

Chichester Harbour

Information for
Mariners 2023



CHICHESTER
HARBOUR
CONSERVANCY

www.conservancy.co.uk

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Contacts

Chichester Harbour Conservancy

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Office Hours: Mon–Fri 0900–1700

Sat 0900–1300 (1 Apr–31 Oct)

Harbour Patrol

Tel. 01243 512301

info@conservancy.co.uk

VHF Channel 14 (156.70 mhz)

Call sign **Chichester Harbour Radio**

Harbour Office, Emsworth

Mobile 07864 915247



ChichesterHarbour



@ChichesterHarbo



chichesterharbourconservancy



Meet the Harbour Team

Our team is supported by a team of seasonal staff during the main months of the season.



Adrian Karn
Deputy Harbour Master
Health and Safety



Phil Walker
Lead Patrol
Officer (Seasonal)



Anna Perkins
Moorings
Officer



Jeff Riley
Moorings
Officer



Ross Jones
Moorings Officer
(Maternity cover)



James Wallace
Lead
Technician



Brendon McCallum
Harbour Technician
Emsworth



Tom Hammond
Harbour Technician
Itchenor



Ludo Munn
Harbour Technician/
Patrol Officer



Welcome

Wishing you a warm welcome to Chichester Harbour in 2023

Whether you are a visiting vessel, or have a permanent berth here, Chichester Harbour provides a vast array of opportunities for making the most of your time on the water. Although the Harbour is predominantly sheltered and protected from all but the worst weather, there are still hazards to be aware of and, with 25% of the wider Solent leisure boating market here, at times you will be sharing the waterways with plenty of other users.

Our aim is to help ensure your time here is enjoyable, interesting and above all safe. This guide helps explain some of the key information you need to know about Chichester Harbour.



Useful tips for vessel maintenance



During the season, our Patrol team are always out and about on the water, ready and waiting to give guidance, information and help mariners in distress. While the incidents we attend vary widely, a large proportion inevitably involves towing vessels to a point of safety.

During 2022, our team conducted 47 towages and over 80% of these were down to mechanical failure. Keeping on top of some vital yet basic maintenance will not only have your vessel ready to go but will most likely go a long way to getting you home safely, without our help!

Safety first

Life saving apparatus should be the first thing on the check list. Are the life jackets in good condition? Look online for places to get them serviced. Are the flares in date and dry? Most Chandlers will take old flares for no charge if you are buying new ones. If you have a DanBuoy or life rings, are they in good condition and are easy to access? If you have a PLB (Personal Locator Beacon), it should have instructions on how to test the unit. Give it a go, and make sure it is registered.

Safety apparatus often goes unnoticed, until it is needed, often in a big hurry. Keeping an eye on these items could really make a difference...when you really need it!



Get the rubber gloves on

Give your vessel a good clean, inside, and out. Cleaning a vessel will help to protect it when it's not being used and make it less trouble to get ready when you do want to set off. There are many eco-friendly products available, and cleaning the salt and dirt from windows, sprayhoods, canvas, ropes, lifejackets, and other safety devices, will prolong their life. You may spot things that you did not know need repairing. Make sure you allow everything to dry properly before storing.



You've got it covered

Recent years have shown that high winds can strike at any time and they will take advantage of any loose material. Ensure that sail bags are well secured, do the zips up tight, and replace any old and loose elastic ties. It is best to drop and store foresails. If you can't, make sure that they are securely furled, and all lines are secured tightly to prevent flogging.

Bimini covers are especially vulnerable, take them off and store them, or drop and tie them down if you can't. Bimini covers and loose sails all cause extra drag in high winds. If on a swinging mooring, this can cause a vessel to sit very differently to its neighbours and increase the chances of collision. In severe cases, the extra load can cause moorings to fail or drag.

It's what's inside that counts

All vessels suffer a bit with damp, especially if they are not used for long periods. There are always fine and sunny days, even during the winter, where you can give things a good airing. Seat covers and cushions are often easy to take ashore and store, and it also makes it easier to clean away any damp and mould. Bits and pieces can be stored in snap-lock containers, which will give them extra protection. Electronics and salt water don't make good bedfellows. GPS Systems, VHF radios, torches and so on will all benefit from the warm and dry if you're not going to be using them for a few weeks.



Be 'Gas Safe'

Many of us take steps in our homes to stay safe from carbon monoxide by installing CO alarms and having an annual boiler service. The same should apply when out on the water. The Marine Accident Investigation Branch (MAIB) has investigated six incidents in the past 12 years following the needless loss of 10 lives due to carbon monoxide poisoning. All of these happened on board recreational motor cruisers or small fishing vessels. MAIB Chief Inspector Captain Andrew Moll OBE has this critical advice for boat users:

"Engines and equipment used on board, such as cookers, grills and cabin heaters, can give off carbon monoxide if not properly maintained. Regular servicing should be undertaken by someone competent to carry out the task, for example a marine engineer or a qualified heating installer. All installations and modifications to equipment should be fit for purpose and carried out in accordance with the manufacturer's guidelines."

With winter upon us and fuel prices still high, boat users may be tempted to keep doors and windows closed to stay warm and reduce drafts. However, carbon monoxide can build up when engines idle in enclosed areas, such as against quay walls, next to other boats or inside locks. Adequate ventilation is an important way of protecting against the potential accumulation of poisonous fumes in cabins."

Carbon monoxide alarms are readily available, inexpensive and easy to install. This potentially lifesaving equipment will alert the boat user to the presence of this odourless, colourless poisonous gas so that action can be taken."

At this time of year, as weather begins to get cooler, there is a temptation for those on the water to keep doors, hatches and windows closed to reduce drafts, use cookers and grills more to prepare hot food, and turn on cabin heaters. Understanding the potential risks of carbon monoxide and taking these three important steps – servicing equipment, fitting a CO alarm and ventilating the cabin – will help protect against this odourless, colourless poisonous gas."

Brave the weather

It is all too easy to keep postponing a visit to a moored vessel during the winter. Even on sunny days, the prospect of getting wrapped up against the cold is not always enticing.

However, getting down to visit a moored vessel regularly over the winter period is by far the best thing to do. Opening the hatches on a dry sunny day, running the engine for a while and enjoying a cup of tea in the sun surrounded by a quiet harbour is all part of the wider enjoyment of boating. At Itchenor, the ferry runs every weekend from 10am to 4pm (accept between Christmas and New Year) which means you won't even need to pump up the tender!



Mechanically minded

If sails are not your chosen form of primary propulsion, then there are several easy things you can do to keep things in top condition:

Check the propellor. Look for dents or bends, these can cause excessive vibration which can lead to further complications. Get a professional opinion if you are uncertain, it may need repairing or replacing.

Check the fuel system. Have look for worn or corroded pipes and clamps on fuel lines. If you see any sign of leakage, have a mechanic check and repair things before using them again.

Flush the cooling system. Use fresh water to flush the engine, most modern outboard engines have a place you can attach a hose pipe. Run the engine at idle to clear out salt and sand.

If you know how, change the oil. Leaving old oil in an engine over the winter can damage the engine and clog things up. Run the engine for a few minutes before changing the oil and filter. Make sure you don't spill any! Always use a container with sufficient space to take the waste oil and dispose of the old oil and any soiled rags responsibly. Most local recycling centres can accept old oil. Check beforehand however for their rules, and potential charges.



Check for bilge rats

Most vessels take on a bit of water. Whether from salt spray or rain, something always finds its way to the bilge.

Keeping the bilge clean and dry will not only keep away unsightly smells but makes it very easy to identify if you do develop a leak.

Check the bilge pump (and float switch if fitted). If it is an automatic pump, makes sure it has a reliable power source.

If you do develop a leak, or if rain is getting in, batteries can run down fast. Fitting a small solar panel can really help to keep a battery topped up and give you further peace of mind.

The bitter end

Don't forget to check the anchor; they will last a long time if looked after well. Check for corrosion and rust and check the chain and/or rope for corrosion and fraying. Not only is the anchor a must-have for a lunch stop, but it's also a vital piece of safety equipment - it should be easy and quick to deploy in an emergency. Check the 'bitter end' too; the anchor should always be secured to the vessel at the end of the rope or chain. It'll be red faces all round if you have to admit you threw the anchor overboard!



Recreational Disturbance – Enjoying Paddlesport

Kayaks, paddleboards, and canoes can be a low impact, healthy and fun way of exploring the Harbour. However, when these craft get too close to birdlife and seals, they can cause disturbance, which can have negative impacts on their survival. Paddlers often spend a lot of time very close to the shoreline, meaning they often unwittingly disturb birds or seals.

To conserve the wildlife of Chichester Harbour while enjoying it at the same time, please follow the advice below:

- Keep looking ahead and watch out for flocks of birds and hauled-out seals
- Keep a minimum distance of 50m between yourself and the sensitive areas highlighted on the map (unless there is a safety issue which would take priority)
- Do not land/go ashore at Stakes Islands, Pilsey Island, Ella Nore spit and Gutner point – these are important bird roosting and breeding sites
- If possible, keep 50m from seals on the mud and from flocks of birds throughout the Harbour; if birds take flight or seals move off the mud in reaction to your presence, you are too close - move away from the area immediately
- Avoid dragging boards or kayaks over mud or shallow water as this can damage habitats
- Obey Harbour Byelaws
- Obey any marker buoys indicating sensitive areas



UK/EU Entry & Exit Formalities

Following the United Kingdom's exit from the European Union, owners of recreational pleasure craft (non-commercial) who sail their craft to and from the United Kingdom (including the Channel Islands) must notify the UK border authorities upon their first arrival into a UK port.

