



# Dues, Rates and Charges & Pilotage Arrangements

Portsmouth Port Authority  
Port Manager's Office  
Whale Island Way, Portsmouth PO2 8EB

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## SECTION 1

### DUES, RATES & CHARGES

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## COMMERCIAL PORT - ROLL ON/ROLL OFF BERTHS

### Charges Effective from the 1st January 2011

#### Tonnage Dues - overall length of vessel

1)	Under	50m	£306	} per call
2)	Over	50m	£356	
3)	Over	90m	£436	
4)	Over	100m	£544	
5)	Over	115m	£595	
6)	Over	145m	£686	
7)	Over	160m	£775	
8)	Over	180m	£865	

#### Passenger Dues

Adults	First	50,000	at	£3.88
	Next	50,000	at	£3.31
	Over	100,000	at	£2.67
Children and Day Excursions	First	20,000	at	£1.94
	Next	20,000	at	£1.53
	Over	40,000	at	£1.34
Day Trips	Adults			£1.34
	Children			£0.56
Cars and Caravans	First	50,000	at	£3.31
	Over	50,000	at	£2.67
Motor Cycles, Cycles Mopeds and Scooters				£0.38
Coaches				£24.01
Domestic Pets				£1.54
Excursion Cars				£1.53

#### Freight Dues

Commercial Vehicles up to 6 metres in length	£16.97
Freight Cars	£14.58
Freight Caravans	£20.09
Commercial Vehicles over 6 metres in length	£26.78
Live stock	price upon application

The above Tariffs are subject to an annual review on 1 January each year. All other Tariffs are reviewed on 1 April each year.

#### Cruise Liners

Tonnage Dues – overall length of vessel.

Payable in respect of ships which secure to land or collect passengers at the International Ferry Port (Inclusive of ISPS Level 1 security and one general garbage skip hire).

1)	Under	50m	£1,200	} per call (24 hrs)
2)	Over	50m	£1,400	
3)	Over	90m	£1,690	
4)	Over	100m	£2,100	
5)	Over	115m	£2,310	
6)	Over	145m	£2,660	
7)	Over	160m	£3,000	
8)	Over	180m	£3,380	
9)	Over	220m	£3,780	
10)	Over	270m	£4,220	

Vessels over 180m or wishing to go to anchorage should contact the Harbour Master directly.

Passenger Dues - In transit £6.80 per passenger

Passenger Dues - Embarking/Disembarking £3.70 per passenger

## INTERNATIONAL FERRY PORT CHARGES

### Parking Charges

(For Driver-Accompanied freight vehicles arriving by ferry)

Vehicles parked for more than one hour will be charged from the time of arrival at the following rate:-

£5.00 per hour or part thereof

### Demurrage Charges

Over 24 hrs	£6.00 per day	} (50% discount for freight cars)
Over 6 days	£9.00 per day	
Over 13 days	£12.00 per day	
Over 24 days	£24.00 per day	

### Temperature Controlled Examination Facility

Any units utilising the Cold Store Facility for United Kingdom Border Agencies, Port Health or Department for Environment, Food and Rural Affairs examination or personal use, will incur a charge of £15.00 per hour for a period of up to 6 hours and £120.00 per day if storage exceeds 6 hours. The charge will include the cost of electricity consumed.

### Crew and Staff Car Parking

Parking arrangements can be made by application to the Port Manager. Price upon application

### **Mile End Gardens**

Private Car Park (short term). Facilities are available within the International Ferry Port for short-term car parking. Details of charges and conditions are available from the Harbour Offices upon request.

### **Wheel-Clamping**

Persons parking in unauthorised areas within the confines of the International Ferry Port will be subject to Wheel-Clamping and a fine of £50 will be required to be paid for release.

### **Left Luggage**

Facilities are available within the International Ferry Port for short-term usage up to a maximum of 24 hours. Details of charges and conditions are available from the Harbour Offices upon request.

### **Freight Storage**

Miscellaneous goods left unattended which are not on a trailer will be charged at 55p per square metre per day (subject to VAT).

### **Berthing Fees**

The Port Authority will advise on the number of men required to berth and unberth all vessels making use of the linkspans and will levy a charge of £24.75 per man per operation. In the event of the Quay Hands requiring to be engaged for any period after midnight the rate will be £24.75 per hour per Quay Hand.

**Sale of Water** £1.95 per tonne.

### **Ships Dues (Lay-By)**

Ships, Boats and other vessels which berth for lay-by, water or repair or vessels which have exceeded their allocated slot time.

The schedule daily rates will be those shown in Tonnage Dues above and will apply between the end of the designated slot time (maximum 4 hours) and for each subsequent period of 24 hours or part thereof until the time of departure.

### **Room Hire**

Room hire arrangements can be made by application to the Port Manager. Charges upon application.

## SCHEDULE OF PILOTAGE CHARGES

Ship				Charges		
Overall length				Standard Charge	Nab	Berth to Berth Movements
				£	£	£
under	48m			211.00	263.75	72.00
From	48m	not exceeding	70m	300.00	375.00	83.00
Over	70m	not exceeding	90m	441.00	551.25	111.00
Over	90m	not exceeding	110m	523.00	653.75	135.00
Over	110m	not exceeding	130m	567.00	708.75	163.00
Over	130m	not exceeding	150m	615.00	768.75	184.00
Over	150m	not exceeding	170m	665.00*	831.25	212.00
Over	170m	not exceeding	220m	725.00*	906.00	233.00
Over	220m	not exceeding	270m	782.00*	977.50	258.00
Over	270m			845.00*	1,056.25	278.00

*\*Arriving from the west only*

### Charges for Acts of Pilotage

Charges are based on ships' overall length in metres

A berth to berth move will have an additional charge if a pilot boat is required to be used.

With regard to tall ships and other sailing vessels, the overall length is the total physical length of the vessel including the bowsprit (if deployed).

### Charges for Acts of Self Pilotage

- |    |  |        |
|----|--|--------|
| a) | For ships exceeding 80 metres overall length     | £13.10 |
| b) | For ships not exceeding 80 metres overall length | £8.55  |

### Charges for Fees for Pilotage Exemption Certificates

- |    |   |         |
|----|---|---------|
| a) | Granting of a Certificate                       | £140.00 |
| b) | Annual renewal of a Certificate                 | £40.00  |
| c) | In the case of (a) above where a re-examination | £70.00  |
| d) | Amendment of Certificate                        | £40.00  |

## COMMERCIAL PORT – LO/LO VESSELS CHARGE ON SHIPS

(Subject to VAT where GT is less than 15 tonnes)

Payable in respect of ships, boats or other vessels lading or unlading upon or from the wharves and quays and other works belonging to Portsmouth City Council.

i) To or from any port £0.89 per GT

Note: Vessels which discharge cargo and also load cargo will be subject to an additional charge based on the tonnage loaded at the above rate up to a maximum of the GT of the vessel.

Vessels which take more than 7 days to load or discharge will be liable for the appropriate forementioned rates to be applied for each subsequent period of seven days which the vessel remains alongside the dock or wharf.

ii) Ships, Boats and other vessels which Berth for lay-by, water or repairs/self maintenance (for ro-ro vessels see lay-by - International Ferry Port)

- |  |                         |
|--|-------------------------|
| a) Under 250 GT less than 25 metres in length  | £38.50<br>per day       |
| b) Under 250 GT and 25 metres or more in length<br>Minimum Guarantee £192.00 per arrival | £38.50<br>per day       |
| c) 250 GT and over<br>Minimum Guarantee £200.00 per arrival                              | £0.15<br>per GT per day |

Vessels which berth for more than 7 days will be liable for additional charges and should contact the Harbour Master.

Note: In order to comply with the Byelaws a vessel must be manned at all times.

## **BOAT CHARGES FOR NON-COMMERCIAL CRAFT AND FISHING VESSELS**

Payable on overall length in respect of all such vessels which secure at the Camber Quay and any other recognised berth (including the East Street Slipway) or which use the old Slipway at the Camber Quay.

### **a) Boat Charges for Registered Fishing Vessels**

- |   |   |
|---|---|
| Up to 11.5 metres                         | £0.44 per metre per day<br>(subject to VAT) |
| Over 11.5 metres and up to<br>16.5 metres | £0.45 per metre per day<br>(subject to VAT) |
| Over 16.5 and up to 30 metres             | £31.70 per day                              |
| Over 30 metres                            | £36.60 per day                              |

## **b) Pleasure Craft, Yacht, Multi hull and Other Vessels**

0–9 metres long	£10.90 (VAT inclusive) per day
9.01–10 metres long	£12.10 (VAT inclusive) per day
10.01–12 metres long	£15.00 (VAT inclusive) per day
12.01–15 metres long	£15.40 (VAT inclusive) per day
15.01–16.5 metres long	£17.40 (VAT inclusive) per day
Over 16.5 and up to 25 metres	£31.80 per day
Over 25 and up to 35 metres	£46.40 per day
Over 35 and up to 45 metres	£62.00 per day
Over 45 and up to 55 metres	£72.30 per day
Over 55 and up to 65 metres	£84.80 per day
Over 65 metres	£98.20 per day

Boats placed ashore for repairs, painting, etc, will be allowed the first seven days at £5.70 per day and thereafter be charged £13.40 per day (subject to VAT).

## **c) Pleasure Craft only - Short Stay Vessels**

(Up to 3 hours maximum)

Vessels less than 8 metres	£4.30 (VAT inclusive)
Vessels over 8 metres and up to 16.5 metres	£6.90 (VAT inclusive)
Vessels over 16.5 meters	£15.00

## **Use of East Street Slipway**

### **Slipping**

Charges for registered fishing vessels - see Section a, page 9.

Charges for pleasure craft, yacht, multihull and other vessels - see Section b, page 10.

### **Launching or Recovery**

Payable in respect of all such vessels which launch or recover at the Camber Quay	£2.50 per single launch or recovery (inclusive of VAT) or £60.00 (inclusive of VAT) per annum.
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No guarantee of 100% availability can be given or implied.

## **WHARFAGE DUES**

These dues are payable on all goods (except personal luggage of passengers) landed or shipped upon or from the Camber Docks and Flathouse Wharf respectively or other wharves of the Portsmouth City Council .

### **Per Tonne Rate**

43p Ash, Granite, Stone, Sand, Shingle, Aggregate.

90p Asphalt, Asbestos, Bricks, Cement, Empties, Fertiliser, Coal,

Coke, Hardboard, Fencing, Pitch, Tar, Tarmac, Scrap Metal, Oil, Lime, Petrol, Waste Paper, Scrap Rubber, Timber, Plywood.

£1.28 Beans, Barley, Bran, Cabbage, Cauliflower, Potatoes, Flour, Onions, Tomatoes, Oatmeal, Oats, Sugar, Steel, Wheat, Metal, Hay and Straw, Peas and Milk.

£1.99 All other goods not otherwise scheduled.

### **Per Vehicle Rate**

£1.72 Two wheeled vehicles.

£16.15 Three and four wheeled vehicles (unladen).

### **Wharfage Half Dues**

The rates or sums specified in the table of charges in operation in 1962 is payable on goods loaded or shipped at any place within the City other than the Camber Docks, or Flathouse Wharves, or other Wharves belonging to Portsmouth City Council.

Details of charges will be supplied upon request.

## **STORAGE DUES**

### **Winter Storage**

Boats may be placed ashore at Camber Quay for Winter Storage in approved areas between October and April. Details available from the Camber Agents Office.

### **Cranage**

Cranage arrangements can be made by application to the Port Manager. Charges upon application.

### **Jet Wash**

Jet wash arrangements can be made by application to the Port Manager. Charges upon application.

### **Quay Storage Charges**

Payable on all goods and empties left on Portsmouth City Council Quays in excess of:

24 hours - 64p per sq. metre per day (Subject to VAT)

Payable on all goods which are not shipped or unshipped at Portsmouth City Council Quays which remain on the quays in excess of:

24 hours - 64p per sq. metre per day (Subject to VAT)

Payable on all trailers which are not shipped or unshipped at Portsmouth City Council Quays which remain on the quays in excess of:

24 hours - £20.00 per day (Subject to VAT)

### **Fishing Gear**

Payable on approved fishing gear left at designated areas within Portsmouth City Council Quays in excess of:

24 hours - 16p per sq. metre per day (Subject to VAT)

### **Parking at Camber**

Facilities are available within the Camber for short-term parking. Details of charges and conditions are available from City Parking Control Section upon request.

## **SALE OF WATER**

Facilities for watering ships are available at a charge of:

1. International Ferry Port £1.95 per tonne
2. All other City Council Quays £2.60 per tonne  
(Note: users to provide own hose)

## **MISCELLANEOUS**

### **MOORING LICENCES (SUBJECT TO VAT)**

#### **Camber Fish Quay pontoons**

A limited number of mooring licences are available at the Camber Quay and will be considered on the 1 April each year upon application, and will be allocated for a period of up to three years at a fee:

annually in advance	£1,335 p.a. (subject to VAT)
quarterly in advance	£1,530 p.a. (subject to VAT)
monthly in advance	£1,594 p.a. (subject to VAT)

If temporary vacancies occur the Port Manager will allocate permission to use on a daily basis at the rates published for Boat Charges for Non-Commercial Craft.

