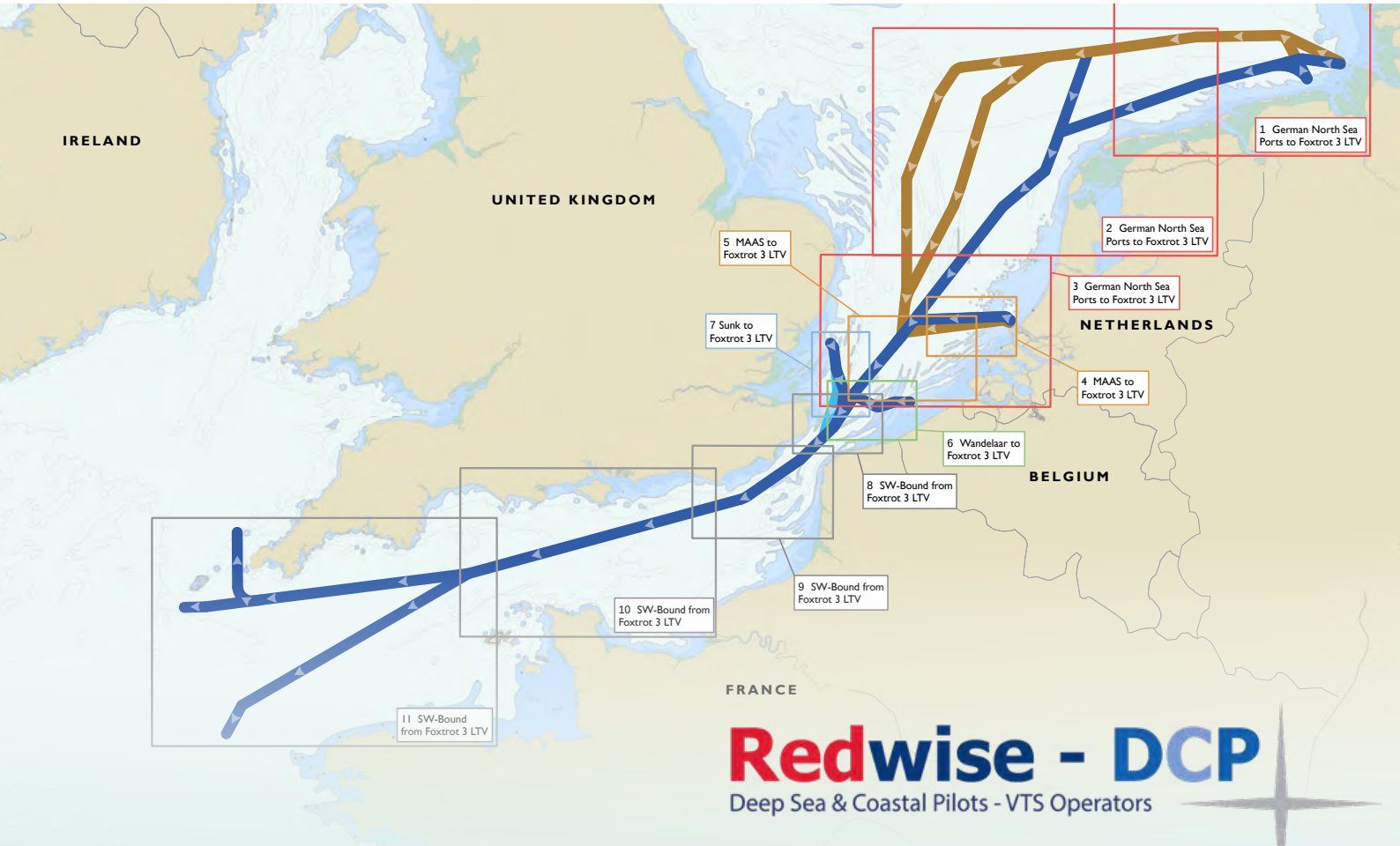
Useful Information

for English Channel, Dover Strait and Southern North Sea

- *Reference PDFs to Download for the Region*
- *ISO 9001 Certificate*
- *Passage Planning Guide – English Channel, Dover Strait and Southern North Sea*
- *The Passage Planning Guide Series*
- *Pre-Entry Bridge Team Meeting*
- *Emergency/Important Contact Details*