Before leaving the UK (which includes going to the Channel Islands), you must advise the Border Force of your intentions by posting form C1331 (the address it must be posted to can be found on the form).

'Q' Flag

Both non-UK flagged vessels and UK flagged vessels returning from a trip outside of UK territorial waters (12 miles from shore, where another country or territorial waters have been visited) must now fly the 'Q' flag where it can be readily seen as soon as UK waters are entered. The flag must not be taken down until you have finished reporting to the customs authorities. Failure to comply will make you liable to a penalty.



Arriving in the UK

When arriving direct from outside the UK you must phone the National Yachtline on 0300 123 2012. You will need to inform the Yachtline if any of the following apply:

- UK VAT has not been paid on the vessel
- You have on board goods which are to be treated as surplus stores as per Notice 69A
- You have any prohibited or restricted goods
- There is any notifiable illness on board
- There are any people on board who need immigration clearance
- Any repairs or modifications, other than running repairs, have been carried out since the vessel last left the UK
- You have any goods for personal use on which you need to declare and pay UK tax or duty and cannot do so via the online service

More information is available on the gov.uk website, by searching for Notice 8: sailing your pleasure craft to and from the UK.



**HELP US TO PROTECT YOU.
HEARD OR SEEN ANYTHING UNUSUAL
IN OR AROUND THE COASTLINE,
PORTS AND WATERWAYS? REPORT IT.**

Even the smallest thing can be significant

NCA National Crime Agency
Border Force
ASSOCIATION OF CHIEF POLICE OFFICERS

TIDE TIMES 2023/24

ENGLAND – CHICHESTER HARBOUR (ENTRANCE)

Lat 50°47'n Long 0°56'w time zone UT(GMT) - Times and heights of high and low waters year 2023

For British Summer Time add one hour in the blue shaded area.

MARCH				APRIL				MAY				JUNE			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0615 3.7 W 1245 2.0 1904 3.6		16 0546 3.8 TH 1145 1.8 1838 3.8		1 0141 2.1 SA 0831 3.6 1402 1.8 2126 3.9		16 0122 1.6 SU 0814 4.0 1346 1.3 2104 4.4		1 0145 1.8 M 0838 3.8 1400 1.6 2111 4.1		16 0146 1.3 TU 0900 4.3 1408 1.2 2129 4.6		1 0218 1.5 TH 0914 4.2 1428 1.4 2134 4.4		16 0305 1.2 F 1524 1.3 2220 4.5	
2 0117 2.1 TH 0736 3.6 1354 1.9 2047 3.7		17 0034 1.9 F 0711 3.9 1314 1.6 2007 4.0		2 0227 1.8 SU 0936 3.9 1444 1.5 2207 4.2		17 0217 1.3 M 0922 4.4 1438 1.0 2157 4.7		2 0228 1.6 TU 0925 4.0 1441 1.4 2149 4.3		17 0238 1.1 W 0951 4.5 1458 1.0 2212 4.7		2 0256 1.3 F 1509 1.3 2213 4.6		17 0349 1.2 SA 1608 1.3 2259 4.5	
3 0218 2.0 F 0906 3.8 1443 1.7 2156 4.0		18 0148 1.7 SA 0831 4.1 1415 1.3 2120 4.3		3 0306 1.5 M 1013 4.1 1521 1.2 2238 4.4		18 0304 0.9 TU 1012 4.6 1524 0.8 2240 4.9		3 0305 1.3 W 1001 4.2 1517 1.2 2221 4.5		18 0324 0.9 TH 1033 4.6 1543 1.0 2249 4.8		3 0324 1.1 SA 1038 4.5 1550 1.2 2253 4.6		18 0431 1.1 SU 1133 4.4 1649 1.4 2339 4.4	
4 0301 1.8 SA 1003 4.0 1521 1.4 2238 4.2		19 0242 1.3 SU 0933 4.4 1504 0.9 2214 4.7		4 0341 1.2 TU 1043 4.3 1556 1.0 2306 4.6		19 0348 0.7 W 1054 4.8 1607 0.6 2318 5.0		4 0339 1.1 TH 1035 4.4 1552 1.1 2254 4.6		19 0407 0.9 F 1112 4.6 1625 1.0 2325 4.7		4 0415 1.0 SU 1633 1.1 2335 4.7		19 0511 1.2 M 1278 1.4	
5 0337 1.5 SU 1041 4.2 1555 1.2 2312 4.4		20 0328 0.9 M 1024 4.7 1549 0.6 2300 4.9		5 0415 1.0 W 1113 4.5 1631 0.8 2334 4.7		20 0430 0.6 TH 1133 4.9 1649 0.6 2354 5.0		5 0413 1.0 TH 1110 4.6 1627 1.0 2328 4.7		20 0447 0.9 SA 1152 4.6 1706 1.0		5 0458 0.9 M 1211 4.6 1719 1.1		20 0019 4.4 TU 1257 4.4 1805 1.5	
6 0411 1.3 M 1113 4.4 1629 1.0 2341 4.6		21 0411 0.6 TU 1632 0.4 2342 5.1		6 0449 0.8 TH 1143 4.6 1705 0.8		21 0510 0.9 F 1212 4.6 1730 0.6		6 0447 0.8 SA 1148 4.6 1702 0.9		21 0526 0.9 SU 1233 4.6 1744 1.1		6 0544 0.9 TU 1303 4.6 1808 1.1		21 0058 4.3 W 1336 4.4 1843 1.5	
7 0446 1.1 TU 1143 4.5 1703 0.8		22 0453 0.5 W 1151 5.0 1715 0.3		7 0522 0.7 F 1216 4.7 1737 0.7		22 0549 0.6 SA 1252 4.8 1808 0.8		7 0522 0.8 SU 1229 4.7 1740 0.9		22 0603 1.0 M 1314 4.5 1821 1.3		7 0634 0.9 W 1356 4.6 1900 1.2		22 0136 4.3 TH 1414 4.3 1922 1.6	
8 0509 4.7 W 0519 0.9 1213 4.6 1737 0.7		23 0520 5.2 TH 0535 0.4 1233 5.0 1756 0.4		8 0535 4.8 SA 0554 0.7 1250 4.7 1810 0.8		23 0528 0.8 SU 0626 0.8 1332 4.7 1844 1.0		8 0601 0.8 M 1312 4.6 1821 1.0		23 0640 1.2 TU 1354 4.4 1858 1.4		8 0727 0.9 TH 1451 4.6 1956 1.3		23 0744 1.4 F 1451 4.3 2003 1.7	
9 0537 4.7 TH 0553 0.8 1243 4.7 1810 0.7		24 0558 5.1 F 0616 0.5 1313 5.0 1836 0.5		9 0627 0.7 SU 1325 4.7 1843 0.8		24 0643 0.8 M 1412 4.5 1918 1.2		9 0643 0.8 TU 1358 4.6 1905 1.1		24 0156 4.3 W 1433 4.3 1937 1.6		9 0300 4.4 F 1547 4.5 2059 1.4		24 0251 4.1 SA 1531 4.2 2049 1.8	
10 0105 4.7 F 0625 0.8 1313 4.7 1842 0.8		25 0136 5.0 SA 0654 0.7 1354 4.8 1914 0.8		10 0140 4.7 M 0701 0.8 1403 4.5 1920 1.0		25 0221 4.4 TU 0735 1.2 1453 4.3 1955 1.5		10 0208 4.5 W 0730 1.0 1451 4.4 1956 1.3		25 0234 4.1 TH 0759 1.5 1515 4.2 2022 1.8		10 0359 4.3 SA 0931 1.2 1643 4.5 2208 1.5		25 0335 4.0 SU 0913 1.6 1614 4.1 2142 1.9	
11 0135 4.7 SA 0656 0.8 1345 4.6 1912 0.8		26 0214 4.8 SU 0731 0.9 1435 4.6 1949 1.1		11 0217 4.5 TU 0740 0.9 1448 4.4 2002 1.2		26 0259 4.1 W 0815 1.5 1537 4.1 2039 1.8		11 0304 4.3 TH 0825 1.2 1551 4.3 2101 1.5		26 0316 4.0 F 0848 1.7 1600 4.0 2120 2.0		11 0459 4.2 SU 1037 1.3 1740 4.4 2314 1.5		26 0425 3.9 M 1702 4.1 2240 1.9	
12 0205 4.6 SU 0727 0.9 1418 4.5 1943 1.0		27 0253 4.5 M 0805 1.2 1518 4.3 2024 1.4		12 0305 4.3 W 0827 1.2 1549 4.1 2056 1.6		27 0343 3.9 TH 0906 1.8 1628 3.8 2146 2.1		12 0408 4.1 F 0939 1.4 1655 4.2 2228 1.7		27 0406 3.8 SA 0953 1.8 1650 3.9 2236 2.1		12 0600 4.1 M 1140 1.4 1842 4.3		27 0518 3.9 TU 1101 1.8 1754 4.0 2337 1.9	
13 0238 4.4 M 0802 1.1 1457 4.3 2021 1.2		28 0334 4.2 TU 0842 1.5 1606 4.0 2106 1.8		13 0412 4.0 TH 0934 1.5 1702 4.0 2236 1.8		28 0438 3.6 F 1038 2.0 1729 3.7 2341 2.2		13 0515 4.0 SA 1103 1.5 1803 4.2 2344 1.6		28 0502 3.7 SU 1105 1.9 1746 3.9 2348 2.0		13 0016 1.5 TU 0709 4.1 1241 1.4 1950 4.3		28 0616 3.9 W 1853 4.1	
14 0320 4.2 TU 0844 1.3 1553 4.0 2109 1.6		29 0422 3.8 W 0935 1.9 1704 3.7 2230 2.2		14 0528 3.7 F 1127 1.7 1820 3.9		29 0546 3.5 SA 1211 2.0 1851 3.7		14 0627 4.0 SU 1211 1.4 1919 4.2		29 0603 3.7 M 1206 1.8 1852 3.9		14 0117 1.4 W 0824 4.1 1341 1.4 2053 4.4		29 0032 1.8 TH 1249 1.7 1957 4.2	
15 0425 4.0 W 0945 1.6 1711 3.8 2234 1.9		30 0523 3.6 TH 1155 2.1 1819 3.5		15 0014 1.8 SA 0648 3.8 1245 1.5 1947 4.1		30 0051 2.1 SU 0720 3.5 1311 1.8 2017 3.8		15 0048 1.5 M 0748 4.1 1313 1.3 2034 4.4		30 0046 1.9 TU 0716 3.8 1259 1.7 2002 4.1		15 0214 1.3 TH 0923 4.2 1436 1.4 2140 4.5		30 0126 1.6 F 1343 1.6 2053 4.4	
31 0037 2.2 F 0825 4.0 1310 2.0 2000 3.6										31 0136 1.7 W 0825 4.0 1346 1.6 2053 4.3					