## **Tidal Moorings Portchester Lake and The Hard**

Licences are available for tidal moorings in the above areas at an annual licence fee of £140.00 per annum (subject to VAT) or part thereof between 1 April until the following 31 March.

Note: Approved fishing and boating clubs or associations responsible for 15 or more boats may qualify for a reduction of 33 1/3% on block mooring applications.

### **LICENSING OF BOAT AND BOATMEN**

Application fee for period of one year	Boat Licence	£95.00
Application fee for period of three years	Boatman's Licence	£75.00
Boatman's Renewal Licence Fee (for 3 years)		£30.00
Boatman's Licence Resit Fee		£45.00
Boatman's Licence - Local Knowledge Endorsement		£45.00

### **HARBOUR DUES**

The following dues are payable to Portsmouth City Council in respect of all ships or other vessels arriving and casting anchor or making fast in the Harbour of Portsmouth, for each and every time such a ship or vessel shall enter the said Harbour.

#### **For All Ships and Vessels (NRT)**

Under 30 tonnes	–	6p
30 tonnes and under 60 tonnes	–	12p
60 tonnes and under 150 tonnes	–	17p
150 tonnes and under 200 tonnes	–	23p
200 tonnes and under 300 tonnes	–	29p
300 tonnes and under 400 tonnes	–	46p
400 tonnes and under 500 tonnes	–	57p
500 tonnes and under 600 tonnes	–	69p
600 tonnes and under 700 tonnes	–	80p
700 tonnes and under 800 tonnes	–	92p
800 tonnes and under 900 tonnes	–	£1.03
900 tonnes and upwards	–	£1.15

Steamboats to be charged once a day only.

#### **Exemptions:**

These apply to Pilot boats, fishing vessels, boats undecked, and ships

and vessels in distress, and to all vessels proceeding to Quays or Docks owned by Portsmouth City Council.

## **MANDATORY WASTE DISPOSAL**

Details of mandatory waste disposal charges as per the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 can be obtained upon application to the Harbour Master.

## **GENERAL CONDITIONS**

1. The Council does not take charge of or assume any responsibility whatsoever in respect of any vessel, or other craft navigating or laying in the Port, or entering, leaving, moving, mooring or unmooring in the Port; all craft under such circumstances being at the sole risk of the owners, who alone are responsible for the safety and security of their vessels and moorings and also for any damage done by their vessels or servants to the premises or property of the Council or to vessels or goods in or upon any part of the Council's property.
2. The Council does not guarantee the condition of any berth forming part of its property and any vessels making use of such berths do so entirely at the sole risk of the owner or person having charge of the vessels.
3. All goods including vehicles on or passing over the Council's property or deposited in a quay shed are at the owner's sole risk in every respect. Such goods are not in the custody of the Council and the Council accepts no responsibility for any loss or damage whatsoever or howsoever caused.
4. A dangerous substance shall not be brought on the Council's property unless notice in writing containing information adequate to evaluate, in sufficient time, the risk created by the substance is given to the Harbour Master.
5. All persons while on the Council's property are there entirely at their own risk.

**Port Manager**

## SECTION 2

# PILOTAGE ARRANGEMENTS

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## CHAPTER ONE

### **PORTSMOUTH COMPETENT HARBOUR AUTHORITY**

1. Portsmouth City Council is the Competent Harbour Authority (CHA) for the Port of Portsmouth.
2. Portsmouth CHA's Area of Jurisdiction (See Chapter 2) lies partly within the Dockyard Port of Portsmouth. Although pilotage of commercial ships in the Area of Jurisdiction is the responsibility of the CHA, overall control of the movement of ships within the limits of the Dockyard Port is vested in the Queen's Harbour Master (QHM), whose orders should always prevail. When necessary, pilotage of HM ships, foreign warships and government owned and chartered vessels, will be undertaken by the Ministry of Defence Pilots.
3. For requests for the services of a pilot, please see Chapter 6.
4. The normal boarding area for Portsmouth Pilots for ships approaching from the South and East and not exceeding 150 metres in length is in the vicinity of the St Helens Buoy. For ships exceeding 150 metres in length the boarding point will be in the vicinity of the Nab Tower.

This will not preclude any vessel requesting Pilotage from the Nab Tower, regardless of length.

For ships from the West Solent the boarding point will be in the vicinity of the North Sturbridge Buoy.

5. The attention of Masters and Agents is drawn to the Southampton CHA Pilotage Directions details of which can be obtained through Southampton VTS on telephone (023) 8060 8209, Fax (023) 8023 2991, [www.southamptonvts.co.uk](http://www.southamptonvts.co.uk).

## CHAPTER TWO

*Portsmouth CHA Pilotage Direction  
(Pilotage Act 1987)*

### **AREA OF JURISDICTION AND COMPULSORY PILOTAGE**

#### **Competent Harbour Authority**

1. Portsmouth City Council is the Competent Harbour Authority for the Port of Portsmouth.

#### **Area of Jurisdiction**

2. The area of jurisdiction for Portsmouth CHA is:

From Gilkicker Point Light to the western end of Ryde Pier.

From Culver Cliff on the Isle of Wight to:-

NAB Tower (50° 40' N, 0° 57.1' W)

1.1 miles south of Selsey Bill (50° 43.3' N, 0° 47.2' W)

0.1 miles south of Selsey Bill

In the vicinity of Chichester Bar Beacon (50° 45.9' N, 0° 56.4' W)

Cambrian Wreck Buoy (50° 44.4' N, 1° 03.4' W)

North to the Shore Line (50° 46.9' N, 1° 03.4' W)

#### **Compulsory Pilotage**

3. The following categories of vessel are subject to compulsory pilotage: \*See Note
  - a) A vessel of 48 metres or more in overall length.
  - b) A vessel of 20 metres or more in overall length carrying more than 12 passengers.\*see note
4. The following categories of vessels are exempted from compulsory pilotage by Portsmouth CHA:
  - a) A vessel in transit through the Solent on passage to or from any position West of the line Gilkicker Point Light to Ryde Pier provided such vessel does not proceed North of a line from Gilkicker Point Light to Horse Sand Fort Light to Cambrian Wreck Buoy.
  - b) A vessel in Government service except when berthing or unberthing at any non-Ministry of Defence facility.

- c) A vessel with an Admiralty Pilot embarked while proceeding to or from any Ministry of Defence facility. Such a vessel proceeding between a Ministry of Defence facility and a commercial facility is not exempt compulsory pilotage for the berthing or unberthing operation at the commercial facility.
- d) A vessel less than 150metres L.O.A. proceeding to or from any position West of the line Gilkicker Point Light to Ryde Pier and/or going to an anchorage in St Helens Roads.
- e) A vessel of an overall length not greater than 150 metres while to the South East of the line from Nettlesome Pt (Latitude 50° 43.27' N, Longitude 1° 06.48' W) to the Warner Buoy, thence in a North Easterly direction to Cambrian Wreck Buoy, thence due North to the shoreline.

### **Vessels under Tow**

- 5. For the purposes of this Direction the length of a tug and tow shall be interpreted to be as stated in Rule 24 of the International Rules for Prevention of Collisions at Sea ie: from the stern of the towing vessel to the after end of the tow. For charging purposes the L.O.A. of the largest vessel will be used to calculate the charge.

### **\*Note para 3**

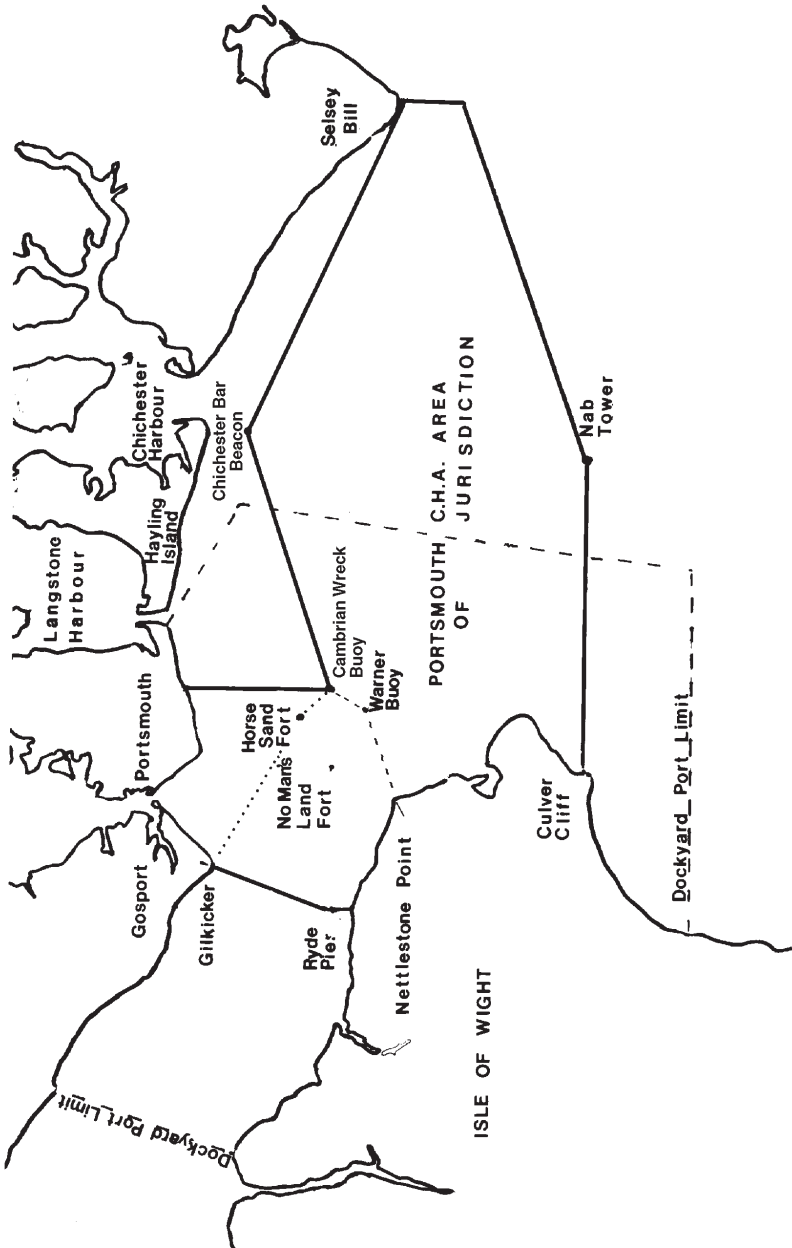
With regard to tall ships and other sailing vessels, the overall length is the total physical length of the vessel including the bowsprit (if deployed).

The expression “passenger” means any person carried in a ship (whether or not for a fare) except:

- a) a person employed or engaged in any capacity on board the ship on the business of the ship.
- b) children under one year of age.

Section 26(1) of the Merchant Shipping Act 1949 refers.

Portsmouth Competent Harbour Authority  
AREA OF JURISDICTION



## CHAPTER THREE

### **PILOT BOAT RECOGNITION AND BOARDING POINTS**

1. There will not be a pilot boat permanently on station.
2. a) The boarding points for vessels to the South and East of the Isle of Wight are
  - i) For vessels of an overall length greater than 150 metres, the Pilot will board in the Pilot boarding area, 1 mile to the West of the NAB Tower.
  - ii) For vessels of an overall length not greater than 150 metres the Pilot will board in the Pilot boarding area in the vicinity of the St Helens Buoy.
- b) For vessels approaching from the Western Solent the boarding point for Portsmouth Pilots is approximately 0.75 nautical miles NW of the North Sturbridge Buoy.
3. In adverse weather these points may be altered and up to date information can be obtained from 'Portsmouth Pilots' on VHF Channel 11.
4. Direct communication may be made with the pilot boat on VHF Channel 12 or 9 when on station.

## CHAPTER FOUR

### **FACILITIES TO BE PROVIDED FOR PILOTS**

1. The Master of a vessel having accepted the service of an authorised pilot is required to facilitate his boarding and disembarkation and to comply with the Solas Chapter V (Pilot Transfer arrangements) Regulation 23 and associated annex 2.
2. The Master of a vessel who has accepted the services of an authorised pilot is required to declare its draught, length and beam, and to provide him with other information relating to the ship or its cargo as he requires and is necessary to enable the pilot to carry out his duties.

3. The Master of a vessel is required to bring to the notice of an authorised pilot any defects in, and any matter peculiar to, his ship and its machinery and equipment which might affect the navigation of the ship.
4. The Master of a vessel is required to prepare a navigation passage plan for the CHA's area of jurisdiction. This must be discussed with the pilot and compared with the Port Pilotage Plan prior to commencing the pilotage act.