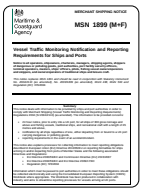


Redwise - DCP

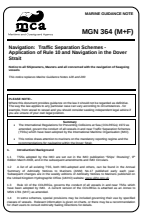
Deep Sea & Coastal Pilots - VTS Operators

Reference PDFs to Download for the Region

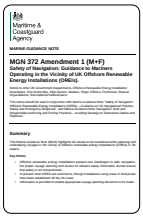
Navigation and TSSs



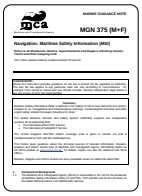
Vessel Traffic Monitoring Notification and Reporting Requirements for Ships and Ports
MSN 1899
Edition Date: January 2020
No. Pages: 13
Size: 186 kb
Web Search Term: MSN 1899 + title



Navigation: Traffic Separation Schemes – Application of Rule 10 and Navigation in the Dover Strait
MGN 364 (Amd 1)
Edition Date: October 2021
No. Pages: 7
Size: 275 kb
Web Search Term: MGN 364 (Amd 1)
(Note: only available as html)



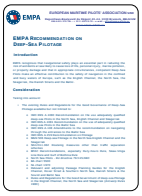
Safety of Navigation: Guidance to Mariners Operating in the Vicinity of UK Offshore Renewable Energy Installations (OREIs)
MGN 372 (Amd 1)
Edition Date: November 2022
No. Pages: 18
Size: 1.0 mb
Web Search Term: MGN 372 (Amd 1)



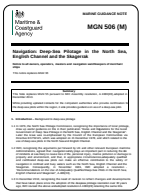
Navigation: Maritime Safety Information
MGN 375 (Amd 1)
Edition Date: December 2022
No. Pages: 6
Size: 335 kb
Web Search Term: MGN 375 (Amd 1)
(Note: only available as html)

Deep-Sea Pilots

Recommendation on the Use of Adequately Qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak
IMO Assembly Resolution A.1080(28)
Edition Date: December 2013
No. Pages: 3
Size: 554 kb
Web Search Term: IMO Resolution A.1080(28)

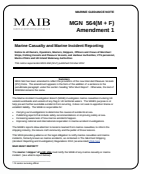


Recommendation on Deep-Sea Pilotage
EMPA
Edition Date: April 2023
No. Pages: 3
Size: 144 kb
Web Search Term: EMPA Recommendation on Deep-Sea Pilotage

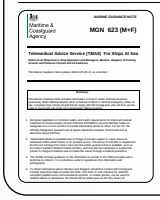


Navigation: Deep-Sea Pilotage in the North Sea, English Channel and the Skagerrak
MGN 506
Edition Date: April 2014
No. Pages: 5
Size: 229 kb
Web Search Term: MGN 506 (M)

Emergencies



Marine Casualty and Marine Incident Reporting
MGN 564 (Amd 1)
Edition Date: March 2019
No. Pages: 4
Size: 240 kb
Web Search Term: MGN 564 (Amd 1)



Telemedical Advice Service (TMAS) For Ships At Sea
MGN 623
Edition Date: December 2019
No. Pages: 2
Size: 132 kb
Web Search Term: MGN 623

Redwise - DCP
Deep Sea & Coastal Pilots - VTS Operators

Redwise-DCP Deep-Sea Pilotage offers the best operational support and assistance for Masters, Officers, Owners and Ship Managers to manage risks in the dense North-European waters. With the extensive knowledge of Deep-Sea Pilots of Redwise-DCP, risks are brought down to an as low as reasonably practicable minimum. All Deep-Sea Pilots of Redwise-DCP are experienced and certified.

The use of Deep-Sea Pilots will reduce fatigue risks for the bridge management team on board vessels. Not only are safety and communication improved, utilising Deep-Sea Pilots can also create economic advantages. Using dedicated equipment and their extensive knowledge and experience, Redwise-DCP Pilots are able to guide vessels via the most economical route, saving time, fuel and money to the next port of call.

Our team of experienced and well trained fully certified Deep-Sea Pilots creates the foundation of our Deep-Sea and Coastal Pilotage services. The qualifications, training and certification of Deep-Sea Pilots are unrivalled and indisputable. All Pilots are certified in accordance with the IMO guidelines and Dutch legal requirements.

DNV

MANAGEMENT SYSTEM CERTIFICATE

Certificate no.:
10000514542-MSC-RvA-NLD

Initial certification date:
15 March 2019

Valid:
15 March 2022 – 14 March 2025

This is to certify that the management system of

Redwise-DCP B.V.