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JULY				AUGUST				SEPTEMBER				OCTOBER			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0218 SA 1436 2140	1.4 4.3 4.5	16 0337 SU 1555 2242	1.4 1.5 4.3	1 0348 TU 1611 O 2258	0.9 1.0 4.7	16 0433 W 1649 ● 2345	1.1 1.3 4.4	1 0507 F 1729	0.4 0.5	16 0514 SA 1730	0.8 0.9	1 0526 SU 1747	0.4 0.5	16 0512 M 1729	0.9 4.7
2 0907 SU 1527 2226	1.2 1.3 4.6	17 0417 M 1634 ● 2322	1.3 1.5 4.3	2 0437 W 1700 2348	0.7 0.8 4.8	17 0509 TH 1725	1.0 1.2	2 0018 SA 1254 1813	5.0 5.1 0.5	17 0021 SU 1244 1801	4.6 4.7 0.9	2 0042 M 1307 1826	5.0 5.1 0.7	17 0023 TU 1240 1759	4.6 4.9 0.9
3 0356 M 1103 M 1618 O 2314	1.0 4.5 1.2 4.7	18 0456 TU 1712	1.2 1.4	3 0526 TH 1749	0.6 0.8	18 0018 F 1249 1759	4.5 4.6 1.1	3 0105 SU 1337 1857	5.0 5.0 0.7	18 0051 M 1312 1830	4.6 4.6 1.0	3 0126 TU 1348 1905	4.9 4.8 0.9	18 0056 W 1310 1833	4.6 1.0 1.0
4 0445 TU 1709	0.9 1.1	19 0001 W 1240 1748	4.3 4.4 1.4	4 0039 F 1323 1837	4.5 4.6 0.8	19 0049 SA 1318 1833	4.5 4.6 1.1	4 0150 M 1420 1939	4.9 4.9 0.9	19 0120 TU 1340 1859	4.5 4.6 1.0	4 0210 W 1430 1942	4.6 4.5 1.2	19 0132 TH 1344 1911	4.5 1.1 1.1
5 0004 W 0536 1801	4.7 0.8 1.0	20 0039 TH 1315 1825	4.3 1.1 1.4	5 0129 SA 1410 1925	4.8 4.9 0.8	20 0120 SU 1347 1904	4.5 4.5 1.2	5 0237 TU 1504 2022	4.7 4.6 1.2	20 0151 W 1714 1932	4.4 1.1 1.3	5 0257 TH 1515 2022	4.4 1.5 1.6	20 0213 F 1427 1956	4.4 1.3 1.3
6 0058 TH 1346 1853	4.8 4.8 1.0	21 0114 F 1349 1901	4.3 4.4 1.4	6 0218 SU 1455 2014	4.7 4.8 1.0	21 0150 M 1416 1933	4.4 4.4 1.3	6 0325 W 1551 ● 2110	4.4 4.3 1.6	21 0226 TH 1446 2012	4.3 4.2 1.4	6 0348 F 1606 ● 2117	4.1 3.9 1.9	21 0313 SA 1534 2055	4.2 1.6 1.6
7 0151 F 0720 1438 1946	4.7 0.8 4.8 1.1	22 0148 SA 1421 1936	4.3 1.2 1.5	7 0308 M 1542 2106	4.6 4.7 1.2	22 0222 TU 1449 2005	4.3 1.3 1.4	7 0418 TH 1643 2227	4.1 4.0 1.9	22 0316 F 1635 ● 2106	4.1 1.6 1.7	7 0446 SA 1706 2320	3.8 2.2 3.6	22 0429 SU 0943 1655 2243	4.0 1.9 1.8
8 0245 SA 1814 2042	4.6 0.9 1.2	23 0222 SU 1455 2011	4.3 1.3 1.6	8 0358 TU 1630 ● 2206	4.2 1.3 1.5	23 0259 W 1528 2045	4.2 1.4 1.6	8 0516 F 1743	3.8 3.7	23 0433 SA 1706 2253	3.9 1.9	8 0554 SU 1820	3.6 3.5	23 0544 M 1810	4.0 3.9
9 0339 SU 0911 1617 2141	4.5 1.0 4.6 1.3	24 0300 M 1533 2050	4.2 1.4 1.7	9 0451 W 1721 2316	4.1 1.6 1.7	24 0348 TH 1622 ● 2142	4.0 1.6 1.7	9 0004 SA 1238 1858	2.0 2.1 3.6	24 0554 SU 1826	3.8 3.8	9 0034 M 1305 2001	2.0 3.7 3.6	24 0007 TU 1244 1926	1.7 1.1 4.1
10 0432 M 1010 1707 ● 2243	4.3 1.2 4.5 1.5	25 0343 TH 1617 2138	4.1 1.6 1.8	10 0550 TH 1821	3.9 1.8	25 0454 F 1730 2312	3.8 3.9 1.9	10 0116 SU 0819 2049	1.9 3.7 3.7	25 0032 M 1308 1946	1.7 1.8 4.0	10 0130 TU 1357 2123	1.8 3.9 3.9	25 0109 W 1341 2037	1.4 1.4 4.4
11 0527 TH 1801 2347	4.2 4.3 1.6	26 0434 W 1708 2345	3.9 4.0 1.8	11 0031 F 1302 1933	1.8 1.9 3.8	26 0611 SA 1847	1.8 3.9	11 0209 M 1430 2152	1.8 1.8 4.0	26 0136 TU 1406 2053	1.4 1.4 4.4	11 0216 W 1439 2156	1.6 1.6 4.1	26 0203 TH 1431 2130	1.1 1.1 4.7
12 0628 W 1213 1902	4.0 1.6 4.2	27 0532 TH 1803 2345	3.9 4.0 1.8	12 0143 SA 1836 2054	1.8 3.9 3.9	27 0044 SU 1319 2004	1.7 1.8 4.1	12 0251 TU 1510 2227	1.5 1.6 4.2	27 0229 W 1454 2145	1.0 4.6 4.7	12 0256 TH 1517 2224	1.3 1.3 4.3	27 0252 F 1517 2214	0.9 5.0 4.9
13 0052 TH 1319 2010	1.6 3.9 4.1	28 0639 F 1915	3.9 4.1	13 0237 SU 1456 2154	1.6 1.6 4.1	28 0154 M 1421 2107	1.5 1.5 4.4	13 0328 W 1546 2255	1.2 1.3 4.3	28 0316 TH 1539 2230	0.7 4.9 4.9	13 0337 F 1553 2252	1.1 1.1 4.5	28 0337 SA 1600 O 2256	0.7 5.1 5.0
14 0157 F 1421 2112	1.6 1.7 4.2	29 0055 SA 1321 2024	1.7 1.7 4.2	14 0319 TU 1512 2235	1.4 1.1 4.6	29 0248 W 1559 2158	1.1 0.8 4.6	14 0404 TH 1622 2323	1.0 1.1 4.5	29 0400 F 1623 O 2314	0.5 5.0 5.1	14 0408 SA 1628 ● 2321	1.0 4.6 4.6	29 0420 SU 1642 2338	0.6 5.1 4.9
15 0252 SA 1511 2200	1.5 4.1 4.2	30 0201 SU 1425 2120	1.5 4.2 4.4	15 0357 TU 1613 2311	1.3 1.4 4.3	30 0335 W 1559 2245	0.8 4.8 4.8	15 0440 F 1657 ● 2352	0.9 4.6 4.6	30 0444 SA 1705 2357	0.4 5.2 5.1	15 0441 SU 1658 2351	0.9 4.7 4.6	30 0501 M 1722	0.7 5.1 0.7
31 0257 M 1520 2210	1.2 4.4 4.6	31 0421 TH 1644 O 2331	0.5 0.6 5.0	31 0022 TU 1240 1800	4.9 4.9 0.9										