## CHAPTER FIVE

### **FAILURE TO TAKE A PILOT**

1. A ship which is being navigated within the Portsmouth CHA area of jurisdiction and is subject to compulsory pilotage must either be under the pilotage of an authorised pilot or under the pilotage of a Master or First Mate holding a pilotage exemption certificate in respect of that area and ship. Section 15 of the Pilotage Act of 1987 provides that if such a ship is not so piloted after an authorised pilot has offered to take charge of that ship, the master of the ship shall be guilty of an offence.
2. Section 15 of the Act also provides that if the Master of a ship navigates his ship in an area and in circumstances in which pilotage is compulsory for it without notifying the CHA that he proposes to do so, he shall be guilty of an offence.
3. Section 17 of the Act also provides that:
  - a) an authorised pilot may, within the Harbour in relation to which he is authorised, supersede as the pilot of a ship any unauthorised person who has been employed to pilot it.
  - b) if the Master of any ship navigates it in any part of the harbour under the pilotage of an unauthorised person without first notifying Portsmouth CHA that he proposes to do so, he shall be guilty of an offence.
  - c) if an unauthorised person pilots a ship within the harbour knowing that an authorised pilot has offered to pilot it, he shall be guilty of an offence.
  - d) if the Master of a ship navigating within the harbour knowingly employs or continues to employ an unauthorised person to pilot his ship after an authorised pilot has offered to pilot it, he shall be guilty of an offence.

4. In addition to the possibility of prosecution a penalty charge will be levied (see Chapter 7).

## CHAPTER SIX

### REQUESTS FOR PILOTS AND ETA/ETD REPORTING

#### **Inward Bound Vessels**

1. Vessels bound for Portsmouth requiring the services of a pilot should make their requests to “Portsmouth Pilots” at least 24 hours in advance by Telex No **94078464** PMSAG by Telephone No. **023 9229 7395**, by Fax No. **023 9275 3029** or e-mail: **pilotseta@portsmouth-port.co.uk**. Details of the vessel’s overall length, beam and draught, the last port of call and intended berth in Portsmouth must be included
2. In addition an ETA at the St Helens Buoy or the Nab or North Sturbridge Buoy if from the West Solent must be given 8 hours before arrival by one of the methods referred to in 1. above.
3. A further ETA must be reported to “Portsmouth Pilots” on VHF Channel 11 1<sup>1/2</sup> hours before the St Helens Buoy or North Sturbridge Buoy or 2 hours before the Nab if applicable.
4. Vessels at anchor requiring pilotage services must make their request at least 8 hours in advance and confirm the request 1<sup>1/2</sup> hours before services are required.

#### **Outward Bound Vessels and Shifting**

5. Vessels intending to leave Portsmouth or move within the CHA’s area of jurisdiction requiring pilotage services must make their request to “Portsmouth Pilots” on VHF Channel 11 or by one of the methods referred to in 1. above at least 8 hours in advance giving the vessel’s draught and destination and if applicable whether it is intended to proceed via the East or West Solent.
6. A further ETD or time for shifting must be reported to “Portsmouth Pilots” on VHF Channel 11 or by telephone 1<sup>1/2</sup> hours before departure.
7. At all times Portsmouth CHA reserves the right to arrange the sequence of pilotage movements as directed by the Harbour Master taking into account the availability of pilots, weather, tidal

conditions, berth occupation, the condition of the vessel and the directions of the Queen's Harbour Master.

8. A pilot will not be dispatched to a vessel unless the 1<sup>1/2</sup> hours or 2 hour ETA/ETD confirmation is received except where a vessel is at anchor or has completed work and/or a time for the vessel to get underway has been set by the pilot and has been acknowledged by the vessel.

## CHAPTER SEVEN

### PILOTAGE SURCHARGES

1. The charges, which will be amended from time to time are made by Portsmouth C.HA. for the services of a pilot in accordance with the Pilotage Act of 1987 Section 10. Except where otherwise specified the charges are for a single one way Act of Pilotage to or from a berth, buoy or anchor in Portsmouth and the limit of the Portsmouth CHA's area of jurisdiction.
  - a) A harbour cruise originating from the Harbour or Clarence Pier will be charged as 2 berth to berth moves.
  - b) A berth to berth move is defined as shifting berth or anchor within Portsmouth Harbour.
2. Additional charges are payable in the following circumstances:
  - a) Late notification, late arrival/departure, cancellation and detention as detailed.
  - b) Pilotage services from the Nab to Portsmouth or vice versa or from Nab to St Helens Roads will be charged at the Standard Rate with the addition of a surcharge of 25%. When making a request for such services Nab must be stipulated and substituted for St Helens in the ETA/ETD.
  - c) an invoice for the pilotage charge will be rendered to the ship's agent or master for payment within 30 days. If charges incurred are not paid within that 30 day period an interest charge of 8% above the Bank of England's base dealing rate will be payable.
  - d) A berth to berth move will have an additional charge if a pilot boat is required to be used.
3. If less than 8 hours notice of a request for pilotage services is received a penalty charge of 25% of the Standard Charge

(surcharged if applicable) will be levied in addition to the Standard Charge (surcharged if applicable).

4. If having given a 1 1/2 hour ETA or 2 hour Nab ETA confirmation a vessel is subsequently late arriving at the pilot boarding position by more than 15 minutes a penalty charge of 10% of the Standard Charge (surcharged if applicable) will be levied in addition to the Standard Charge (surcharged if applicable).
5. A cancellation of a request for pilotage services or an amendment to an ETA/ETD received up to 1 1/2 hours before the time for which the request was made or 2 hours for the Nab will be accepted without penalty.
6. If after the 1 1/2 hour or 2 hour notice for the Nab notice is received a request for pilotage services is subsequently cancelled or amended before the ETA/ ETD a fee of 25% of the Standard Charge (surcharged if applicable) will be charged.
7. If the request for pilotage services is cancelled or amended after the ETA/ETD a fee of 33% of the Standard Charge (surcharged if applicable) will be charged.
8. If a pilot has attended a vessel or the pilot boarding position for the time requested and the act of pilotage has not commenced within 30 minutes of that time the request for services will be cancelled automatically and a cancellation fee of 50% of the Standard Charge (surcharged if applicable) will be charged.
9. In the case of 6, 7 and 8 above a further request for pilotage services will have to be made giving the required 1 1/2 or 2 hour notice. The penalty charge referred to in 3 above will not apply to such further request.
10. Once an act of pilotage has commenced if for any reason other than naval movements or fog routine the vessel's transit is delayed for 30 minutes or more, then a detention fee of £50 will be charge for each period of 30 minutes or part thereof after the first 30 minutes of the delay.
11. The over carrying of a pilot will incur a charge of £250 per 24 hour period or part thereof until the pilot is returned to Portsmouth. In addition, the costs of travel to and return of the pilot to Portsmouth will be charged against the ship.
12. Failure to take a pilot may result in prosecution, also a charge of **twice** the standard pilotage charge (surcharged if applicable) for the vessel will be levied (see also Chapter 5).

13. If a vessel is unable to reach the destination for which the services of a pilot have been engaged through any circumstances, a charge shall be made equivalent to that payable for the Act of Pilotage.
14. An Act of Pilotage shall be deemed to be completed once a vessel has reached a safe berth or anchorage, or the limits of the CHA Area of Compulsory Pilotage for that vessel.
15. Any vessel requiring a pilot to remain on board while a compass adjustment is made will incur an additional charge of £75.00.

## CHAPTER EIGHT

### REPORTING MISCONDUCT OF PILOTS

1. Any incident involving misconduct or unsatisfactory performance of a pilot authorised by Portsmouth CHA, is to be reported to the CHA without delay.

## CHAPTER NINE

### PILOTAGE EXEMPTION CERTIFICATE

#### **General**

1. Bona fide Masters and First Mates of ships regularly calling at Portsmouth may obtain a Pilotage Exemption Certificate for Portsmouth subject to their being able to satisfy Portsmouth CHA as to their skill, experience, local knowledge, knowledge of English and medical fitness. Experience in the pilotage area in this case should be considered as completing a minimum of 12 trips under a pilot or existing PEC holder. For vessels greater than 150m LOA this is increased to a minimum of 20 trips, of which the first two and the last two trips will be with an authorised pilot.

#### **Application**

2. Application for a pilotage exemption certificate should be made on the prescribed form which is obtainable from the Port Manager's Office. It should be accompanied by a current MCA Seafarers Medical Certificate (ENG 1) or equivalent. The appropriate fee should also accompany the application.

## **Examination**

3. i) An applicant for a pilotage exemption certificate will be required to sit an oral examination at the Harbour Office. A syllabus detailing the areas of knowledge required is available on application to the Port Manager's Department. Prospective candidates for Pilotage Exemption Certificate examination are encouraged to discuss requirements in advance with the Harbour Master.
3. ii) Applicants are required to attend semaphore tower for familiarisation prior to examination.
4. A successful candidate will be granted the benefit of a Pilotage Exemption Certificate immediately. A failed candidate will not be re-examined until at least a month after the date of failure; after second and subsequent failures, candidates will not be re-examined until at least three months have elapsed from the date of the last examination.

## **Certificates**

5. A pilotage exemption certificate is valid only in respect of the vessel or vessels named on the certificate and only when such vessel is being piloted by the holder of the certificate who must at the time be the bona fide master or first mate of the vessel.
6. A Certificate will not remain in force for more than 12 months. For renewal see paragraphs 14-16 below.

## **Duties of a Certificate Holder**

7. When a ship is in the charge of a Master or Mate holding a Pilotage Exemption Certificate and is underway within the Area of Jurisdiction, the Pilotage Exemption Flag is to be displayed.
8. A Pilotage Exemption Certificate Holder who observes any alteration to the shoals or to the channels, or that any seamarks are out of place or do not conform or show their proper distinctive character, shall immediately report the circumstances verbally to the Harbour Master, followed by a report in writing as soon as practicable.
9. When a ship in the charge of a Master or Mate holding a Pilotage Exemption Certificate has touched the ground or has been in collision or in a close quarter situation with any other ship or any fixed or floating object in the water, he shall immediately report the occurrence verbally to the Harbour Master followed by a report in writing on the form prescribed as soon as practicable. An

immediate report is also to be made to the Queen's Harbour Master.

10. Pilotage Exemption Certificate holders are required to attend any investigation or enquiry held by Portsmouth.
11. Pilotage Exemption Certificate holders are to demonstrate their use of the certificate by submitting monthly returns to the Harbour Office (see Chapter 10 paragraph 1 for details).
12. P.E.C. holders are to report to QHM on VHF channel 11 when they intend to enter or leave the Dockyard port area.

### **Investigations of Incidents**

- 13 Any incident or marine casualty involving the holder of a Pilotage Exemption Certificate, will be investigated by Portsmouth C.H.A. The Queen's Harbour Master might also hold an investigation if for instance, an HM ship is involved or the vessel traffic regulations are breached. The CHA may, in cases involving misconduct or incompetence on the part of the certificate holder or in circumstances affecting his capability to pilot the ship or ships specified in the Certificate, suspend or revoke his Pilotage Exemption Certificate.

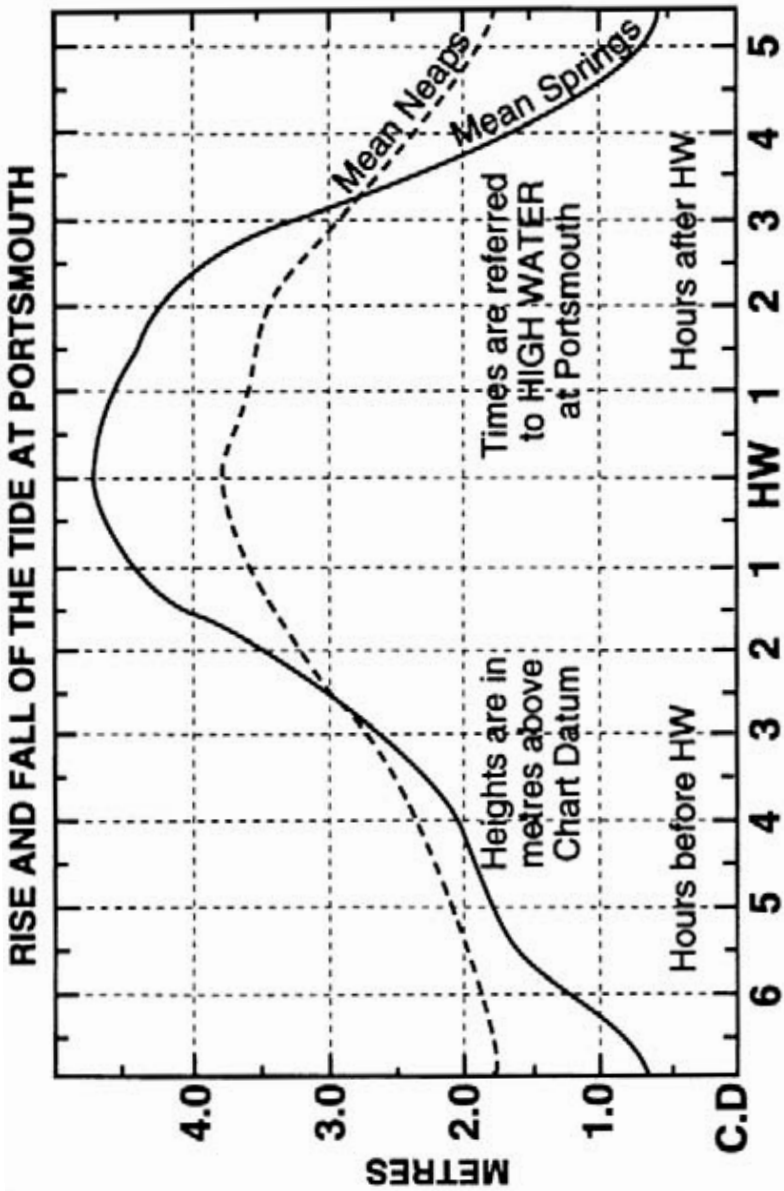
### **Renewal of Certificates**

- 14 Application for the renewal of Pilotage Exemption Certificates must be made at least one month before expiry date. Application must be made on the prescribed form obtainable from the Port Manager's Office, and must be accompanied by the appropriate fee.
15. Renewal will normally be granted only if the following conditions are met:
  - a) Applicants for renewal must be able to demonstrate that they continue to be regular users of the Harbour throughout the year.
  - b) Additionally, in the 3 months preceding the renewal they must have completed at least 6 acts of pilotage minimum. (To expand upon the definition of "continue to be a regular user throughout the year", this is kept under review and is currently set at a minimum of 12 acts, in the first 9 months from the renewal date, plus the additional 6 acts, i.e. a minimum of 18 acts in total. An act of pilotage from outside of the district to the berth or vice versa).
  - c) and made a familiarisation visit to Semaphore Tower.
16. Additional conditions may be required to be satisfied for renewal, after a holder reaches the age of 65.

