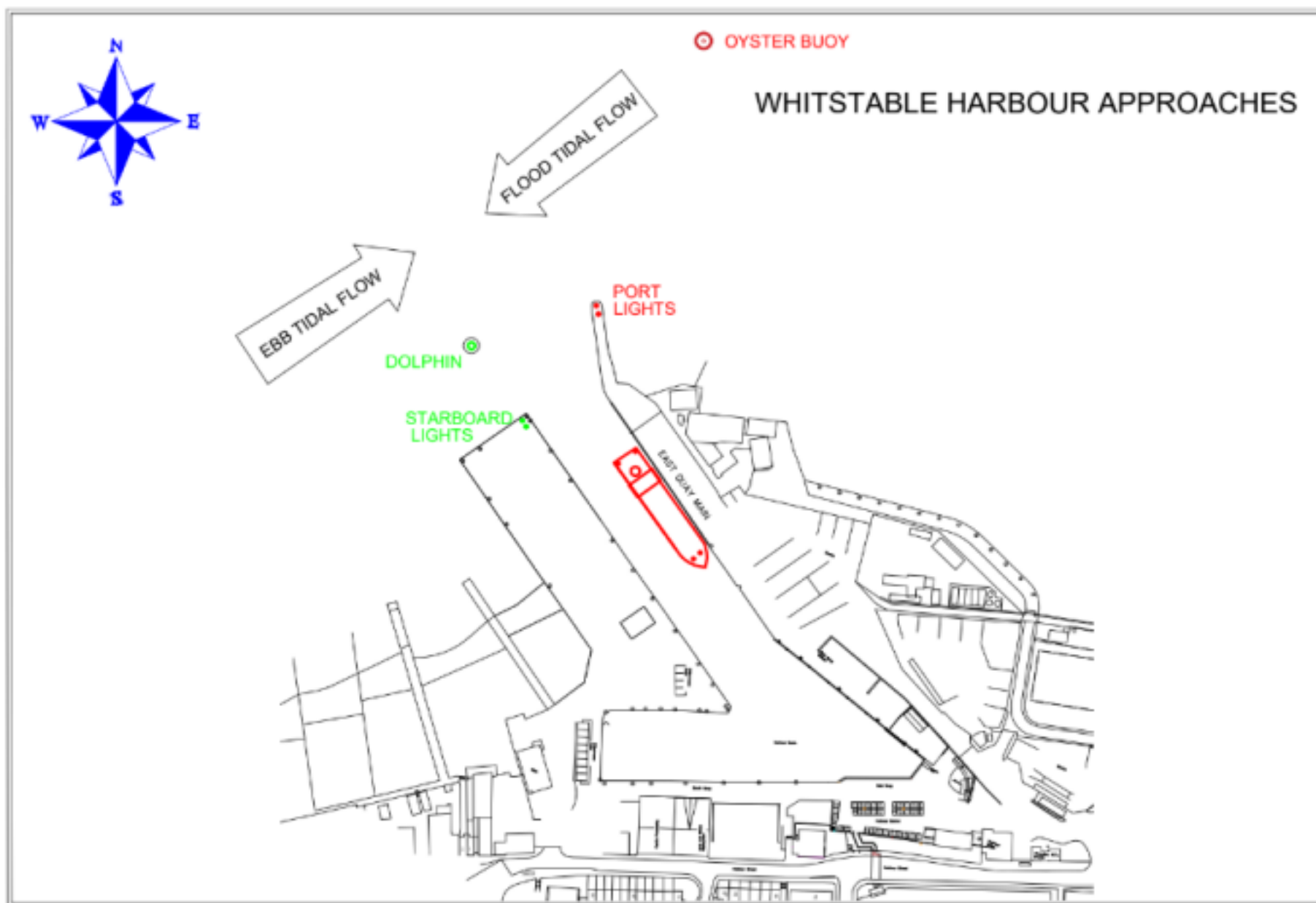
3 Short Blasts: Operating in reverse or backing out of a berth

Tidal information for Whitstable Harbour is available in the Admiralty Tide Tables Volume One. Be aware that the harbour dries at low water. For navigational purposes Admiralty Charts 1607 and 2571 should be used.

Whitstable Harbour Passage Plan



Whitstable Harbour Entry Details



Navigational Aids that will be encountered on Inward passage to Whitstable Harbour

- WHITSTABLE STREET Fl.R.2s
- COLUMBINE Fl.G.2s
- COLUMBINE SPIT Fl(3).G.10s
- OYSTER Fl(2).R.10s
- DOLPHIN Fl.G.5s
- EAST QUAY ENTRY (vert) 2FR
- WEST QUAY ENTRY (vert) 2FG

Local Hazards

- There are Oyster Farm Trestles located 250M West of the Harbour entrance
- Local sea defences are directly to the East of the Harbour entrance and indicated by red cage beacons

General Information and Advice

Contact Details

VHF Channel 09

Duty Harbour Officer office : 01227 266 719

Duty Harbour Officer mobile: 07828 589 780

Incident Reporting

A 'Pilotage Incident Report' form must be completed following any incident involving collision, fire, grounding, heavy contact with any pier, breakwater or harbour structure, or any near miss with another vessel or structure within Whitstable Harbour limits. A report must also be completed when requested by the Harbour and Foreshore Manager or Deputy. Please refer to the Whitstable Harbour Pilotage Directions for further information.