TIDE TIMES 2023/24

ENGLAND – CHICHESTER HARBOUR (ENTRANCE)

Lat 50°47'n Long 0°56'w time zone UT(GMT) - Times and heights of high and low waters year 2023/24

NOVEMBER				DECEMBER				JANUARY				FEBRUARY			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1 0106 W 1320 1838	4.7 1.1 4.1 1.1	16 0041 TH 1252 1817	4.6 1.2 4.6 1.0	1 0135 F 0642 W 1339 1904	4.5 1.5 4.4 1.4	16 0126 SA 0636 1332 1903	4.6 1.2 4.6 1.0	1 0238 M 0750 W 1438 2013	4.4 1.7 4.3 1.5	16 0256 TU 0811 1506 2039	4.8 4.7 0.9 1.5	1 0313 TH 0829 1521 2046	4.3 1.6 4.1 1.6	16 0400 F 0926 1623 2157	4.6 1.3 4.3 1.5
2 0150 TH 1401 1916	4.6 1.3 4.5 1.3	17 0126 F 0838 1335 1903	4.5 1.2 4.5 1.1	2 0219 SA 1420 1947	4.4 1.7 1.6	17 0220 SU 1427 1957	4.6 1.3 1.1	2 0317 TU 1519 2056	4.3 4.1 1.7	17 0346 W 1601 2135	4.7 1.2 1.2	2 0353 F 1608 C 2126	4.2 1.8 1.8	17 0453 SA 1723 2213	4.3 4.0 1.8
3 0235 F 1444 1958	4.4 1.6 4.2 1.6	18 0218 SA 1428 1955	4.4 1.4 1.3	3 0304 SU 1505 2036	4.3 1.8 1.7	18 0317 M 0808 1527 2057	4.6 1.4 1.5	3 0359 W 1607 2143	4.2 1.9 1.8	18 0438 TH 1606 2236	4.6 1.4 1.4	3 0442 SA 1707 2220	4.0 1.9 2.0	18 0553 SU 1834	4.0 1.9 3.8
4 0325 SA 1533 2052	4.1 4.0 1.9	19 0320 SU 1535 2101	4.3 4.2 1.5	4 0351 M 0903 1556 2138	4.1 2.0 1.9	19 0414 TU 0930 1629 2202	4.5 1.5 1.3	4 0446 TH 1012 1701 C 2236	4.1 3.9 2.0	19 0533 F 1113 1759 2343	4.4 1.6 4.1 1.6	4 0544 SU 1106 1820 2338	3.9 2.1 2.1	19 0038 M 1202 1726 2013	2.0 3.8 1.9 3.7
5 0419 SU 0930 C 2224	4.0 2.2 3.8 2.0	20 0426 M 1645 2225	4.3 1.8 1.6	5 0442 TU 1016 1652 C 2249	4.0 2.2 3.8 2.0	20 0511 W 1038 1730 2307	4.5 1.6 1.4	5 0539 F 1113 1801 2333	4.0 2.1 3.8 2.0	20 0633 SA 1224 1908	4.2 1.7 4.0	5 0659 M 1947	3.9 3.8	20 0154 TU 0843 1426 2144	2.0 3.8 1.7
6 0519 M 1115 2347	3.8 3.6 2.0	21 0532 TU 1753 2337	4.3 4.1 1.6	6 0537 W 1754 2351	4.0 3.8 2.0	21 0609 TH 1742 1834	4.4 4.2	6 0641 SA 1216 1913	4.0 2.1 3.9	21 0054 SU 0742 1338 2030	1.8 4.2 1.7 4.0	6 0109 TU 1359 2056	2.0 1.8 4.0	21 0247 W 0959 1510 2236	1.8 4.0 4.2
7 0630 TU 1855	3.8 3.7	22 0639 W 1904	4.3 4.2	7 0640 TH 1231 1904	4.0 3.1 3.8	22 0010 F 0713 1247 1943	1.5 1.6 4.2	7 0032 SU 0749 1320 2021	2.0 4.1 2.0	22 0205 M 0853 1440 2142	1.8 4.2 1.6 4.1	7 0221 W 0912 1452 2149	1.8 1.4 4.3	22 0328 TH 1045 1548 2317	1.6 4.3 1.3 4.4
8 0045 W 1319 2013	1.9 2.0 3.8	23 0038 TH 1313 2014	1.4 1.5 4.4	8 0045 F 1326 2009	1.9 2.0 4.0	23 0112 SA 0817 1349 2050	1.5 4.5 1.5	8 0133 M 0845 1415 2115	1.9 4.3 4.2	23 0300 TU 0952 1527 2236	1.7 4.3 4.3	8 0312 TH 1000 1538 2237	1.5 4.5 1.1	23 0404 F 1118 1624 2348	1.4 4.0 4.6
9 0137 TH 1407 2104	1.7 4.2 1.8 4.1	24 0136 F 1408 2111	1.3 4.7 1.3	9 0134 SA 0838 1410 2059	1.8 4.3 4.2	24 0212 SU 0913 1445 2145	1.5 4.6 4.4	9 0228 TU 0932 1501 2202	1.8 4.5 1.5	24 0344 W 1038 1608 2321	1.5 4.4 1.3 4.4	9 0359 F 1046 1623 ● 2324	1.1 4.8 0.8 4.8	24 0441 SA 1144 1700 O 1736	1.2 0.9 1.5
10 0221 F 1447 2142	1.6 1.5 4.3	25 0229 SA 1457 2158	1.2 4.8 4.7	10 0216 SU 1446 2141	1.7 1.6 4.4	25 0305 M 0959 1533 2232	1.4 4.6 1.3	10 0318 W 1015 1546 2248	1.5 4.6 1.3	25 0424 TH 1117 1646 O 2359	1.4 4.5 1.2 4.5	10 0445 SA 1709	0.9 0.5	25 0013 SU 0516 1214 1736	4.7 4.6 0.8
11 0258 SA 1521 2215	1.4 1.3 4.5	26 0316 M 1542 2240	1.1 4.9 4.7	11 0254 F 1558 2220	1.6 4.6 4.5	26 0351 TU 1040 1616 2317	1.4 4.6 4.5	11 0405 TH 1059 1632 ● 2336	1.3 1.0 4.7	26 0502 F 1153 1724	1.3 1.1	11 0011 SU 0530 1219 1754	5.0 5.0 0.4	26 0041 M 0552 1244 1810	4.7 0.9 0.8
12 0332 SU 1553 2248	1.3 1.2 4.6	27 0400 M 1624 O 2323	1.1 4.9 4.7	12 0333 TU 1559 ● 2301	1.4 1.3 4.6	27 0433 W 1121 1657 O	1.4 4.6 1.2	12 0453 F 1144 1720	1.2 0.9	27 0032 SA 0539 1230 1801	4.6 1.3 1.0	12 0057 M 0616 1305 1840	5.1 5.0 0.4	27 0109 W 0625 1314 1842	4.7 4.6 0.9 0.8
13 0405 M 1104 ● 2322	1.2 4.7 4.6	28 0442 TU 1705	1.1 4.8 1.0	13 0414 W 1711 2346	1.3 1.1 4.6	28 0000 TH 0513 1202 1737	4.5 1.4 1.2	13 0026 SA 0542 1233 1808	4.8 1.0 0.8	28 0105 SU 0616 1305 1837	4.6 1.2 1.0	13 0142 TU 0702 1352 1926	5.1 5.0 0.5	28 0136 W 0655 1343 1911	4.7 4.5 1.0
14 0438 TU 1137 1659	1.1 1.0 4.7	29 0007 W 1217 1744	4.7 1.2 1.1	14 0459 TH 1156 1725	1.3 1.1	29 0043 F 0553 1243 1816	4.5 1.4 1.2	14 0117 SU 0631 1322 1857	4.8 4.9 0.7	29 0137 M 0651 1338 1911	4.6 1.2 1.1	14 0226 W 0747 1439 2012	5.0 4.7 0.7	29 0203 TH 0723 1412 1936	4.6 1.1 4.4 1.1
15 0000 W 1213 1736	4.6 1.1 1.0	30 0052 TH 1258 1824	4.6												
				15 0034 F 1242 1812	4.6 1.2 1.0	30 0122 SA 0632 1322 1855	4.5 1.5 1.3	15 0206 M 0720 1413 1947	4.9 0.8	30 0208 TU 0725 1410 1944	4.6 1.3 1.2	15 0311 TH 0834 1529 2100	4.8 1.0 1.1		
				31 0201 SU 1400 1934	4.5 1.5 4.4			31 0239 W 0757 1443 2014	4.5 1.4 4.3						



Welcome to the Chichester Harbour Directory. Within the next few pages you will find all the information you need to enjoy your time on and around Chichester Harbour. Please also check www.conservancy.co.uk for up-to-date information or call the Harbour Office on 01243 512301.