## CHAPTER TEN

### CHARGES FOR ACTS OF SELF PILOTAGE

1. The holder of a Pilotage Exemption Certificate issued by the Portsmouth C.HA. is to submit a monthly return (Form PP10/87) not later than the 15th day of the month following to Portsmouth C.HA. of the details of the occasions he has piloted the vessel of which he is a bona fide Master or First Mate and for which he holds a Pilotage Exemption Certificate in Portsmouth C.HA.'s area of Jurisdiction, when an authorised pilot has not been employed
2. A charge will be levied on each occasion that any ship to which the Direction applies is being navigated within Portsmouth C.HA.'s area of jurisdiction under the pilotage of a Master or First Mate who is the holder of a Pilotage Exemption Certificate in respect of that ship.
3. Invoice for charges for Acts of Self Pilotage will be rendered monthly and should be paid within 30 days of receipt. If charges incurred are not paid within that 30 day period an interest charge of 4% above the Bank of England's base lending rate will be made for each 30 day period or part thereafter that the debt remains unpaid.





# England, South Coast - Portsmouth

# Appendix 2

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

## Times And Heights Of High And Low Waters

### APRIL 2011

Time	m	Time	m
<b>1</b> 0324	1.2	<b>16</b> 0251	0.9
1010	4.2	0929	4.5
F 1537	1.1	SA 1512	0.7
2233	4.5	2201	4.8
<b>2</b> 0359	1.0	<b>17</b> 0339	0.6
1044	4.3	1020	4.7
SA 1612	0.9	SU 1600	0.5
2304	4.5	2248	4.9
<b>3</b> 0432	0.9	<b>18</b> 0425	0.4
1116	4.4	1110	4.8
SU 1647	0.9	M 1646	0.4
● 2333	4.5	O 2335	5.0
<b>4</b> 0504	0.8	<b>19</b> 0510	0.3
1147	4.4	1159	4.9
M 1719	0.9	TU 1731	0.4
<b>5</b> 0002	4.5	<b>20</b> 0020	5.0
0532	0.8	0554	0.4
TU 1220	4.5	W 1247	4.9
1748	0.9	1814	0.5
<b>6</b> 0033	4.5	<b>21</b> 0104	4.9
0559	0.9	0637	0.5
W 1252	4.5	TH 1333	4.8
1814	1.0	1857	0.7
<b>7</b> 0103	4.5	<b>22</b> 0147	4.7
0625	0.9	0720	0.7
TH 1325	4.4	F 1420	4.6
1841	1.1	1941	1.0
<b>8</b> 0133	4.4	<b>23</b> 0229	4.5
0655	1.0	0804	1.0
F 1359	4.3	SA 1509	4.4
1914	1.3	2029	1.4
<b>9</b> 0206	4.3	<b>24</b> 0315	4.2
0730	1.2	0854	1.4
SA 1438	4.2	SU 1603	4.1
1953	1.5	2127	1.7
<b>10</b> 0244	4.1	<b>25</b> 0410	3.9
0815	1.4	0957	1.6
SU 1526	4.0	M 1710	3.9
2045	1.7	⊘ 2239	1.9
<b>11</b> 0336	3.9	<b>26</b> 0521	3.7
0915	1.6	1114	1.8
M 1630	3.9	TU 1828	3.9
⊘ 2158	1.9		
<b>12</b> 0448	3.8	<b>27</b> 0001	2.0
1040	1.7	0648	3.7
TU 1750	3.9	W 1231	1.8
2334	1.9	1937	4.0
<b>13</b> 0612	3.8	<b>28</b> 0112	1.8
1215	1.6	0758	3.8
W 1910	4.0	TH 1331	1.6
		2032	4.1
<b>14</b> 0057	1.7	<b>29</b> 0204	1.6
0730	4.0	0850	4.0
TH 1327	1.3	F 1418	1.5
2016	4.3	2115	4.3
<b>15</b> 0159	1.3	<b>30</b> 0246	1.4
0834	4.3	0932	4.1
F 1423	1.0	SA 1458	1.3
2111	4.6	2153	4.4

### MAY 2011

Time	m	Time	m
<b>1</b> 0323	1.2	<b>16</b> 0314	0.8
1009	4.2	0959	4.6
SU 1537	1.1	M 1535	0.7
2227	4.4	2226	4.8
<b>2</b> 0359	1.1	<b>17</b> 0404	0.6
1043	4.3	1052	4.7
M 1613	1.1	TU 1624	0.7
2300	4.5	O 2314	4.9
<b>3</b> 0433	1.0	<b>18</b> 0452	0.6
1118	4.4	1142	4.8
TU 1648	1.0	W 1711	0.7
● 2333	4.5		
<b>4</b> 0505	0.9	<b>19</b> 0001	4.9
1153	4.5	0538	0.6
W 1720	1.0	TH 1232	4.8
		1756	0.7
<b>5</b> 0006	4.5	<b>20</b> 0046	4.8
0535	0.9	0622	0.6
TH 1230	4.5	F 1319	4.7
1751	1.1	1841	0.9
<b>6</b> 0040	4.5	<b>21</b> 0130	4.6
0606	1.0	0704	0.8
F 1306	4.5	SA 1405	4.6
1824	1.1	1924	1.1
<b>7</b> 0114	4.4	<b>22</b> 0212	4.4
0640	1.0	0747	1.0
SA 1344	4.4	SU 1452	4.4
1901	1.2	2010	1.3
<b>8</b> 0150	4.4	<b>23</b> 0256	4.2
0720	1.1	0832	1.3
SU 1426	4.3	M 1540	4.3
1945	1.4	2059	1.6
<b>9</b> 0233	4.2	<b>24</b> 0343	4.0
0808	1.3	0922	1.5
M 1516	4.2	TU 1632	4.1
2038	1.6	⊘ 2156	1.8
<b>10</b> 0325	4.1	<b>25</b> 0436	3.8
0907	1.4	1020	1.7
TU 1616	4.1	W 1729	4.0
⊘ 2144	1.7	2301	1.9
<b>11</b> 0429	4.0	<b>26</b> 0539	3.7
1018	1.5	1126	1.8
W 1725	4.1	TH 1831	4.0
2301	1.7		
<b>12</b> 0542	4.0	<b>27</b> 0009	1.9
1135	1.4	0647	3.7
TH 1837	4.2	F 1230	1.8
		1930	4.0
<b>13</b> 0017	1.5	<b>28</b> 0109	1.8
0656	4.1	0750	3.8
F 1247	1.3	SA 1326	1.7
1943	4.4	2022	4.1
<b>14</b> 0124	1.3	<b>29</b> 0200	1.6
0803	4.3	0843	4.0
SA 1348	1.1	SU 1415	1.6
2041	4.6	2107	4.2
<b>15</b> 0222	1.0	<b>30</b> 0244	1.4
0903	4.5	0929	4.1
SU 1443	0.9	M 1459	1.4
2135	4.7	2149	4.3
<b>31</b>		0325	1.3
		1011	4.3
		TU 1540	1.3
		2228	4.4

### JUNE 2011

Time	m	Time	m
<b>1</b> 0404	1.1	<b>16</b> 0439	0.8
1051	4.4	1131	4.7
W 1619	1.2	TH 1657	0.9
● 2306	4.5	2346	4.7
<b>2</b> 0441	1.0	<b>17</b> 0525	0.7
1131	4.5	1220	4.7
TH 1657	1.1	F 1742	0.9
2343	4.5		
<b>3</b> 0517	1.0	<b>18</b> 0031	4.7
1210	4.5	0608	0.7
F 1734	1.1	SA 1306	4.7
		1825	1.0
<b>4</b> 0021	4.5	<b>19</b> 0113	4.6
0553	0.9	0648	0.8
SA 1251	4.5	SU 1348	4.6
1812	1.1	1906	1.1
<b>5</b> 0100	4.5	<b>20</b> 0153	4.4
0633	0.9	0727	1.0
SU 1332	4.5	M 1428	4.5
1854	1.1	1946	1.2
<b>6</b> 0140	4.5	<b>21</b> 0232	4.3
0716	1.0	0805	1.1
M 1417	4.5	TU 1508	4.4
1939	1.2	2027	1.4
<b>7</b> 0225	4.4	<b>22</b> 0311	4.1
0803	1.0	0844	1.3
TU 1505	4.4	W 1548	4.2
2030	1.3	2110	1.6
<b>8</b> 0315	4.3	<b>23</b> 0353	4.0
0856	1.1	0928	1.6
W 1559	4.4	TH 1631	4.1
2127	1.4	⊘ 2200	1.8
<b>9</b> 0411	4.2	<b>24</b> 0441	3.8
0955	1.2	1020	1.7
TH 1658	4.3	F 1722	4.0
⊘ 2231	1.5	2300	1.9
<b>10</b> 0515	4.1	<b>25</b> 0538	3.7
1101	1.3	1122	1.9
F 1804	4.3	SA 1820	3.9
2341	1.5		
<b>11</b> 0625	4.1	<b>26</b> 0007	1.9
1210	1.3	0644	3.7
SA 1911	4.4	SU 1230	1.9
		1923	4.0
<b>12</b> 0051	1.4	<b>27</b> 0111	1.8
0735	4.2	0753	3.8
SU 1317	1.3	M 1331	1.8
2014	4.5	2022	4.1
<b>13</b> 0157	1.2	<b>28</b> 0206	1.7
0842	4.3	0852	4.0
M 1420	1.2	TU 1425	1.7
2114	4.6	2114	4.2
<b>14</b> 0256	1.1	<b>29</b> 0255	1.4
0944	4.5	0943	4.2
TU 1517	1.1	W 1512	1.5
2208	4.7	2200	4.4
<b>15</b> 0350	0.9	<b>30</b> 0339	1.2
1040	4.6	1029	4.3
W 1609	1.0	TH 1556	1.3
O 2259	4.7	2242	4.5