Energieweg 4, 1271 ED Huizen, Netherlands

has been found to conform to the Quality Management System standard:

ISO 9001:2015

This certificate is valid for the following scope:

The management of Deep Sea Pilotage and Offshore VTS operations

Place and date:
Barendrecht, 21 February 2022

For the issuing office:
DNV - Business Assurance
Zwolseweg 1, 2994 LB Barendrecht, Netherlands

MGMT. SYS.
RvA C 024

IAF

Erie Koek
Management Representative

Lack of fulfilment of conditions as set out in the Certification Agreement may render this Certificate invalid.
ACCREDITED UNIT: DNV Business Assurance B.V., Zwolseweg 1, 2994 LB, Barendrecht, Netherlands - TEL: +31(0)102922689. www.dnv.com/assurance

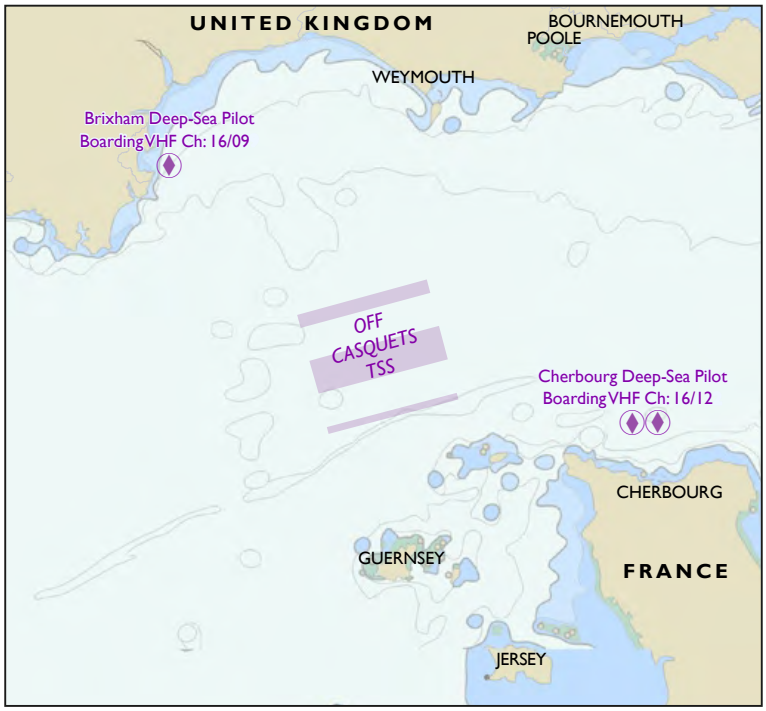
ETA and Pilot Boarding

Where possible, ETAs should be given 72, 48 and 24 hours in advance.

Information required:

- Ship name
- call sign
- gross tonnage
- type of ship
- arrival draught
- where pilot is to board
- ETA at pilot boarding position
- first destination port.

Pilots are commonly embarked Eastbound into the English Channel by launch at either Brixham (UK) or Cherbourg (France). Pilots may also be boarded at any European port.



Location of Brixham and Cherbourg pilot stations in the English Channel

Brixham (Deep-Sea Pilot Boarding)

Call: Brixham Pilots

VHF Ch: 16, 09

Email: enquiries@slcmarineservices.co.uk

Tel: +44 (0)7907 106528/+44(0) 7795 429938

Ships should contact Brixham Pilots on VHF Ch: 09, 1 hour before arrival.

Deep-Sea Pilots board as follows:

- Ships with a draught <18 m: 50° 25.00' N 003° 25.70' W or
- ships with a draught >18 m: 4 NM due East of Berry Head: 50° 24.00' N 003° 23.0' W.

Brixham Ship Agency Services

Web: brixhamshipagency.co.uk

Email: ops@brixhamshipagency.co.uk

Tel: +44(0) 1803 220696

Mob: +44(0) 771 887378

Being situated at the entry/exit to the English Channel, Brixham Ship Agency Services can provide vessels and operators with excellent sheltered boarding/ landing positions off Brixham, Torbay or Lyme Bay.

Agency services can be provided including:

- Personnel and crew changes
- general stores
- ship's mail
- fresh fish/crab supplies.