Directory

Navigation guidance and facilities afloat

Chichester Harbour, with 11 square miles of water, 17 miles of well marked and lit channels and with easy access to the Solent, is an ideal water recreation centre. The Harbour is home to nearly 9,000 vessels over 3 metres in length, 3,200 moorings, 2,000 berths in six marinas and 15 sailing clubs.

Anchorage

1) West of the Fairway buoy on the south of the channel; 2) east of Pilsey Island (Note: this is a restricted area – no picnicking above the MHW line); 3) south of a line between East Head Spit buoy and the Snowhill buoy – the two unlighted starboard floating withies, to the south of these, mark the Chart Datum contour, (swimming can be dangerous because of the strong tide). Do not anchor in the main channel. When at anchor, vessels must display a black ball during the day and an anchor light at night. See Local Notices to Mariners No 2 of 2023.

Car Park - Itchenor

Car and trailer parking is available in Itchenor in the pay and display car park. Charges are applicable 24hrs and tickets can be purchased for between 1hr and up to 7 days. For a full scale of charges, see www.conservancy.co.uk. Tickets can be bought from the car park machine, via the MiPermit app or from the Harbour Office. Season tickets are also available.

Caution

Reduce speed and give a wide berth to vessels flying International 'OQ' (red/yellow over yellow) – compass adjusting; 'A' (blue and white) – diving operations; 'RY' (yellow cross on red over red and yellow diagonal stripes) – harbour maintenance; a black ball, diamond, ball, hoisted vertically – a vessel restricted in her ability to manoeuvre.

Coastguard

National Maritime Operations Centre (NMOC), Fareham co-ordinates all civil marine search and rescue operations within the area from BURY HEAD – BEACHY HEAD (Belle Tout). It monitors VHF Channel 16 and 67 and the 999 emergency telephone service.

Tel: 023 9255 2100 Fax: 023 9255 1763

In an emergency call 999

Telex: 869194. VHF Radio: Channel 16 but be ready to shift to Channel 67 when asked. Open 24 hours a day.

Only if you are in grave and imminent danger should you use the MAYDAY call. Should you have a very urgent message concerning the safety of a vessel or person then use the urgency signal PAN PAN.

Ferry – Emsworth

The ferry is available to take passengers to and from their moored vessels. It runs Friday to Sunday plus bank holidays from Easter to the end of September, weather permitting. Running times are two hours either side of HW from 0830 until 1700. Call 'Emsworth Mobile' on VHF Channel 14 or telephone 07864 915247.

Ferry – Itchenor

The ferry runs from Itchenor jetty to Smugglers Lane, Bosham, or to and from moorings from Deep End to Birdham, weather permitting. May to Sept, daily 0900-1800. Apr and Oct, weekends only 0900-1800. Nov to Mar, weekends only 1000-1600 except Christmas and New Year. Call 'Itchenor Ferry' on VHF Channel 08 or telephone 07970 378350.

Fuel

Both diesel and petrol are available at Chichester Marina and Sparkes Marina. Diesel is also available at Northney Marina and Emsworth Yacht Harbour.

Harbour Dues

All vessels using Chichester Harbour are required to pay harbour dues and display the plaque. Annual dues are valid from 1 April and expire on 31 March. Annual rates reduce by 50% for vessels first entering the Harbour after 30 September. Visiting vessels must pay by the day, weekend or week at any time of the year. If you have paid annual harbour dues in the previous year you will receive a reminder, including details of how to pay online. If you are new to the Harbour, download an application form at www.conservancy.co.uk or call 01243 512301.

Overall length in metres From	Not Exceeding	Annual Charge (inc VAT £)	7 Day Charge (inc VAT £)	2 Day Charge (inc VAT £)	Daily Charge (inc VAT £)
Up to 3m*		17.70	8.00	7.00	6.00
3.01m	4m	27.02	8.00	7.00	6.00
4.01m	5m	37.60	8.00	7.00	6.00
5.01m	6m	49.70	9.00	8.00	7.00
6.01m	7m	63.32	12.00	8.00	7.00
7.01m	8m	78.48	16.00	8.00	7.00
8.01m	9m	95.16	19.00	9.00	7.00
9.01m	10m	113.36	22.00	9.00	7.00
10.01m	11m	133.10	25.00	11.00	9.00
11.01m	12m	154.37	30.00	11.00	9.00
12.01m	13m	177.16	34.00	13.00	10.00
13.01m	14m	201.47	38.00	13.00	10.00
14.01m	15m	227.32	43.00	17.00	11.00
15.01m	16m	254.69	49.00	17.00	11.00
16.01m	17m	283.58	54.00	20.00	13.00
17.01m	18m	301.03	57.00	20.00	13.00
18.01m	19m	318.48	61.00	20.00	13.00
19.01m	20m	335.92	64.00	20.00	13.00
Over 20m		353.36	67.00	20.00	13.00

In addition you can purchase dues from the Harbour Offices at Itchenor or Emsworth and also from the Harbour Patrol. Visitor's dues can be purchased from the Harbour Offices, Harbour Patrol and most sailing clubs and marinas.

*Tenders up to 3 metres used to access a registered parent vessel in the Harbour - annual harbour dues rate £8.85. Tenders up to 4 metres - annual harbour dues rate £13.51 (limited to one tender per parent vessel).

Please affix the harbour dues plaque to the port hand aft quarter of your vessel. The plaque must be clearly visible even if your vessel is covered and plaques from previous years should be removed. If you are not displaying a plaque you could be liable for a fine of three times the cost of the dues plus a £50 administration fee.

Harbour Entrance

The statutory boundary of Chichester Harbour is an imaginary line drawn from Eaststoke Point to the spire of West Wittering church.

Harbour Office – Emsworth

This office is open between Easter and 31 October but not manned continuously.

Tel. **07864 915247** or contact the Harbour Office at Itchenor.

Harbour Office – Itchenor

Open weekdays 0900–1700 and Saturdays 0900–1300 (April to Oct). Tel: **01243 512301**. VHF Channel 16 – International calling and safety channel. VHF Channel 14 – calling and working frequency for Port Operation Channel. A Port Operation and Information Service and VHF (FM) radio telephone watch is maintained by the Harbour Office during office hours and by the Conservancy vessels when manned. Call Sign Chichester Harbour Radio.

Harbour Patrol

Call Chichester Harbour Patrol on VHF Channel 14 (156.70MHz). Conservancy vessels are fitted with multi-channel watch radios, therefore a long call is required on Channel 14 in case the

receiving station is locked onto Channel 16. Call Sign Chichester Harbour Patrol.

Launching Sites

Public launching sites are at Bosham, Dell Quay, Itchenor, Prinsted and Emsworth. Site information including applicable fees and tidal restrictions can be found at www.conservancy.co.uk.

Navigation

Chichester Bar is an area of shoaling half a mile south of the Harbour entrance and extending seaward for a further half a mile. The Bar is periodically dredged to achieve a depth of 1.5m below Chart Datum, after severe gales depths can change and it is then prudent to assume a least depth of 0.7m below Chart Datum.

With a falling tide and strong winds from a southerly sector a dangerous sea may be encountered. In these conditions it is advisable to exercise caution and cross the Bar between three hours before and one hour after HW; this is particularly important during spring tides.

Mariners approaching from the west are advised to shape a course for West Pole Beacon. On rounding the Beacon pass between Eastoke buoy and West Winner, keeping the Bar Beacon close to port. The dredged channel across the Bar is just under one cable wide with the western edge marked by the transit between West Pole Beacon and the Bar Beacon. When approaching from the east, mariners are advised not to cross the five metre contour until the West Pole Beacon bears 310°T.

Public Jetties

Emsworth Jetty is available for 3½ hours each side of high water, neap tides (assuming one metre draught). Fresh water is available. Waiting is restricted to 2 hours maximum during quiet periods and 20 minutes at peak times.

Itchenor Jetty is available at all states of the tide with a depth of approximately two metres at mean low water springs. Fresh water is available along with a free pump-out station. Waiting is limited to 20 minutes to reduce congestion and maintain access for the emergency services.

Please note that water from the jetties is not to be used for washing vessels. Please provide your own hose. An overstay penalty of £35.25 +VAT per hour, or part thereof, is payable by vessels exceeding the jetty waiting limits.

Maintenance Piles

Piles are available at Itchenor and Emsworth. To book call 01243 512301. £22 per low tide.

Showers

At the Harbour Office, Itchenor. Shower tokens are £2 each and are available from the Harbour Office or Patrol staff.

Tides

The tide times are on pages 11–13. Please note you must add one hour in the shaded areas for British Summer Time. These times are for the Harbour entrance and will be different by up to 30 minutes at other points in the Harbour.

Sailors should be aware of the strong tides in the Harbour entrance. The flood tide may run at 2.8 knots and the ebb tide at a rate of 6.4 knots at springs, which can be dangerous for the inexperienced.