# England, South Coast - Portsmouth

# Appendix 2

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

## Times And Heights Of High And Low Waters

JULY 2011				AUGUST 2011				SEPTEMBER 2011			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0421	1.0	<b>16</b> 0512	0.8	<b>1</b> 0528	0.6	<b>16</b> 0027	4.5	<b>1</b> 0055	4.9	<b>16</b> 0101	4.5
1112	4.5	1207	4.7	1219	4.8	0601	0.8	0631	0.4	0629	1.0
F 1638	1.1	SA 1728	1.0	M 1746	0.7	TU 1254	4.6	TH 1323	5.0	F 1319	4.6
● 2323	4.5					1816	0.9	1851	0.5	1840	1.1
<b>2</b> 0502	0.9	<b>17</b> 0014	4.6	<b>2</b> 0030	4.7	<b>17</b> 0059	4.5	<b>2</b> 0140	4.8	<b>17</b> 0133	4.5
1154	4.6	0551	0.8	0609	0.5	0632	0.8	0713	0.6	0654	1.2
SA 1719	1.0	SU 1248	4.7	TU 1303	4.8	W 1324	4.6	F 1405	4.9	SA 1349	4.5
		1806	1.0	1829	0.7	1846	1.0	1935	0.7	1907	1.3
<b>3</b> 0004	4.6	<b>18</b> 0053	4.5	<b>3</b> 0115	4.7	<b>18</b> 0131	4.4	<b>3</b> 0225	4.7	<b>18</b> 0205	4.3
0543	0.8	0627	0.8	0652	0.5	0701	1.0	0757	0.8	0721	1.4
SU 1237	4.7	M 1324	4.6	W 1346	4.9	TH 1353	4.5	SA 1449	4.7	SU 1419	4.3
1801	0.9	1843	1.0	1912	0.7	1915	1.1	2022	1.0	1939	1.4
<b>4</b> 0047	4.6	<b>19</b> 0128	4.4	<b>4</b> 0159	4.7	<b>19</b> 0204	4.4	<b>4</b> 0313	4.4	<b>19</b> 0240	4.2
0624	0.7	0702	0.9	0735	0.6	0728	1.2	0846	1.2	0756	1.6
M 1320	4.7	TU 1358	4.6	TH 1429	4.8	F 1424	4.4	SU 1536	4.4	M 1454	4.1
1844	0.9	1918	1.1	1957	0.8	1943	1.3	2116	1.4	2019	1.7
<b>5</b> 0130	4.6	<b>20</b> 0202	4.4	<b>5</b> 0244	4.6	<b>20</b> 0237	4.2	<b>5</b> 0409	4.2	<b>20</b> 0323	4.0
0708	0.7	0734	1.0	0819	0.8	0756	1.4	0946	1.6	0842	1.9
TU 1404	4.7	W 1431	4.5	F 1513	4.7	SA 1457	4.3	M 1635	4.1	TU 1540	3.9
1929	0.9	1951	1.2	2045	1.0	2016	1.5	2226	1.7	2114	1.9
<b>6</b> 0214	4.6	<b>21</b> 0237	4.2	<b>6</b> 0332	4.4	<b>21</b> 0312	4.1	<b>6</b> 0524	3.9	<b>21</b> 0426	3.8
0752	0.8	0805	1.2	0908	1.1	0831	1.6	1105	1.9	0952	2.2
W 1450	4.7	TH 1505	4.3	SA 1602	4.5	SU 1533	4.1	TU 1756	3.9	W 1650	3.8
2016	1.0	2025	1.4	2140	1.3	2057	1.7	2355	1.9	2242	2.1
<b>7</b> 0301	4.5	<b>22</b> 0313	4.1	<b>7</b> 0427	4.2	<b>22</b> 0357	3.9	<b>7</b> 0701	3.9	<b>22</b> 0551	3.7
0840	0.9	0839	1.4	1006	1.4	0918	1.9	1235	2.0	1141	2.2
TH 1538	4.6	F 1541	4.2	SU 1700	4.2	M 1622	3.9	W 1933	3.9	TH 1818	3.8
2107	1.1	2103	1.6	2247	1.6	2155	2.0				
<b>8</b> 0352	4.3	<b>23</b> 0354	3.9	<b>8</b> 0537	4.0	<b>23</b> 0501	3.7	<b>8</b> 0121	1.7	<b>23</b> 0030	1.9
0932	1.1	0919	1.7	1120	1.7	1031	2.2	0823	4.1	0718	3.9
F 1630	4.4	SA 1623	4.1	M 1815	4.1	TU 1732	3.8	TH 1352	1.8	F 1307	2.0
2205	1.3	2151	1.8			2329	2.1	2044	4.2	1939	4.0
<b>9</b> 0449	4.2	<b>24</b> 0443	3.8	<b>9</b> 0010	1.7	<b>24</b> 0628	3.7	<b>9</b> 0225	1.5	<b>24</b> 0138	1.6
1031	1.3	1013	1.9	0706	3.9	1217	2.2	0921	4.4	0825	4.2
SA 1731	4.3	SU 1717	3.9	TU 1244	1.8	W 1858	3.8	F 1448	1.5	SA 1403	1.6
2311	1.5	2256	2.0	1940	4.1			2136	4.4	2040	4.3
<b>10</b> 0558	4.1	<b>25</b> 0548	3.7	<b>10</b> 0133	1.6	<b>25</b> 0106	1.9	<b>10</b> 0312	1.2	<b>25</b> 0229	1.2
1140	1.5	1128	2.1	0830	4.1	0752	3.9	1007	4.5	0916	4.5
SU 1840	4.2	M 1825	3.9	W 1401	1.7	TH 1335	1.9	SA 1531	1.3	SU 1450	1.2
				2053	4.2	2013	4.0	2218	4.5	2130	4.6
<b>11</b> 0027	1.5	<b>26</b> 0021	2.0	<b>11</b> 0238	1.4	<b>26</b> 0208	1.6	<b>11</b> 0351	1.0	<b>26</b> 0314	0.8
0715	4.0	0707	3.7	0934	4.3	0856	4.2	1046	4.6	1002	4.8
M 1256	1.6	TU 1252	2.0	TH 1501	1.5	F 1430	1.6	SU 1608	1.1	M 1535	0.8
1953	4.3	1939	3.9	2150	4.4	2110	4.3	2255	4.6	2216	4.8
<b>12</b> 0141	1.5	<b>27</b> 0135	1.8	<b>12</b> 0330	1.2	<b>27</b> 0257	1.2	<b>12</b> 0426	0.9	<b>27</b> 0358	0.6
0832	4.1	0822	3.9	1025	4.5	0946	4.4	1121	4.7	1046	4.9
TU 1406	1.5	W 1358	1.8	F 1549	1.3	SA 1516	1.2	M 1642	0.9	TU 1618	0.6
2100	4.4	2043	4.1	2236	4.5	2157	4.5	O 2328	4.6	● 2302	4.9
<b>13</b> 0246	1.3	<b>28</b> 0231	1.5	<b>13</b> 0413	0.9	<b>28</b> 0341	0.8	<b>13</b> 0500	0.8	<b>28</b> 0441	0.4
0938	4.3	0920	4.1	1109	4.6	1030	4.7	1152	4.7	1130	5.0
W 1507	1.3	TH 1451	1.6	SA 1630	1.1	SU 1600	0.9	TU 1715	0.9	W 1702	0.5
2158	4.5	2135	4.3	O 2317	4.6	2241	4.7	2359	4.6	2348	5.0
<b>14</b> 0340	1.1	<b>29</b> 0319	1.2	<b>14</b> 0452	0.8	<b>29</b> 0424	0.6	<b>14</b> 0532	0.8	<b>29</b> 0254	0.4
1034	4.5	1009	4.4	1148	4.7	1113	4.8	1220	4.6	1215	5.1
TH 1559	1.2	F 1537	1.3	SU 1708	1.0	M 1642	0.7	W 1746	0.9	TH 1746	0.4
2248	4.6	2220	4.5	2354	4.6	● 2326	4.8				
<b>15</b> 0428	0.9	<b>30</b> 0403	0.9	<b>15</b> 0528	0.7	<b>30</b> 0506	0.4	<b>15</b> 0029	4.6	<b>30</b> 0034	5.0
1123	4.6	1053	4.5	1222	4.7	1156	4.9	0602	0.9	0607	0.5
F 1645	1.0	SA 1620	1.1	M 1743	0.9	TU 1725	0.5	TH 1249	4.6	F 1259	5.0
O 2333	4.6	● 2304	4.6					1814	1.0	1829	0.5
<b>31</b> 0445	0.7	<b>31</b> 0010	4.9								
1136	4.7	0548	0.4								
SU 1703	0.9	W 1240	5.0								
2347	4.7	1808	0.5								

# England, South Coast - Portsmouth

Appendix 2

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

## Times And Heights Of High And Low Waters

OCTOBER 2011				NOVEMBER 2011				DECEMBER 2011			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0121	4.9	<b>16</b> 0106	4.5	<b>1</b> 0244	4.6	<b>16</b> 0201	4.4	<b>1</b> 0319	4.4	<b>16</b> 0233	4.5
0651	0.7	0626	1.3	0809	1.4	0719	1.5	0840	1.6	0756	1.4
SA 1343	4.9	SU 1319	4.5	TU 1458	4.4	W 1409	4.3	TH 1527	4.2	F 1442	4.4
1914	0.7	1840	1.2	2035	1.4	1941	1.4	2103	1.5	2021	1.2
<b>2</b> 0208	4.7	<b>17</b> 0140	4.4	<b>2</b> 0340	4.3	<b>17</b> 0246	4.3	<b>2</b> 0411	4.3	<b>17</b> 0322	4.4
0737	1.0	0656	1.4	0907	1.7	0807	1.7	0936	1.8	0849	1.5
SU 1427	4.7	M 1350	4.4	W 1554	4.1	TH 1456	4.2	F 1620	4.0	SA 1533	4.3
2001	1.1	1913	1.4	∩ 2136	1.7	2034	1.6	∩ 2158	1.7	2116	1.3
<b>3</b> 0258	4.5	<b>18</b> 0216	4.3	<b>3</b> 0447	4.1	<b>18</b> 0341	4.2	<b>3</b> 0508	4.1	<b>18</b> 0418	4.3
0827	1.3	0732	1.6	1017	2.0	0908	1.9	1040	2.0	0950	1.6
M 1515	4.4	TU 1426	4.2	TH 1704	3.9	F 1554	4.1	SA 1720	3.8	SU 1633	4.2
2055	1.4	1954	1.6	2249	1.9	∩ 2139	1.7	2302	1.9	∩ 2218	1.5
<b>4</b> 0355	4.2	<b>19</b> 0301	4.1	<b>4</b> 0605	4.1	<b>19</b> 0447	4.1	<b>4</b> 0611	4.1	<b>19</b> 0521	4.3
0928	1.7	0820	1.9	1136	2.0	1021	1.9	1149	2.0	1059	1.7
TU 1614	4.1	W 1513	4.0	F 1829	3.9	SA 1704	4.0	SU 1829	3.8	M 1741	4.1
∩ 2204	1.7	2049	1.8			2255	1.7			2328	1.5
<b>5</b> 0511	4.0	<b>20</b> 0400	4.0	<b>5</b> 0007	1.9	<b>20</b> 0559	4.2	<b>5</b> 0008	1.9	<b>20</b> 0631	4.3
1047	2.0	0927	2.1	0716	4.1	1139	1.8	0713	4.1	1213	1.6
W 1737	3.9	TH 1618	3.9	SA 1249	1.9	SU 1819	4.1	M 1252	1.9	TU 1856	4.2
2331	1.9	∩ 2207	2.0	1940	4.0			1936	3.9		
<b>6</b> 0643	4.0	<b>21</b> 0518	3.9	<b>6</b> 0112	1.8	<b>21</b> 0009	1.6	<b>6</b> 0109	1.9	<b>21</b> 0040	1.5
1216	2.0	0425	2.1	0813	4.3	0709	4.4	0808	4.2	0739	4.4
TH 1913	3.9	F 1739	3.9	SU 1344	1.8	M 1249	1.6	TU 1345	1.8	W 1324	1.5
		2341	1.9	2034	4.1	1929	4.3	2032	4.0	2009	4.3
<b>7</b> 0055	1.8	<b>22</b> 0639	4.0	<b>7</b> 0202	1.6	<b>22</b> 0115	1.3	<b>7</b> 0201	1.7	<b>22</b> 0148	1.4
0758	4.2	1225	1.9	0900	4.4	0810	4.6	0855	4.3	0843	4.6
F 1330	1.9	SA 1900	4.0	M 1428	1.5	TU 1349	1.3	W 1431	1.6	TH 1427	1.2
2021	4.1			2118	4.3	2032	4.5	2119	4.2	2114	4.5
<b>8</b> 0157	1.6	<b>23</b> 0056	1.6	<b>8</b> 0243	1.4	<b>23</b> 0212	1.1	<b>8</b> 0246	1.6	<b>23</b> 0249	1.2
0854	4.4	0747	4.3	0939	4.5	0905	4.8	0936	4.4	0947	4.7
SA 1423	1.6	SU 1328	1.6	TU 1506	1.4	W 1444	1.0	TH 1512	1.4	F 1523	1.0
2111	4.3	2005	4.3	2155	4.4	2129	4.7	2200	4.3	2129	4.6
<b>9</b> 0243	1.4	<b>24</b> 0154	1.2	<b>9</b> 0321	1.3	<b>24</b> 0305	0.9	<b>9</b> 0328	1.4	<b>24</b> 0343	1.0
0938	4.5	0843	4.6	1013	4.6	0957	4.9	1014	4.5	1033	4.8
SU 1503	1.4	M 1420	1.2	W 1542	1.2	TH 1535	0.8	F 1551	1.3	SA 1615	0.8
2152	4.4	2100	4.6	2229	4.5	2222	4.8	2238	4.4	● 2306	4.8
<b>10</b> 0320	1.2	<b>25</b> 0243	0.9	<b>10</b> 0357	1.2	<b>25</b> 0355	0.8	<b>10</b> 0406	1.3	<b>25</b> 0434	0.9
1016	4.6	0932	4.8	1045	4.6	1046	5.0	1051	4.6	1122	4.9
M 1539	1.2	TU 1508	0.9	TH 1617	1.1	F 1624	0.7	SA 1628	1.2	SU 1703	0.7
2228	4.5	2151	4.8	O 2302	4.5	● 2314	4.9	O 2315	4.5	2356	4.8
<b>11</b> 0355	1.0	<b>26</b> 0330	0.7	<b>11</b> 0432	1.2	<b>26</b> 0444	0.8	<b>11</b> 0443	1.3	<b>26</b> 0521	0.9
1049	4.7	1020	5.0	1117	4.6	1134	5.0	1127	4.6	1209	4.8
TU 1613	1.0	W 1554	0.7	F 1650	1.1	SA 1712	0.6	SU 1704	1.1	M 1748	0.7
2259	4.6	● 2240	4.9	2335	4.6			2352	4.6		
<b>12</b> 0429	1.0	<b>27</b> 0416	0.6	<b>12</b> 0505	1.2	<b>27</b> 0004	4.9	<b>12</b> 0518	1.2	<b>27</b> 0043	4.8
1118	4.7	1106	5.1	1149	4.6	0531	0.8	1203	4.6	0605	0.9
W 1645	1.0	TH 1640	0.5	SA 1721	1.1	SU 1222	4.9	M 1738	1.0	TU 1254	4.7
O 2329	4.6	2329	5.0			1758	0.7			1830	0.7
<b>13</b> 0502	1.0	<b>28</b> 0502	0.6	<b>13</b> 0010	4.6	<b>28</b> 0054	4.9	<b>13</b> 0029	4.6	<b>28</b> 0127	4.8
1147	4.6	1152	5.1	0536	1.2	0618	0.9	0552	1.2	0647	1.0
TH 1717	1.0	F 1726	0.5	SU 1223	4.6	M 1308	4.8	TU 1239	4.6	W 1336	4.6
				1751	1.1	1843	0.8	1813	1.0	1910	0.9
<b>14</b> 0000	4.6	<b>29</b> 0017	5.0	<b>14</b> 0045	4.6	<b>29</b> 0142	4.8	<b>14</b> 0108	4.6	<b>29</b> 0209	4.7
0532	1.0	0547	0.6	0606	1.3	0704	1.1	0629	1.3	0728	1.2
F 1217	4.6	SA 1238	5.0	M 1256	4.5	TU 1353	4.6	W 1317	4.5	TH 1416	4.4
1745	1.0	1811	0.6	1822	1.2	1928	1.0	1851	1.1	1949	1.0
<b>15</b> 0033	4.6	<b>30</b> 0105	4.9	<b>15</b> 0122	4.5	<b>30</b> 0230	4.6	<b>15</b> 0149	4.6	<b>30</b> 0249	4.5
0600	1.1	0632	0.8	0639	1.4	0750	1.3	0710	1.3	0809	1.4
SA 1248	4.6	SU 1323	4.9	TU 1331	4.4	W 1439	4.4	TH 1358	4.4	F 1456	4.3
1811	1.1	1857	0.8	1858	1.3	2014	1.2	1934	1.1	2027	1.3
<b>31</b> 0154	4.8	<b>31</b> 0154	4.8					<b>31</b> 0328	4.4	<b>31</b> 0328	4.4
0719	1.1	0719	1.1					0851	1.6	0851	1.6
M 1409	4.6	M 1409	4.6					SA 1536	4.1	SA 1536	4.1
1944	1.1	1944	1.1					2109	1.5	2109	1.5