Cherbourg (Deep-Sea Pilot Boarding)

Call: Cherbourg Signal Station

VHF Ch: 16, 12, 13

Email: cherbourg.pilot@wanadoo.fr

Tel: +33(0) 233 205 123

Mob: 24/24 + 33(0) 607 751 891

Procedure:

- **At least 3 days before arrival:** Vessel will advise **CHERBOURG PILOT STATION** with ETA by mail or by phone
- **4 HOURS** before arrival at meeting point: Vessel will call **JOBOURG TRAFIC** on **VHF Ch: 13**
- **2 HOURS** before arrival at meeting point: Vessel will call **CHERBOURG SIGNAL STATION** to confirm ETA on **VHF Ch: 12**
- **1 HOUR** before arrival at meeting point: Vessel will call **CHERBOURG SIGNAL STATION** to confirm ETA and ask for the side of pilot ladder on **VHF Ch: 12**. Note that the pilot works on **VHF Ch: 12**.

Deep-Sea Pilots board as follows:

R/V Position for Tankers and Gas Carriers:

- 7 NM North off Cherbourg breakwaters in position: 49° 47.5' N, 001° 39.0' W.

R/V Position for Other Ships:

- For vessels arriving from West: 49° 44' N 001° 39' W
- for vessels arriving from East: 49° 44' N 001° 37' W.

Note: Deep-Sea Pilot boarding and disembarking will be carried out using Cherbourg Pilot boats. Please keep a speed around 7 knots and prepare a heaving line.

Passage Planning Guide

English Channel, Dover Strait and Southern North Sea

(2024–25 Edition)

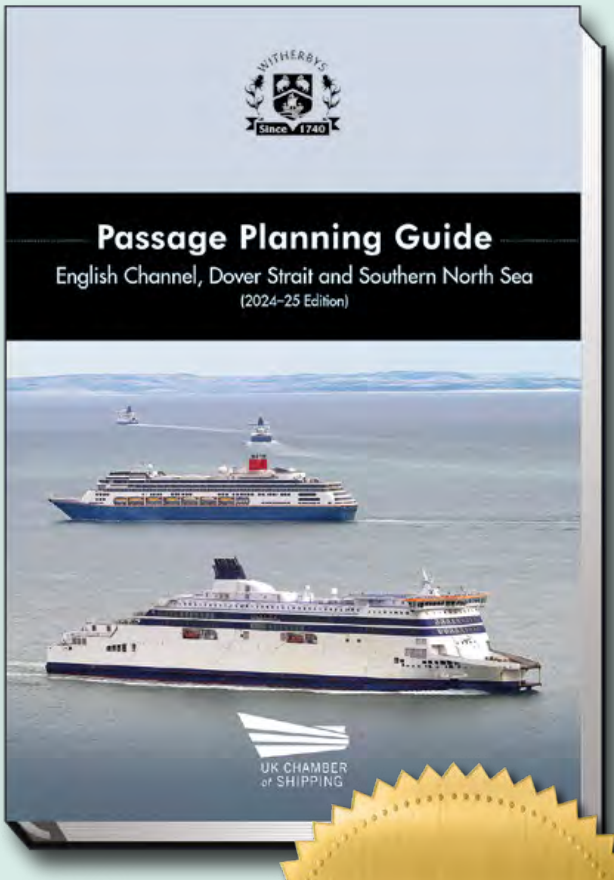
This Passage Planning Guide is an essential resource for any ship navigating the English Channel, Dover Strait and Southern North Sea. Published in conjunction with the UK Chamber of Shipping, it contains passage planning information and the latest navigational guidance and practical advice for the region. It includes full-colour, pull-out chartlets, details of traffic hotspots and main ferry routes, weather and tidal information, and TSS and VTS information.

The Guide provides up-to-date information for the safe and controlled transit of ships through the English Channel, Dover Strait and Southern North Sea, covering passages to and from:

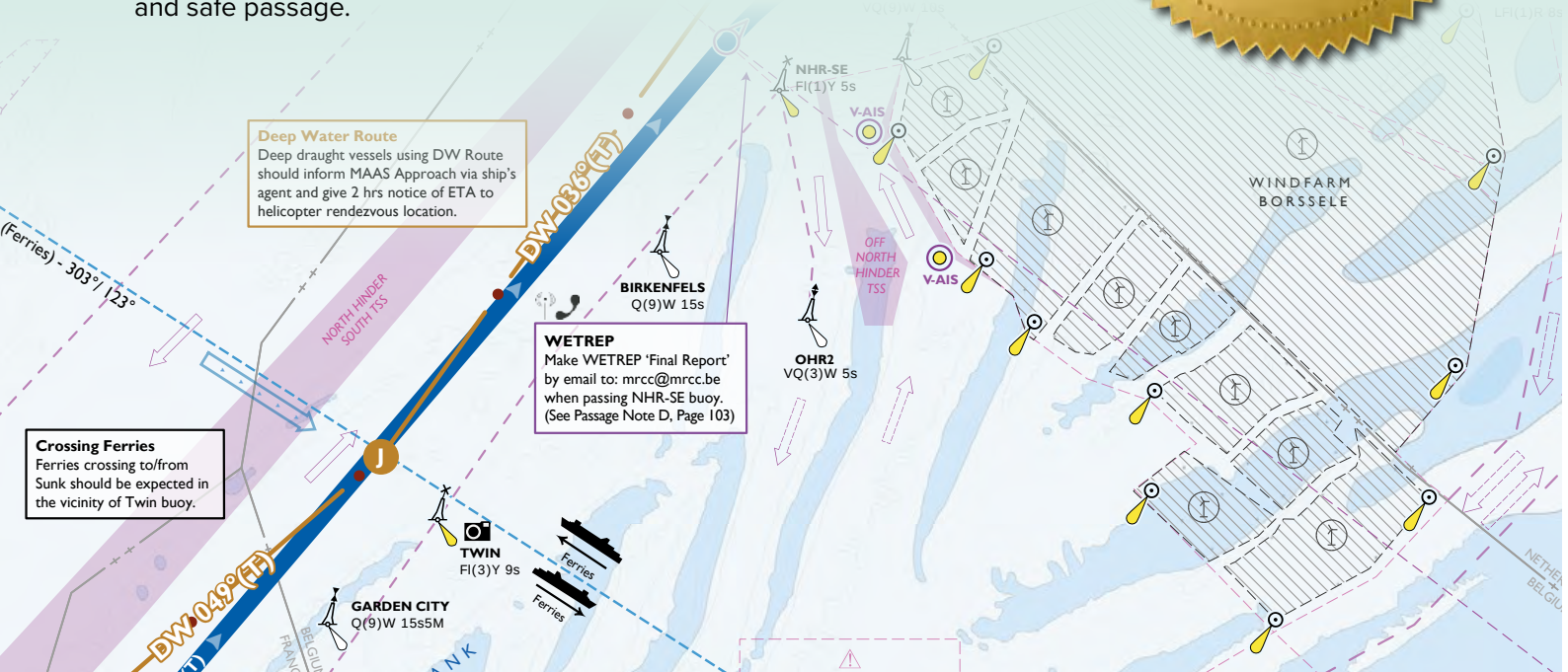
- MAAS/Rotterdam
- Sunk/Thames
- Wandelaar/Schelde
- Elbe/Weser/Jade.

The 2024–25 edition has been fully revised and updated with assistance from serving Deep-Sea Pilots and leading industry organisations. It now includes guidance covering the German Bight.

The Guide will be a valuable source of reference at every stage of the passage (appraisal, planning, execution and monitoring). It highlights aids to navigation, traffic separation schemes, distinctive chart features, traffic hotspots, potential hazards, etc, which are essential considerations for a controlled and safe passage.



Available direct from **shop.witherbys.com** or from all Admiralty Chart Agents



Pre-Entry Bridge Team Meeting

While this checklist may contribute in assisting bridge teams to prepare a risk assessment for their transit, it has been compiled for the purpose of structuring the pre-entry bridge team meeting and does not replace a risk assessment specific to your own ship or transit.

English Channel, Dover Strait and Southern North Sea Pre-Entry Bridge Team Meeting

General Overview

As one of the world's busiest seaways, the English Channel, Dover Strait and Southern North Sea presents many hazards and a considerable challenge to navigation.

In excess of 400 commercial ships make use of the Dover Strait on a daily basis. Additionally, the wider English Channel and Southern North Sea is used by military vessels, vessels servicing offshore wind farms, vessels engaged in fishing and leisure traffic.

The combination of restricted sea room and the high density of traffic means shipping is subject to control, in many places throughout the region, with VTS, TSSs and Mandatory Reporting Systems.