Visitors' Moorings

There are six visitors' moorings off Itchenor jetty which are capable of taking up to six vessels each, depending on size, and there are visitors' pontoon moorings above Itchenor Sailing Club on the western end of the Conservancy pontoon moorings. Visitors should restrict themselves to the first three lengths of pontoon only, as the remaining pontoon is allocated for permanent berths. Two lengths of visitors' pontoon are available at Emsworth situated between three piles. Vessels on visitors' moorings must be manned overnight except on the pontoons.

Visitor's moorings can be rented for a maximum of a two week visit only. Any period thereafter will be charged at twice the weekly rate. Any vessel returning to a visitor berth within 7 days, with a cumulative stay greater than two weeks, will be liable for the twice weekly rate. Any stay in excess of two weeks is at the absolute discretion of the Harbour Master.

Vessel length up to	Overnight
9m	£12.00
9.01m to 11m	£14.00
11.01m to 14.0m	£17.00
14.01m to 18m	£20.00

Visitors can also be accommodated at: Sparkes Marina, Northney Marina, Chichester Marina, Emsworth Yacht Harbour, Hayling Yacht Company and at Bosham Quay.

Weather

For the MetOffice forecast for 48 hours and the 12 hour shipping forecast see www.metoffice.gov.uk.

Forty-eight hour inshore waters forecast Selsey Bill to Lyme Regis is displayed at the Harbour Offices at Itchenor and Emsworth. HM Coastguard 'Maritime Safety Information Broadcast' announced on VHF Channel 16, directing users to nominated working channel depending on your location. Commencing 0130 and every three hours thereafter. Broadcasts at 0730 and 1930 are full broadcasts, including, gale, shipping and inshore forecasts along with navigational warnings and range firing information.

All broadcasts are in local time. Broadcasts may be delayed at times of busy Search & Rescue incident working.

Shipping Forecast, BBC Radio 4

92-95 FM – 0048, 0520 daily or 1515m/198khz

LW – 0048, 0520, 1201 & 1754 daily

Weather stations on West Pole and Camber Beacons provide real time wind speed, direction, water depth, wave height and periodicity, barometric pressure, air and sea temperatures. These are displayed on a screen outside the Harbour Office at Itchenor or visit www.conservancy.co.uk, www.chimet.co.uk or www.cambermet.co.uk.

Website

For up to date information, local notices to mariners and to apply for harbour dues please see www.conservancy.co.uk. Sign up for the Conservancy eNewsletter to receive regular updates and a weekly navigation bulletin during the sailing season.

navigating the harbour shall navigate the vessel with care and caution and in such manner as shall not cause annoyance to the occupants of any other vessel or cause damage or danger to any other vessel or to any mooring or other property'.

Vessels navigating within mooring areas shall take particular care to comply with Byelaw No.4 by:

- reducing their speed so as not to cause undue wash;
- not overtaking in mooring area fairways, if such overtaking action shall place two vessels abreast of any vessel or vessels navigating the fairway in the opposite direction;
- furling spinnakers in plenty of time in adverse weather conditions, before reaching the moorings - this is particularly applicable to large vessels, which should be under power at busy periods;
- using the main channels and not navigating between the lines of moorings, whenever possible.

2. International Regulations for Preventing Collisions

These regulations are incorporated into Byelaw No.10, and apply to the Harbour and to vessels navigating therein. Because of the considerable traffic in the Harbour, mariners are to pay particular attention to:

- keeping to the starboard side of the channel
- reducing speed and if necessary altering course in plenty of time if the giving way vessel;
- if under power and sail displaying a black cone point down.

3. Reporting Concerns Relating to Safety

- Harbour users are requested to report immediately to the Harbour Master any reasonable concern they have regarding safety in Chichester Harbour. Harbour users are also requested to report incidents and damage which may affect safety in the Harbour.

IN AN EMERGENCY DIAL 999 Or call SOLENT COASTGUARD on VHF Channel 16 or 67.

- To report incidents or damage call "Chichester Harbour Radio" on VHF Channel 14 or telephone 01243 512301.

You may also submit a written report, or complete an Incident Report on line at: www.conservancy.co.uk.

- Incidents and damage that should be reported include:
 - damage to and collisions between vessels;
 - damage to navigation marks, harbour structures or facilities;
 - malfunctioning navigation marks;
 - dangerous near-miss situations between vessels;
 - vessels proceeding at an excessive speed or creating excessive wash, and;
 - any other dangerous occurrence.
- Chichester Harbour Conservancy complies with the Port Marine Safety Code and has appointed a Designated Person to monitor compliance with the Code and report to the Conservancy. Any reasonable concerns regarding safety in the harbour may (in addition to being reported to the Harbour Master) be brought to the attention of the Designated Person by writing to:-

Monty Smedley
Designated Person (PMSC) Chichester ABPmer
Quayside Suite, Edina Chambers
Town Quay
SOUTHAMPTON
SO14 2AQ
DP.Chichester@abpmer.co.uk
023 8071 1892 or 023 8071 1889

4. Management of Recreational Events

- Organisers of events that may impact normal harbour activities and all events that involve racing (except those covered by f.) must contact the Conservancy at an early opportunity prior to any event taking place. For most types of events a formal risk assessment will be required. The content of

Local Notices to Mariners No.2 of 2023

General instruction and advice

This Local Notice to Mariners is to be read in conjunction with the Byelaws for Chichester Harbour which may be obtained from the Harbour Office or online at www.conservancy.co.uk.

Chichester Harbour Conservancy is responsible for managing the risks associated with marine operations to ensure they remain as low as reasonably practicable, but has no wish to over-regulate the use of the Harbour. Going afloat can never be free of risk and everybody who uses the Harbour, especially those in control of vessels, has an important role to play to ensure the Harbour remains safe.

There may be times when it is not safe to participate in a particular activity. Before taking to the water those in charge of vessels, adults

responsible for children and those organising events and races need to carefully consider the prevailing weather, tidal and traffic conditions.

Harbour users are advised of the following measures to facilitate the safe use of the Harbour:

1. Chichester Harbour – Speed of Vessels and Care

Attention is drawn to the speed limit of 8 knots which is in force for the whole of Chichester Harbour. Attention is also drawn to Chichester Harbour Byelaw No.4 'The Master of a vessel

this assessment will need to be proportional to the event/activity.

- b. The risk assessment and the safety management of a particular event will be the responsibility of the event organiser.
- c. The event risk assessment should identify all risks concerned with the safe and efficient use of the harbour by all harbour users. Details of how the risk is to be controlled will be part of the assessment.
- d. The formal risk assessment should be submitted not less than 4 weeks prior to the planned event to enable the Conservancy to comment and consult on the assessment. It is recommended that large events are consulted on in the autumn preceding the event to avoid clashes with other events.
- e. The Conservancy will need to be satisfied that the risks to harbour safety have been effectively mitigated, before consenting to an event.
- f. Racing events coordinated through Chichester Harbour Federation and run in accordance with their Code of Conduct for Racing will not be required to submit risk assessments to the Conservancy for routine events.
- g. This notice is to be read in conjunction with document entitled – A Guide to Good Practice on Port Marine Operations (Section 8 Management of Navigation – Event Planning) DFT (last update 4 April 2018). Your attention is also drawn to the advice given in the preparation of risk assessments issued by the Royal Yachting Association (www.rya.org.uk).

5. VHF Radio Communications

- a. All vessels whilst underway within Chichester Harbour are advised to monitor Chichester Harbour Radio on VHF Channel 14. VHF transmissions on this channel should be kept short and relevant.
- b. All vessels of 18m or more in length overall, and vessels not under command, restricted in their ability to manoeuvre, or towing a vessel or structure, over 12m in length, or the total length of the tow exceeds 20m are to give notice of their movements by reporting to 'Chichester

Harbour Radio' on VHF Channel 14, giving the vessel's name, length, position and intentions.

6. Towing

- a. All vessels towing a vessel or structure, over 12m in length, or the total length of the tow exceeds 20m are to give notice of their movements.
- b. If these tows are unusual objects or non-routine towage events the movements should be approved in advance by the Harbour Master.

7. Safe Use of Tenders

Chichester Harbour Conservancy recognises that persons using tenders are responsible for their own safety but it is concerned that some may be taking unnecessary risks. It is recommended that:

- a. The tender is of suitable size and stability for the intended purpose.
- b. All persons in tenders wear lifejackets.
- c. Tenders are not overloaded.
- d. Weather, sea and tidal conditions are properly assessed.
- e. Tenders carry a torch at night.
- f. Tenders carry a means of summoning assistance.
- g. Tenders are not used by persons under the influence of drink or drugs.

8. Swimming

Chichester Harbour Conservancy is concerned that some swimmers expose themselves to unnecessary risk. Much of the Harbour is unsuitable for swimming and the parents of young swimmers, and swimmers themselves, are reminded of the following basic precautions:-

- a. Never dive or jump into water of an unknown depth.
- b. Never dive or jump from any structure.
- c. Never swim near moving boats, boats running their engines or boats which may depart their moorings.
- d. Never swim in the fairway or navigable channels.

- e. Never swim in strong currents and/or tides; these are particularly strong near the harbour entrance.
- f. Never swim after consuming alcohol or after a meal.
- g. Beware of the cold; hypothermia can kill.
- h. It is not advisable to swim alone.
- i. Always tell someone on the shore where you are swimming and when you expect to return to the shore.