# England, South Coast - Portsmouth

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

# Appendix 2

## Times And Heights Of High And Low Waters

JANUARY 2012				FEBRUARY 2012				MARCH 2012			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0410	4.2	<b>16</b> 0350	4.5	<b>1</b> 0451	3.9	<b>16</b> 0526	4.0	<b>1</b> 0358	3.9	<b>16</b> 0507	3.9
0939	1.8	0923	1.3	1026	2.0	1123	1.7	0923	1.9	1106	1.7
SU 1621	3.9	M 1608	4.2	W 1722	3.7	TH 1816	3.9	TH 1637	3.7	F 1801	3.9
2157	1.8	2149	1.3	2301	2.1			2158	2.1	2308	1.9
<b>2</b> 0458	4.0	<b>17</b> 0447	4.3	<b>2</b> 0558	3.8	<b>17</b> 0002	1.8	<b>2</b> 0501	3.7	<b>17</b> 0640	3.8
1037	2.0	1027	1.5	1200	2.1	F 0654	3.9	1043	2.1	1237	1.7
M 1715	3.8	TU 1712	4.1	TH 1842	3.6	F 1254	1.7	F 1755	3.6	SA 1940	4.0
2258	2.0	2256	1.5			1949	3.9	2349	2.2		
<b>3</b> 0556	4.0	<b>18</b> 0556	4.2	<b>3</b> 0036	2.1	<b>18</b> 0130	1.7	<b>3</b> 0626	3.6	<b>18</b> 0119	1.7
1147	2.1	1144	1.7	0717	3.8	0819	4.1	1239	2.0	0807	3.9
TU 1822	3.7	W 1831	4.0	F 1321	2.0	SA 1410	1.5	SA 1924	3.7	SU 1353	1.5
				2004	3.8	2104	4.2			SU 2049	4.2
<b>4</b> 0010	2.0	<b>19</b> 0015	1.7	<b>4</b> 0148	2.0	<b>19</b> 0239	1.5	<b>4</b> 0119	2.0	<b>19</b> 0226	1.5
0702	4.0	0713	4.2	0828	4.0	SU 0924	4.3	0749	3.8	0909	4.2
W 1257	2.0	TH 1307	1.6	SA 1420	1.7	SU 1508	1.2	SU 1349	1.7	M 1448	1.2
1936	3.8	1955	4.1	2107	4.0	2201	4.4	2035	4.0	2142	4.4
<b>5</b> 0118	2.0	<b>20</b> 0135	1.6	<b>5</b> 0242	1.7	<b>20</b> 0331	1.2	<b>5</b> 0217	1.7	<b>20</b> 0314	1.2
0807	4.1	0828	4.3	0922	4.2	M 1016	4.5	0851	4.0	0958	4.4
TH 1356	1.8	F 1418	1.4	SU 1507	1.4	M 1555	0.9	M 1439	1.3	TU 1532	1.0
2042	3.9	2108	4.3	2155	4.3	2248	4.6	2127	4.2	2226	4.6
<b>6</b> 0215	1.8	<b>21</b> 0242	1.4	<b>6</b> 0326	1.4	<b>21</b> 0415	0.9	<b>6</b> 0302	1.3	<b>21</b> 0355	1.0
0902	4.2	0931	4.5	1008	4.4	1100	4.6	0940	4.3	1040	4.5
F 1446	1.6	SA 1517	1.1	M 1549	1.1	TU 1636	0.7	TU 1523	1.0	W 1611	0.8
2133	4.1	2208	4.5	2237	4.4	2329	4.7	2210	4.5	2304	4.6
<b>7</b> 0303	1.6	<b>22</b> 0338	1.2	<b>7</b> 0407	1.1	<b>22</b> 0454	0.8	<b>7</b> 0343	1.0	<b>22</b> 0431	0.8
0948	4.4	1025	4.6	1049	4.5	1140	4.6	1024	4.5	1117	4.5
SA 1529	1.4	SU 1608	0.9	TU 1630	0.8	W 1714	0.6	W 1604	0.7	TH 1647	0.7
2217	4.3	2300	4.6	O 2317	4.6			2252	4.7	2339	4.6
<b>8</b> 0346	1.4	<b>23</b> 0426	1.0	<b>8</b> 0446	0.9	<b>23</b> 0006	4.7	<b>8</b> 0423	0.7	<b>23</b> 0505	0.7
1029	4.5	1113	4.7	1129	4.6	TH 0530	0.7	1107	4.6	1151	4.5
SU 1610	1.1	M 1653	0.7	W 1709	0.6	TH 1216	4.6	TH 1645	0.5	F 1721	0.7
2257	4.5	2346	4.7	2357	4.7	1749	0.6	O 2333	4.8		
<b>9</b> 0425	1.2	<b>24</b> 0510	0.9	<b>9</b> 0525	0.7	<b>24</b> 0040	4.7	<b>9</b> 0504	0.5	<b>24</b> 0009	4.6
1108	4.6	1156	4.7	1210	4.7	0603	0.7	1150	4.8	0537	0.7
M 1649	1.0	TU 1734	0.6	TH 1748	0.5	F 1250	4.6	F 1726	0.4	SA 1223	4.5
O 2336	4.6					1821	0.7			1752	0.8
<b>10</b> 0503	1.1	<b>25</b> 0028	4.8	<b>10</b> 0036	4.8	<b>25</b> 0110	4.6	<b>10</b> 0014	4.9	<b>25</b> 0038	4.6
1147	4.6	0550	0.8	0604	0.6	SA 0634	0.8	0544	4.4	0606	0.8
TU 1726	0.9	W 1237	4.7	F 1251	4.7	SA 1322	4.5	SA 1234	0.8	SU 1254	4.5
		1812	0.6	1827	0.5	1850	0.8	1806	0.4	1821	0.9
<b>11</b> 0015	4.6	<b>26</b> 0107	4.7	<b>11</b> 0117	4.8	<b>26</b> 0139	4.6	<b>11</b> 0056	4.9	<b>26</b> 0107	4.5
0540	1.0	0627	0.9	0644	0.6	0703	0.9	0626	0.4	0633	0.9
W 1226	4.6	TH 1315	4.6	SA 1333	4.7	SU 1354	4.4	SU 1317	4.8	M 1327	4.5
1803	0.8	1848	0.7	1907	0.5	1918	1.0	1848	0.4	1848	1.0
<b>12</b> 0055	4.7	<b>27</b> 0141	4.7	<b>12</b> 0157	4.8	<b>27</b> 0209	4.4	<b>12</b> 0137	4.9	<b>27</b> 0137	4.5
0619	1.0	0702	1.0	0726	0.7	0730	1.1	0708	0.5	0659	1.0
TH 1305	4.6	F 1350	4.5	SU 1415	4.7	M 1427	4.3	M 1402	4.7	TU 1400	4.4
1842	0.8	1920	0.9	1948	0.7	1945	1.2	1930	0.6	1915	1.2
<b>13</b> 0135	4.7	<b>28</b> 0214	4.5	<b>13</b> 0239	4.7	<b>28</b> 0241	4.3	<b>13</b> 0220	4.7	<b>28</b> 0208	4.3
0659	1.0	0735	1.1	0810	0.9	0759	1.3	0752	0.7	0727	1.2
F 1346	4.6	SA 1424	4.4	M 1500	4.5	TU 1502	4.1	TU 1448	4.6	W 1435	4.2
1923	0.8	1952	1.1	2033	0.9	2017	1.5	2016	0.9	1946	1.5
<b>14</b> 0217	4.7	<b>29</b> 0247	4.4	<b>14</b> 0325	4.5	<b>29</b> 0315	4.1	<b>14</b> 0305	4.5	<b>29</b> 0240	4.1
0742	1.0	0808	1.3	0900	1.2	0835	1.6	0842	1.0	0802	1.4
SA 1429	4.5	SU 1459	4.2	TU 1551	4.3	W 1542	3.9	W 1540	4.3	TH 1514	4.0
2006	0.9	2024	1.3	2126	1.3	2057	1.8	2110	1.3	2026	1.7
<b>15</b> 0301	4.6	<b>30</b> 0321	4.3	<b>15</b> 0418	4.2	<b>30</b> 0315	4.1	<b>15</b> 0358	4.2	<b>30</b> 0320	3.9
0829	1.2	0843	1.5	1001	1.5	0935	1.6	0943	1.4	0848	1.7
SU 1516	4.4	M 1537	4.0	W 1653	4.0	2234	1.6	TH 1643	4.0	F 1606	3.8
2053	1.1	2100	1.6					2220	1.7	2122	2.0
<b>31</b> 0401	4.1	<b>31</b> 0418	3.7					<b>31</b> 0418	3.7	<b>31</b> 0418	3.7
0925	1.8	0955	1.9					0955	1.9	0955	1.9
TU 1622	3.8	2251	2.2					SA 1717	3.7	2251	2.2
2148	1.9										