9. Diving

- a. All diving for favour or reward (i.e. "at work") is subject to the Diving at Work Regulations 1997 (DWR 97) and the associated Approved Codes of Practice (ACOP). Diving at work may only be carried out by a diving contractor who has notified the Health and Safety Executive in compliance with the provisions in DWR 97 and dives may only be carried out in accordance with the legal requirements. Additionally, Chichester Harbour Conservancy requires that divers at work apply for prior consent from the Harbour Authority before undertaking a dive.
- b. Chichester Harbour Conservancy strongly recommends that all diving (whether the diver is at work or not) should meet all of the above requirements.
- c. Sport or recreational diving which does not meet the above requirements is not recommended because of strong tidal flows, the number of underwater obstructions and moorings, and the numerous vessel movements in the Harbour.

10. Kite Surfing - Chichester Harbour

It has been assessed that kite surfing is incompatible with the safety and enjoyment of the other 9,000 vessels which regularly use Chichester Harbour. Kite surfers are advised that they may be directed, under Sections 4 and 89 of the Chichester Harbour Conservancy Act 1971 and Section 52 of the Harbours Docks and Piers Clauses Act, to stop kite surfing within the limits of Chichester Harbour, by Officers of Chichester Harbour Conservancy.

11. Foiling Craft

The impact of the growing popularity of foiling craft is being monitored and those in charge of these craft are requested to maintain sufficient sea room and avoid getting into close quarters situations by avoiding busy channels, anchorages and mooring areas.

12. Use of Hovercraft

The Chichester Harbour Conservancy Act 1971 prescribes that the open port duty detailed in section 33 of the Harbours, Docks and Piers Clauses Act 1847 does not apply to hovercraft in Chichester Harbour. Hovercraft are not permitted to be used in Chichester Harbour without the written permission of the Harbour Master.

13. Use of Kill Cords in Powered Craft

Following a fatal accident the Marine Accident Investigation Branch (MAIB) issued a safety bulletin highlighting that kill cords are a safety feature to stop an engine when the driver moves away from the controls. They emphasise that it is essential that operators of vessels fitted with kill cords:

- a. Test them regularly to ensure that the engine stops when the kill cord mechanism is operated.
- b. Make sure that the cord is in good condition.
- c. Always attach the cord securely to the driver, ideally before the engine is started, but certainly before the boat is put in gear.
- d. Stop the engine before transferring the kill cord to another driver.

The full MAIB Safety Bulletin is available from www.gov.uk.

14. Lifejackets

Remember to take your lifejacket afloat and wear it. Use your lifejacket crotch strap, remember to check and service your lifejacket regularly. Lifejackets are useless unless worn.

15. Consumption of Alcohol

Don't drink whilst in charge of a vessel. Alcohol is involved in about a third of all recreational boating fatalities.

16. Prohibited Anchoring

Anchoring is prohibited in or near mooring areas or in the vicinity of navigation and racing marks. Vessels are not to anchor in the centre of channels and are to exhibit a black ball or white light. Vessels are not to be left unmanned at anchor for periods of more than four hours (Byelaw No.12).

17. Improper Use of Distress Signals

In the interests of safety the attention of all yachtsmen and other harbour users is drawn to Chichester Harbour Conservancy Byelaw No.23. Persons wishing to organise firework displays etc. within the Harbour are advised to seek permission from the Harbour Master.

18. Vessel Landed Waste Reception and Pollution

- a. It is an offence for any vessel, including recreational vessels, regardless of size, to discharge any refuse overboard within specified distances from land, and in the case of plastics and other persistent rubbish, in any sea area surrounding the UK (International Convention for Prevention of Pollution from Ships (MARPOL 73/78).
- b. Mariners are advised that reception facilities for vessel landed waste are located at, or close to, all mooring areas and marinas within Chichester Harbour.

Chichester Harbour Conservancy administers a Port Waste Management Plan on behalf of all waste facility providers in the harbour and this document can be viewed at www.conservancy.co.uk. This document details the location and types of waste collection facilities including recycling, and vessel pump-out facilities.

Any enquiries relating to waste facilities should be directed to the local mooring provider or to the Harbour Office. It is a serious offence to discharge waste at sea or into harbour waters.

- c. All harbour users are requested to report all sightings of oil pollution immediately to Chichester Harbour Radio on VHF Channel 14 or by telephone on 01243 512301. At times when the Harbour Master's Office is unmanned, reports should be made to Solent Coastguard on VHF Channel 16 or 67, or by telephone on 02392 552100.

19. Workboat Registration

The operators of workboats based in Chichester Harbour, whether working exclusively in Chichester Harbour, or licensed by the MCA or other body to operate outside the Harbour, are requested to register their vessels with the Harbour Master.

20. Chichester Bar

Chichester Bar is periodically dredged to achieve a depth of 1.5m below Chart Datum. Following severe gales depths may vary and it is then prudent to assume a least depth of 0.7m below Chart Datum. Details of the latest bathymetric survey are available from the Harbour Office or promulgated in LNTM's at www.conservancy.co.uk.

With a falling tide and strong winds from a southerly sector a dangerous sea may be encountered. In these conditions it is advisable to exercise caution and cross the bar between three hours before and one hour after HW springs.

Richard Craven
Director & Harbour Master
03 January 2023

Harbour villages

Chichester Harbour spreads across two counties; West Sussex and Hampshire. Around its shoreline there are some villages accessible by boat.

West Wittering

Anchor at East Head, the village is about a mile's walk.

Itchenor

Launching at all states of the tide. A number of visitors' moorings are available for overnight stays. Fees apply.

Birdham

Use Birdham Pool Marina or Chichester Marina.

Dell Quay

Launching is possible about 2½ hours each side of high tide.

Bosham

Contact the Bosham Quaymaster for launching from the Quay which is accessible at any state of the tide or visitors' moorings - 01243 573336. Fees apply. Public launching from the end of Bosham Lane.

Prinsted

From the hard, launching is possible about 1½ hours either side of high tide.

Thorney Island

Contact Thorney Island Sailing Club for access. For Pilsey Island, yachtsmen can land but please avoid the restricted area to prevent disturbing wildlife.

Emsworth

Launching is possible from the hard 3 hours either side of high tide and visitors' moorings are available. Visit the small Harbour Office at the end of South Street to pay your harbour dues and find a mooring.

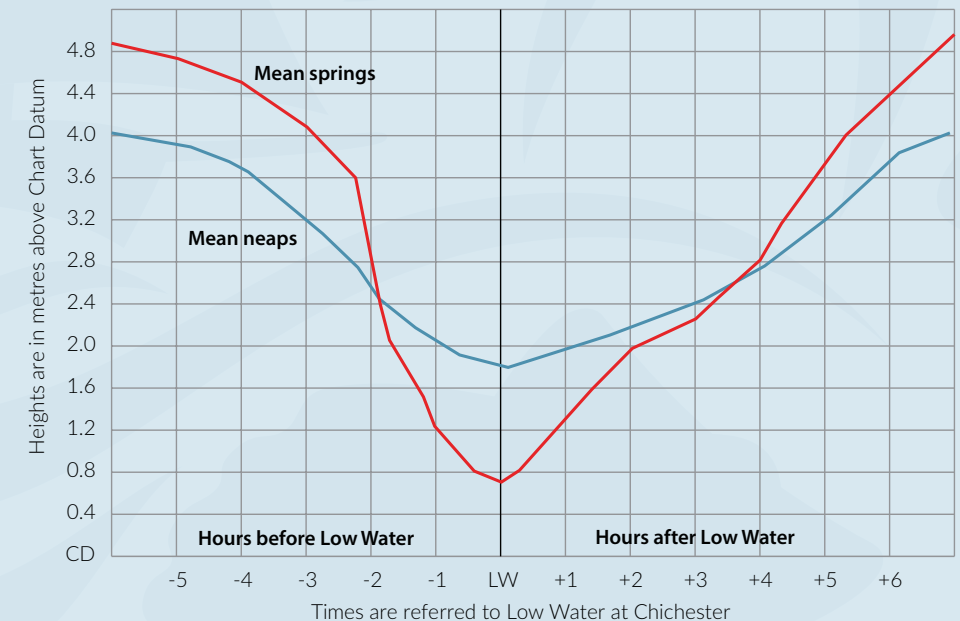
Langstone

Launching is possible about 2½ hours each side of high tide.

Northney

Use Northney Marina at the entrance to the village.

Rise and fall of the tide at Chichester Harbour entrance



Fishing and Angling Clubs

Apuldram Fishing & Boat Club

01243 784540

www.afbc.club

Barn Sea Anglers

01243 670983

www.barnseaanglers.blogspot.com

Angling Trust

www.anglingtrust.net

Emsworth Sports & Social Club

01243 376037

www.emsworthssclub.co.uk

Hayling Island Angling Club

023 9311 1747

www.haylingislandanglingclub.co.uk

Bosham Fisherman's Club

07703 533094

linsell.philip@gmail.com

Fisheries Regulations for Bass within Chichester Harbour

Definition of Chichester Harbour

Bass nursery area

All tidal waters enclosed by a line drawn 192° true from Eastoke Point to Chichester Bar Beacon then 078° true to Cakeham Tower.

Minimum size

Undersize Bass Order – the prescribed minimum size for bass is 42cm in length.

Recreational anglers

A number of regulations are in place that affect recreational angling in Chichester Harbour and are subject to change*.

Commercial fishing

Commercial fishermen are subject to specific regulations*.

*Please check www.sussex-ifca.gov.uk and www.southern-ifca.gov.uk for the regulations currently in force. We will circulate updates where possible but it is your responsibility to ensure that you are adhering to the correct regulations when fishing.



Photo © Paul Adams

Committees and Officers

Chichester Harbour Conservancy Members

West Sussex County Council	Pieter Montyn (Vice Chairman)
	Jeremy Hunt
	Donna Johnson
	Sarah Payne
Hampshire County Council	Ann Briggs (Chairman)
	Jackie Branson
	Lance Quantrill
	Roger Price
Chichester District Council	Graeme Barrett
	Adrian Moss
Havant Borough Council	Lulu Bowerman
	Mark Inkster
Advisory Committee	Robert Macdonald
	Alison Wakelin
	Simon Radford

Chichester Harbour Conservancy Officers

Director & Harbour Master	Richard Craven
AONB Manager	Richard Austin

Advisory Committee Members

Chichester District Association of Local Councils	Nicolette Pike
Chichester Harbour Federation	Robert Macdonald (Chairman)
	Marcus Lawson
	David Foster
	Simon Radford
Commercial Interests	Alison Wakelin (Vice Chairman)
Defra Interests	Jackie Mellan
	Kate Bull
Farming and Landowners	Rachel Hodgson
Friends of Chichester Harbour	Heather Baker
Naturalists	John Goodspeed
Havant Residents	Jane Dodsworth
Inshore Fisheries and Conservation Authority	Tim Dapling
Professional Boatman's Association	Grant McLaughlin
Recreational and Sports Anglers	Richard Harmer
RYA	Vacancy
Wildfowlers	Steven Borland

Contacts

Chichester Harbour Conservancy

Harbour Office, Itchenor,

Chichester PO20 7AW

Tel. 01243 512301

www.conservancy.co.uk

info@conservancy.co.uk

Office Hours:

Mon–Fri 0900–1700

Sat 0900–1300 (1 Apr–31 Oct)

Harbour Patrol

Tel. 01243 512301

info@conservancy.co.uk

VHF Channel 14 (156.70 mhz)

Callsign **Chichester Harbour Radio**

Harbour Office, Emsworth

Mobile 07864 915247

Easter to 31 Oct (not manned continuously)



ChichesterHarbour



@ChichesterHarbo



chichesterharbourconservancy

Sailing Clubs

Bosham Sailing Club	01243 572341	www.boshamsailingclub.com
Chichester Cruiser Racing Club	07546 843150	www.ccrcc.co.uk
Chichester Yacht Club	01243 512918	www.cyc.co.uk
Chichester Marina Berth Holders Association		www.cmbha.co.uk
Dell Quay Sailing Club	01243 785080	www.dellquaysc.co.uk
Emsworth Cruising Association		www.emsworthcruisingassociation.co.uk
Emsworth Sailing Club	01243 372850	www.emsworthsc.org.uk
Emsworth Slipper Sailing Club	01243 372523	www.emsworthslippersc.org.uk
Hayling Island Sailing Club	02392 463768	www.hisc.co.uk
Inn Shore Cruising Club	01243 673442	www.sail4stwilfrids.com
Itchenor Sailing Club	01243 512400	www.itchenorsc.co.uk
Langstone Sailing Club	02392 484577	www.langstonesc.org.uk
Mengeham Rythe Sailing Club	02392 463337	www.mengeham.org.uk
Northney Marina Berth Holders Association	02392 466321	
Thorney Island Sailing Club	01243 371731	www.tisc.org.uk
West Wittering Sailing Club	07774 462093	www.wWSC.co.uk

Marinas, Boatyards and Quays

Birdham Pool Marina	01243 512310
Bosham Quaymaster	01243 573336
Bosham Yacht Company	01243 513345
Chichester Marina	01243 512731
Dell Quay Marine	01243 785954
Dolphin Quay Boatyard	01243 513872
Emsworth Yacht Harbour	01243 377727
Haines Boatyard	01243 512228
Hayling Yacht Company	02392 463592
Northney Marina	02392 466321
Paynes Boatyard	01243 374411
Pepe Boatyard	02392 461968
Sparkes Marina	02392 463572
Thornham Marina	01243 375335
Wilsons Boatyard	02392 464869
Sophie's Boatyard	01243 782768

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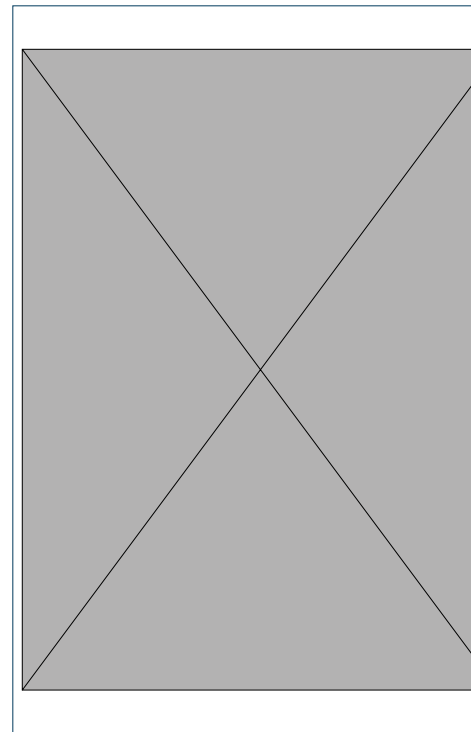
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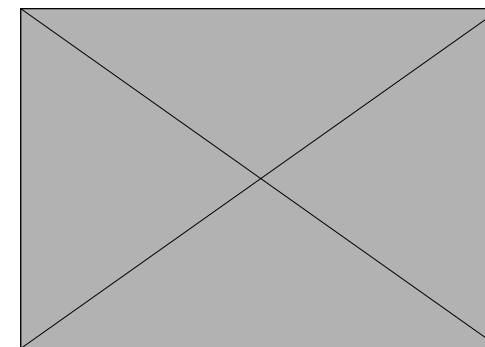
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CHICHESTER
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The Solent Seals Code of Conduct

Solent Seal Population

Chichester Harbour Conservancy, Langstone Harbour Board and the Hampshire and Isle of Wight Wildlife Trust have been monitoring seal populations in the Solent for a number of years.

The first official sighting of a Harbour Seal (*Phoca vitulina*) in the Solent was in 1994. Since then a small population has slowly established, with around 43-50 Harbour Seals and several Grey Seals in 2015. This is the only known resident population of Harbour Seals in

the eastern English Channel.

The Solent Seal Tagging project in 2009 showed that these Harbour Seals stay primarily within in the eastern Solent - from Southampton Water to Selsey Bill, including regular trips to the Isle of Wight.

Minimising disturbance to haul-out and breeding areas in Chichester Harbour is crucial for the conservation of seals in the Solent.

Behaviour

Seals often rest out of the water, typically on mud and sand flats at low tide, a behaviour known as 'hauling-out'. This is a very important time for the animals as it allows them to recover from foraging activities and conserve energy. The amount of time seals spend on land increases during the moulting and pupping seasons. As seals are not very mobile on land, they are vulnerable and easily disturbed when hauled-out. When disturbed, they will often enter the water and move away. Moving towards a vessel is a sign of stress rather than curiosity.

Distress can adversely affect their health by causing them to use energy unnecessarily, abandon a haul-out site, or cause the death of a pup if it is separated from its mother.

Seals are fascinating and elusive marine animals, and seeing them hauled-out is a highlight for many people.

We politely request that all vessels abide by the code overleaf when visiting the seals, so that they can continue to be observed without experiencing disturbance.



Code of Conduct

- Keep your distance from seals hauled out from the water (no closer than 100m or 300 ft) and use binoculars for a better view.
- Limit observation to a maximum of ten minutes.
- Limit vessel numbers to two at a time.
- Keep quiet! Do not rev engines or shout.
- If you are approached by a seal, maintain course with slow speed or remain stationary. Do not approach the seal.



- If seals show any signs of avoidance or disturbed behaviour (frequent direction changing away from the boat, moving into the water from haul-outs or diving) then move away immediately, but at slow speed.
- If you see a seal in the water, slow down (less than 5 knots or no-wake speed).
- Make steady movements parallel to the animal to minimise risk of disturbance.



- Always allow seals an escape route. Avoid boxing animals in or blocking narrow channels.
- Never drive or walk through a group, or come between a mother and her pup. If you see a nursing pup, leave the vicinity immediately and slowly.
- Never land or go ashore at haul-out sites. Seals can be dangerous when they perceive a threat.
- Chichester Harbour Conservancy will be monitoring boat activity at seal haul-out sites.
- If you see an injured marine mammal call the British Divers Marine Life Rescue on 01825 765546 or 07787 433412.
- Send marine wildlife sightings to www.hiwwt.org.uk/marine-sightings.



Chichester Harbour Conservancy

01243 512301 info@conservancy.co.uk
www.conservancy.co.uk

A partnership project with:
 Hampshire & Isle of Wight Wildlife Trust
 Langstone Harbour Board
 Chichester Harbour Conservancy

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