# England, South Coast - Portsmouth

# Appendix 2

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

## Times And Heights Of High And Low Waters

### APRIL 2012

Time	m	Time	m
<b>1</b> 0538	3.6	<b>16</b> 0052	1.7
1140	1.9	0740	3.9
SU 1840	3.8	M 1322	1.5
		2020	4.2
<b>2</b> 0035	2.0	<b>17</b> 0157	1.5
0702	3.7	0841	4.1
M 1305	1.7	TU 1417	1.3
1953	4.0	2112	4.4
<b>3</b> 0140	1.7	<b>18</b> 0245	1.3
0811	4.0	0930	4.2
TU 1402	1.3	W 1501	1.2
2049	4.3	2156	4.5
<b>4</b> 0229	1.3	<b>19</b> 0326	1.1
0906	4.2	1012	4.3
W 1449	1.0	TH 1540	1.0
2137	4.5	2234	4.5
<b>5</b> 0313	0.9	<b>20</b> 0402	1.0
0954	4.5	1049	4.4
TH 1534	0.7	F 1616	0.9
2222	4.7	2307	4.6
<b>6</b> 0357	0.6	<b>21</b> 0437	0.9
1041	4.7	1123	4.5
F 1617	0.5	SA 1651	0.9
O 2306	4.9	• 2338	4.6
<b>7</b> 0440	0.4	<b>22</b> 0509	0.8
1127	4.8	1155	4.5
SA 1701	0.4	SU 1724	0.9
2351	4.9		
<b>8</b> 0524	0.3	<b>23</b> 0008	4.5
1214	4.9	M 0539	0.9
SU 1745	0.4	M 1228	4.5
		1755	1.0
<b>9</b> 0035	5.0	<b>24</b> 0039	4.5
0607	0.3	TU 0608	0.9
M 1302	4.9	TU 1302	4.5
1829	0.5	1823	1.1
<b>10</b> 0119	4.9	<b>25</b> 0111	4.5
0652	0.4	0635	1.0
TU 1349	4.8	W 1337	4.4
1915	0.7	1852	1.3
<b>11</b> 0204	4.7	<b>26</b> 0143	4.3
0738	0.7	0705	1.2
W 1438	4.6	TH 1413	4.3
2003	1.0	1925	1.4
<b>12</b> 0251	4.5	<b>27</b> 0217	4.2
0829	1.0	0741	1.3
TH 1532	4.4	F 1453	4.1
2058	1.3	2007	1.6
<b>13</b> 0345	4.2	<b>28</b> 0257	4.0
0929	1.3	0827	1.5
F 1636	4.1	SA 1542	4.0
⊘ 2206	1.6	2100	1.8
<b>14</b> 0452	3.9	<b>29</b> 0350	3.9
1044	1.6	0928	1.7
SA 1754	4.0	SU 1644	3.9
2329	1.8	⊘ 2211	1.9
<b>15</b> 0619	3.8	<b>30</b> 0458	3.8
1208	1.7	1047	1.7
SU 1915	4.1	M 1757	3.9
		2336	1.9

### MAY 2012

Time	m	Time	m
<b>1</b> 0615	3.8	<b>16</b> 0113	1.7
1209	1.6	0800	3.9
TU 1908	4.1	W 1332	1.5
		2032	4.3
<b>2</b> 0050	1.6	<b>17</b> 0206	1.5
0726	4.0	0854	4.1
W 1316	1.3	TH 1421	1.4
2009	4.3	2119	4.3
<b>3</b> 0149	1.3	<b>18</b> 0250	1.3
0828	4.3	0939	4.2
TH 1411	1.1	F 1503	1.3
2103	4.6	2159	4.4
<b>4</b> 0240	1.0	<b>19</b> 0330	1.2
0923	4.5	1018	4.3
F 1501	0.8	SA 1543	1.2
2153	4.7	2235	4.5
<b>5</b> 0329	0.7	<b>20</b> 0407	1.1
1015	4.7	1054	4.4
SA 1550	0.6	SU 1621	1.1
2241	4.9	• 2308	4.5
<b>6</b> 0417	0.5	<b>21</b> 0443	1.0
1107	4.8	1129	4.4
SU 1638	0.5	M 1658	1.1
O 2329	5.0	2341	4.5
<b>7</b> 0505	0.4	<b>22</b> 0517	1.0
1157	4.9	1205	4.5
M 1726	0.5	TU 1732	1.1
<b>8</b> 0017	5.0	<b>23</b> 0015	4.5
0552	0.4	0548	1.0
TU 1248	4.9	W 1241	4.5
1813	0.6	1804	1.2
<b>9</b> 0104	4.9	<b>24</b> 0049	4.5
0639	0.5	0618	1.1
W 1338	4.8	TH 1317	4.5
1901	0.8	1836	1.2
<b>10</b> 0152	4.7	<b>25</b> 0123	4.4
0727	0.7	0651	1.1
TH 1429	4.7	F 1355	4.4
1951	1.0	1911	1.3
<b>11</b> 0241	4.5	<b>26</b> 0200	4.3
0817	0.9	0728	1.2
F 1522	4.5	SA 1436	4.3
2044	1.3	1952	1.4
<b>12</b> 0333	4.3	<b>27</b> 0240	4.2
0912	1.2	0813	1.3
SA 1621	4.3	SU 1522	4.2
⊘ 2144	1.5	2042	1.6
<b>13</b> 0433	4.0	<b>28</b> 0329	4.1
1014	1.5	0907	1.4
SU 1726	4.2	M 1616	4.2
2253	1.7	⊘ 2141	1.7
<b>14</b> 0544	3.9	<b>29</b> 0427	4.0
1125	1.6	1010	1.5
M 1835	4.1	TU 1718	4.1
		2250	1.7
<b>15</b> 0007	1.8	<b>30</b> 0535	4.0
0656	3.9	1120	1.5
TU 1234	1.6	W 1825	4.2
1938	4.2		
<b>31</b> 0002	1.6		
0645	4.1		
TH 1230	1.4		
1931	4.4		

### JUNE 2012

Time	m	Time	m
<b>1</b> 0110	1.4	<b>16</b> 0211	1.6
0754	4.2	0902	4.0
F 1334	1.2	SA 1427	1.6
2031	4.5	2122	4.2
<b>2</b> 0211	1.1	<b>17</b> 0257	1.4
0857	4.4	0948	4.2
SA 1433	1.0	SU 1513	1.5
2128	4.7	2203	4.3
<b>3</b> 0307	0.9	<b>18</b> 0339	1.3
0955	4.6	1029	4.3
SU 1528	0.8	M 1555	1.3
2221	4.8	2241	4.4
<b>4</b> 0400	0.7	<b>19</b> 0419	1.1
1051	4.8	1107	4.4
M 1621	0.7	TU 1635	1.2
O 2312	4.9	• 2318	4.5
<b>5</b> 0451	0.5	<b>20</b> 0456	1.1
1145	4.8	1145	4.5
TU 1712	0.7	W 1712	1.2
		2354	4.5
<b>6</b> 0002	4.9	<b>21</b> 0532	1.0
0540	0.5	1222	4.5
W 1237	4.9	TH 1747	1.1
1801	0.7		
<b>7</b> 0052	4.8	<b>22</b> 0030	4.5
0628	0.5	0605	1.0
TH 1327	4.9	F 1300	4.5
1848	0.8	1821	1.1
<b>8</b> 0140	4.7	<b>23</b> 0107	4.4
0715	0.7	0640	1.0
F 1417	4.8	SA 1338	4.5
1936	0.9	1858	1.2
<b>9</b> 0227	4.6	<b>24</b> 0145	4.4
0801	0.9	0717	1.1
SA 1506	4.6	SU 1418	4.5
2023	1.2	1939	1.2
<b>10</b> 0314	4.3	<b>25</b> 0225	4.4
0847	1.1	0759	1.1
SU 1555	4.4	M 1501	4.4
2113	1.4	2024	1.3
<b>11</b> 0404	4.1	<b>26</b> 0310	4.3
0937	1.4	0846	1.2
M 1646	4.3	TU 1548	4.4
⊘ 2209	1.6	2116	1.4
<b>12</b> 0457	4.0	<b>27</b> 0401	4.2
1033	1.6	0941	1.3
TU 1741	4.1	W 1643	4.3
2311	1.8	⊘ 2216	1.5
<b>13</b> 0557	3.8	<b>28</b> 0502	4.1
1135	1.7	1044	1.4
W 1841	4.1	TH 1747	4.3
		2326	1.5
<b>14</b> 0017	1.8	<b>29</b> 0613	4.1
0703	3.8	1155	1.5
TH 1238	1.8	F 1857	4.3
1940	4.1		
<b>15</b> 0118	1.7	<b>30</b> 0040	1.4
0807	3.9	0728	4.2
F 1336	1.7	SA 1308	1.4
2034	4.1	2006	4.4

# England, South Coast - Portsmouth

# Appendix 2

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

## Times And Heights Of High And Low Waters

### JULY 2012

	Time	m	Time	m
<b>1</b>	0151	1.3	0229	1.6
	0840	4.3	0922	4.1
<b>SU</b>	1416	1.3	M 1448	1.7
	2109	4.6	2135	4.2
<b>2</b>	0254	1.0	<b>17</b> 0315	1.4
	0944	4.5	1007	4.2
<b>M</b>	1516	1.1	TU 1533	1.4
	2206	4.7	2218	4.4
<b>3</b>	0350	0.8	<b>18</b> 0357	1.2
	1042	4.7	1047	4.4
<b>TU</b>	1611	0.9	W 1614	1.3
	O 2259	4.8	2257	4.4
<b>4</b>	0442	0.6	<b>19</b> 0436	1.0
	1135	4.8	1126	4.5
<b>W</b>	1701	0.8	TH 1652	1.1
	2350	4.8	● 2334	4.5
<b>5</b>	0530	0.5	<b>20</b> 0514	0.9
	1225	4.9	F 1203	4.6
<b>TH</b>	1749	0.7	F 1729	1.0
<b>6</b>	0037	4.8	<b>21</b> 0012	4.5
	0615	0.5	0549	0.8
<b>F</b>	1313	4.9	SA 1241	4.6
	1833	0.8	1805	1.0
<b>7</b>	0123	4.7	<b>22</b> 0050	4.5
	0657	0.6	0625	0.8
<b>SA</b>	1357	4.8	<b>SU</b> 1319	4.6
	1916	0.9	1842	0.9
<b>8</b>	0206	4.6	<b>23</b> 0128	4.5
	0738	0.8	0702	0.8
<b>SU</b>	1439	4.7	M 1358	4.7
	1957	1.0	1922	1.0
<b>9</b>	0247	4.4	<b>24</b> 0208	4.5
	0816	1.0	0742	0.9
<b>M</b>	1519	4.5	TU 1438	4.6
	2038	1.3	2005	1.0
<b>10</b>	0327	4.2	<b>25</b> 0251	4.4
	0856	1.3	0825	1.0
<b>TU</b>	1558	4.3	W 1522	4.5
	2122	1.5	2053	1.2
<b>11</b>	0409	4.0	<b>26</b> 0339	4.3
	0941	1.5	0916	1.2
<b>W</b>	1641	4.1	TH 1613	4.4
	( 2213	1.7	) 2150	1.4
<b>12</b>	0458	3.8	<b>27</b> 0437	4.1
	1035	1.8	1017	1.5
<b>TH</b>	1732	4.0	F 1714	4.2
	2317	1.9	2300	1.6
<b>13</b>	0559	3.7	<b>28</b> 0549	4.0
	1142	2.0	1133	1.6
<b>F</b>	1836	3.9	SA 1830	4.2
<b>14</b>	0029	1.9	<b>29</b> 0023	1.6
	0713	3.7	0714	4.0
<b>SA</b>	1254	2.0	<b>SU</b> 1255	1.6
	1945	4.0	1949	4.2
<b>15</b>	0135	1.8	<b>30</b> 0142	1.4
	0826	3.9	0834	4.2
<b>SU</b>	1356	1.9	M 1409	1.5
	2046	4.1	2059	4.4
<b>31</b>			0248	1.2
			0940	4.4
			TU 1510	1.2
			2157	4.6

### AUGUST 2012

	Time	m	Time	m
<b>1</b>	0342	0.9	<b>16</b> 0334	1.1
	1035	4.6	1024	4.4
<b>W</b>	1602	1.0	TH 1551	1.2
	2249	4.7	2233	4.5
<b>2</b>	0431	0.7	<b>17</b> 0413	0.9
	1124	4.8	1102	4.6
<b>TH</b>	1649	0.8	F 1629	1.0
	O 2336	4.8	● 2312	4.6
<b>3</b>	0515	0.6	<b>18</b> 0451	0.7
	1210	4.8	1140	4.7
<b>F</b>	1733	0.7	SA 1707	0.9
			2350	4.6
<b>4</b>	0019	4.7	<b>19</b> 0528	0.6
	0556	0.5	1218	4.7
<b>SA</b>	1252	4.8	<b>SU</b> 1744	0.8
	1812	0.7		
<b>5</b>	0100	4.7	<b>20</b> 0029	4.7
	0634	0.6	M 0604	0.6
<b>SU</b>	1330	4.8	M 1256	4.8
	1850	0.8	1822	0.7
<b>6</b>	0138	4.6	<b>21</b> 0109	4.7
	0709	0.8	0642	0.6
<b>M</b>	1405	4.7	TU 1335	4.8
	1925	1.0	1902	0.8
<b>7</b>	0214	4.4	<b>22</b> 0150	4.7
	0742	1.0	0722	0.8
<b>TU</b>	1438	4.5	W 1415	4.7
	2000	1.2	1945	0.9
<b>8</b>	0249	4.3	<b>23</b> 0233	4.5
	0815	1.2	0805	1.0
<b>W</b>	1512	4.4	TH 1458	4.6
	2035	1.4	2032	1.1
<b>9</b>	0326	4.1	<b>24</b> 0321	4.4
	0851	1.5	0855	1.3
<b>TH</b>	1549	4.2	F 1548	4.4
	( 2117	1.7	) 2129	1.4
<b>10</b>	0409	3.9	<b>25</b> 0420	4.1
	0937	1.8	0959	1.6
<b>F</b>	1634	4.0	SA 1650	4.2
	2213	1.9	2243	1.7
<b>11</b>	0506	3.7	<b>26</b> 0537	4.0
	1045	2.1	1122	1.8
<b>SA</b>	1735	3.8	<b>SU</b> 1812	4.0
	2338	2.1		
<b>12</b>	0622	3.7	<b>27</b> 0014	1.7
	1216	2.2	0710	4.0
<b>SU</b>	1854	3.8	M 1251	1.8
			1942	4.1
<b>13</b>	0101	2.0	<b>28</b> 0136	1.5
	0751	3.8	0832	4.2
<b>M</b>	1330	2.0	TU 1405	1.6
	2012	3.9	2053	4.3
<b>14</b>	0203	1.7	<b>29</b> 0240	1.2
	0856	4.0	0933	4.5
<b>TU</b>	1425	1.8	W 1503	1.3
	2109	4.1	2148	4.5
<b>15</b>	0251	1.4	<b>30</b> 0330	0.9
	0944	4.2	1023	4.7
<b>W</b>	1510	1.5	TH 1550	1.0
	2153	4.3	2235	4.7
<b>31</b>			0414	0.7
			1107	4.8
			F 1632	0.8
			O 2318	4.7

### SEPTEMBER 2012

	Time	m	Time	m
<b>1</b>	0454	0.6	<b>16</b> 0423	0.7
	1147	4.8	1112	4.8
<b>SA</b>	1711	0.7	<b>SU</b> 1640	0.7
	2357	4.7	● 2325	4.8
<b>2</b>	0531	0.6	<b>17</b> 0502	0.6
	1224	4.8	1151	4.9
<b>SU</b>	1747	0.7	M 1720	0.6
<b>3</b>	0033	4.7	<b>18</b> 0006	4.8
	0605	0.7	0540	0.5
<b>M</b>	1258	4.7	TU 1231	4.9
	1820	0.8	1800	0.6
<b>4</b>	0107	4.6	<b>19</b> 0049	4.9
	0637	0.8	0621	0.6
<b>TU</b>	1328	4.7	W 1312	4.9
	1852	1.0	1842	0.7
<b>5</b>	0140	4.5	<b>20</b> 0133	4.8
	0707	1.0	0703	0.8
<b>W</b>	1359	4.5	TH 1354	4.8
	1921	1.1	1926	0.8
<b>6</b>	0213	4.4	<b>21</b> 0218	4.7
	0736	1.3	0748	1.0
<b>TH</b>	1430	4.4	F 1439	4.6
	1952	1.4	2015	1.1
<b>7</b>	0249	4.2	<b>22</b> 0309	4.4
	0808	1.5	0841	1.3
<b>F</b>	1505	4.2	SA 1530	4.4
	2028	1.6	) 2113	1.4
<b>8</b>	0329	4.0	<b>23</b> 0410	4.2
	0848	1.9	0948	1.7
<b>SA</b>	1547	4.0	<b>SU</b> 1635	4.1
	( 2115	1.9	) 2230	1.7
<b>9</b>	0423	3.8	<b>24</b> 0531	4.0
	0949	2.2	1114	1.9
<b>SU</b>	1645	3.8	M 1802	4.0
	2235	2.1		
<b>10</b>	0537	3.7	<b>25</b> 0001	1.8
	1135	2.3	0704	4.1
<b>M</b>	1805	3.7	TU 1242	1.8
			1933	4.1
<b>11</b>	0023	2.1	<b>26</b> 0122	1.6
	0709	3.7	0819	4.3
<b>TU</b>	1301	2.2	W 1353	1.6
	1932	3.8	2041	4.3
<b>12</b>	0132	1.8	<b>27</b> 0222	1.3
	0822	4.0	0916	4.5
<b>W</b>	1358	1.8	TH 1446	1.3
	2037	4.1	2132	4.5
<b>13</b>	0223	1.5	<b>28</b> 0309	1.1
	0912	4.3	1002	4.7
<b>TH</b>	1443	1.5	F 1530	1.1
	2124	4.3	2216	4.6
<b>14</b>	0305	1.2	<b>29</b> 0350	0.9
	0954	4.5	1043	4.8
<b>F</b>	1523	1.2	SA 1609	0.9
	2205	4.5	2256	4.7
<b>15</b>	0345	0.9	<b>30</b> 0428	0.8
	1033	4.7	1120	4.8
<b>SA</b>	1602	0.9	<b>SU</b> 1645	0.8
	2245	4.7	O 2331	4.7

# England, South Coast - Portsmouth

Time Zone Ut(GMT) Lat 50° 48'N Long 1° 07'W

# Appendix 2

## Times And Heights Of High And Low Waters

OCTOBER 2012				NOVEMBER 2012				DECEMBER 2012			
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
<b>1</b> 0503	0.8	<b>16</b> 0434	0.6	<b>1</b> 0010	4.6	<b>16</b> 0017	5.0	<b>1</b> 0023	4.6	<b>16</b> 0059	5.0
1153	4.8	1124	5.0	0539	1.1	0545	0.7	0550	1.3	0623	0.8
M 1719	0.8	TU 1656	0.6	TH 1224	4.6	F 1237	5.0	SA 1233	4.5	SU 1314	4.9
		2345	5.0	1754	1.1	1811	0.6	1806	1.2	1850	0.6
<b>2</b> 0004	4.7	<b>17</b> 0517	0.6	<b>2</b> 0043	4.6	<b>17</b> 0108	5.0	<b>2</b> 0058	4.5	<b>17</b> 0149	4.9
0535	0.8	1208	5.0	0609	1.2	0634	0.8	0620	1.4	0711	0.9
TU 1224	4.7	W 1739	0.5	F 1255	4.5	SA 1325	4.9	SU 1307	4.5	M 1402	4.7
1750	0.9			1823	1.2	1900	0.7	1837	1.2	1937	0.8
<b>3</b> 0037	4.6	<b>18</b> 0031	5.0	<b>3</b> 0118	4.5	<b>18</b> 0159	4.8	<b>3</b> 0135	4.5	<b>18</b> 0238	4.8
0606	0.9	0601	0.6	0639	1.4	0724	1.0	0653	1.5	0800	1.1
W 1253	4.6	TH 1252	5.0	SA 1328	4.4	SU 1414	4.7	M 1342	4.4	TU 1451	4.5
1820	1.0	1824	0.6	1852	1.3	1951	1.0	1910	1.3	2024	1.0
<b>4</b> 0109	4.6	<b>19</b> 0118	4.9	<b>4</b> 0154	4.4	<b>19</b> 0252	4.7	<b>4</b> 0213	4.4	<b>19</b> 0328	4.6
0635	1.1	0646	0.8	0710	1.6	0818	1.3	0729	1.6	0850	1.4
TH 1324	4.5	F 1337	4.8	SU 1402	4.3	M 1507	4.4	TU 1419	4.3	W 1540	4.3
1848	1.2	1911	0.8	1926	1.5	2045	1.2	1949	1.4	2113	1.3
<b>5</b> 0143	4.5	<b>20</b> 0207	4.8	<b>5</b> 0233	4.3	<b>20</b> 0351	4.5	<b>5</b> 0255	4.3	<b>20</b> 0419	4.4
0704	1.3	0735	1.1	0748	1.8	0917	1.6	0813	1.7	0944	1.6
F 1356	4.4	SA 1425	4.6	M 1440	4.1	TU 1606	4.2	W 1502	4.1	TH 1633	4.1
1917	1.4	2002	1.1	2008	1.7	2146	1.5	2037	1.5	2207	1.5
<b>6</b> 0218	4.3	<b>21</b> 0301	4.5	<b>6</b> 0319	4.1	<b>21</b> 0456	4.3	<b>6</b> 0345	4.2	<b>21</b> 0515	4.2
0734	1.6	0830	1.4	0637	2.0	1025	1.8	0908	1.8	1046	1.8
SA 1429	4.2	SU 1518	4.4	TU 1528	4.0	W 1715	4.1	TH 1555	4.0	F 1732	3.9
1951	1.6	2101	1.4	2103	1.9	2254	1.7	2135	1.7	2308	1.8
<b>7</b> 0257	4.1	<b>22</b> 0403	4.3	<b>7</b> 0418	4.0	<b>22</b> 0606	4.3	<b>7</b> 0444	4.1	<b>22</b> 0616	4.1
0813	1.9	0937	1.7	0944	2.1	1138	1.8	1014	1.9	1154	1.9
SU 1509	4.0	M 1623	4.1	W 1632	3.8	TH 1829	4.0	F 1659	4.0	SA 1841	3.8
2035	1.9	2212	1.6	2218	2.0			2243	1.7		
<b>8</b> 0347	3.9	<b>23</b> 0520	4.2	<b>8</b> 0529	4.0	<b>23</b> 0005	1.7	<b>8</b> 0551	4.2	<b>23</b> 0015	1.9
0906	2.1	1056	1.9	1110	2.1	0712	4.3	1128	1.6	0720	4.1
M 1602	3.8	TU 1746	4.0	TH 1747	3.9	F 1248	1.8	SA 1811	4.0	SU 1301	1.9
2140	2.1	2335	1.7	2342	1.9	1937	4.1	2356	1.6	1951	3.9
<b>9</b> 0455	3.8	<b>24</b> 0643	4.2	<b>9</b> 0643	4.1	<b>24</b> 0110	1.7	<b>9</b> 0700	4.3	<b>24</b> 0119	1.8
1037	2.3	1218	1.8	1226	1.9	0811	4.4	1239	1.7	0820	4.2
TU 1717	3.7	W 1910	4.1	F 1902	4.0	SA 1345	1.7	SU 1924	4.2	M 1358	1.7
2324	2.1					2035	4.2			2051	4.0
<b>10</b> 0619	3.8	<b>25</b> 0052	1.7	<b>10</b> 0051	1.7	<b>25</b> 0203	1.6	<b>10</b> 0103	1.5	<b>25</b> 0214	1.7
1217	2.2	0753	4.3	0745	4.3	0901	4.5	0803	4.5	0910	4.3
W 1842	3.8	TH 1327	1.7	SA 1324	1.6	SU 1432	1.5	M 1342	1.4	TU 1446	1.6
		2016	4.2	2004	4.3	2123	4.3	2029	4.4	2139	4.2
<b>11</b> 0048	1.9	<b>26</b> 0153	1.5	<b>11</b> 0146	1.4	<b>26</b> 0248	1.4	<b>11</b> 0205	1.3	<b>26</b> 0301	1.6
0735	4.0	0848	4.5	0839	4.6	0944	4.5	0900	4.7	0953	4.4
TH 1320	1.9	F 1420	1.4	SU 1415	1.3	M 1513	1.3	TU 1439	1.1	W 1528	1.4
1953	4.0	2108	4.4	2059	4.5	2205	4.4	2128	4.6	2220	4.3
<b>12</b> 0144	1.6	<b>27</b> 0240	1.3	<b>12</b> 0235	1.1	<b>27</b> 0328	1.3	<b>12</b> 0300	1.0	<b>27</b> 0343	1.4
0831	4.3	0935	4.7	0928	4.8	1021	4.6	0953	4.9	1030	4.5
F 1408	1.5	SA 1503	1.2	M 1502	1.0	TU 1551	1.2	W 1533	0.8	TH 1607	1.2
2046	4.3	2152	4.5	2149	4.7	2241	4.5	2223	4.8	2257	4.4
<b>13</b> 0229	1.3	<b>28</b> 0321	1.1	<b>13</b> 0323	0.9	<b>28</b> 0406	1.2	<b>13</b> 0353	0.9	<b>28</b> 0422	1.3
0917	4.5	1015	4.7	1015	4.9	1054	4.6	1044	5.0	1106	4.5
SA 1450	1.2	SU 1542	1.1	TU 1549	0.7	W 1628	1.1	TH 1624	0.7	F 1645	1.1
2132	4.5	2231	4.6	2239	4.9	O 2315	4.5	2316	4.9	O 2331	4.5
<b>14</b> 0311	1.0	<b>29</b> 0358	1.0	<b>14</b> 0410	0.7	<b>29</b> 0443	1.2	<b>14</b> 0444	0.8	<b>29</b> 0459	1.2
1000	4.7	1051	4.7	1102	5.0	1127	4.6	1135	5.0	1140	4.6
SU 1531	0.9	M 1617	1.0	W 1636	0.6	TH 1703	1.1	F 1714	0.6	SA 1720	1.0
2216	4.7	O 2305	4.6	2328	5.0	2348	4.6				
<b>15</b> 0352	0.7	<b>30</b> 0433	1.0	<b>15</b> 0457	0.7	<b>30</b> 0518	1.2	<b>15</b> 0008	5.0	<b>30</b> 0006	4.5
1042	4.9	1123	4.7	1149	5.0	1159	4.6	0534	0.7	0533	1.2
M 1613	0.7	TU 1652	1.0	TH 1724	0.6	F 1736	1.1	SA 1225	5.0	SU 1216	4.5
2300	4.9	2338	4.6					1803	0.5	1753	1.0
<b>31</b> 0507	1.0	<b>31</b> 0507	1.0					<b>31</b> 0042	4.6	<b>31</b> 0042	4.6
1153	4.7	1153	4.7					M 1250	4.5	0605	1.2
W 1724	1.0	1724	1.0					1824	1.0	1824	1.0

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