Establish the Following Before Entry:

Human Element:

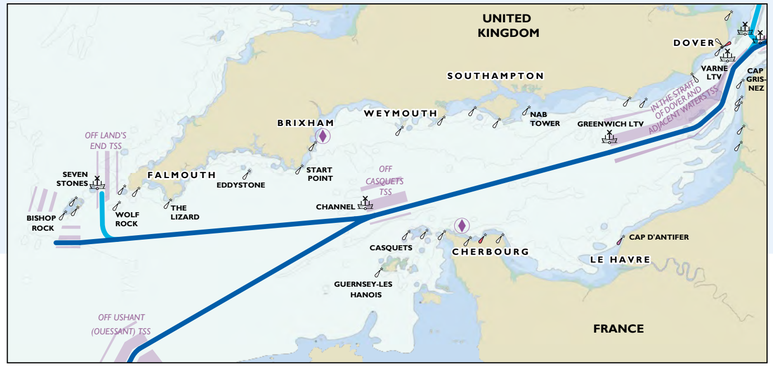
- ☐ Identify which members of the bridge team are experienced/familiar with the route/passage plan
- ☐ hours of rest planned in good time prior to arrival in the area
- ☐ transit planned well in advance
- ☐ are newly joined crew properly rested? (Jetlag may be a problem for those who have travelled a substantial distance and particularly if they have been unable to sleep on the plane)
- ☐ hours of work/rest carefully managed by the Master and all watchkeepers (officers and crew) prior to transit.

Bridge Team:

- ☐ Consider the value of a Deep-Sea Pilot (DSP) to assist the Master and navigation officers (see Section 1.4 of this Guide), particularly if the watchkeeping officers are less experienced with local communications or navigation in the area covered by this Guide
- ☐ determine if the bridge team is familiar with the charts, publications and M-notices listed in this Guide
- ☐ an overview of areas of converging traffic appropriate to own ship's passage
- ☐ bridge watch composition throughout the transit discussed and agreed
- ☐ specific areas or circumstances where the Master is to be called and/or additional lookouts may be required
- ☐ pre-arrival testing of bridge equipment must be completed before entering the transit area
- ☐ maintenance of critical equipment that has a direct or indirect effect on the safety of navigation must not be conducted during the transit period
- ☐ identify areas of reduced UKC and determine the effect of squat on own ship (see Section 1.3)
- ☐ use of hand steering will be required during critical periods of the voyage
- ☐ the bridge team should be able to operate all modes of steering
- ☐ when extended periods of hand steering are required, helmsmen should be regularly changed to manage fatigue
- ☐ two steering motors should be in use
- ☐ areas where a speed adjustment may be necessary or should be considered
- ☐ availability of anchors throughout the passage
- ☐ ensure that all ENCs/paper charts and publications are fully up to date, including navigation warnings
- ☐ bridge to keep E/R notified of progress throughout the passage.

Engine Room:

- ☐ Review your operational discharge considerations and be aware of the Emission Control Area (ECA) from 5° W in the approaches to the English Channel, and allow sufficient time to complete fuel changeover prior to entry into the ECA
- ☐ all pre-arrival testing of machinery systems must be complete before the ship enters the transit area
- ☐ maintenance of critical equipment that has a direct or indirect effect on the safety of navigation must not be conducted during the transit period
- ☐ E/R to check the steering motors before entry
- ☐ identify those areas during the transit where the E/R should be manned
- ☐ planned use of engines/reductions in speed
- ☐ E/R to keep bridge advised of any machinery issues
- ☐ ensure that sufficient generators are running to take the full load (particularly during manoeuvring)
- ☐ due consideration should be given as to whether shaft generators are used during the transit.



Conducting the Navigational Watch:

- ☐ Monitoring of position and the available amount of safe navigable water on either side of the track and the importance of verifying the ship's position by all available means
- ☐ use of radar image overlay (RIO) and parallel indexing (PI) techniques considered and used, as appropriate
- ☐ identify points of no return (abort positions) and contingency anchorages and always be aware of the contingency actions for each leg
- ☐ ensure the correct draught datum is entered (keel or waterline) and the appropriate depth alarms are set on the echosounder
- ☐ prepare any mandatory reports in advance
- ☐ the use of sound and light signals still provide a valuable contribution to safe watchkeeping particularly in the presence of sailing and fishing vessels
- ☐ where close conning around a navigational hazard is required, or the ship is expected to be passing close to other ships, the ship should be in hand steering
- ☐ on ships with twin engines and twin rudders, do the bridge team have full appreciation of the rapid manoeuvring capability and response that such ships have?
- ☐ if own ship is constrained by her draught or restricted in ability to manoeuvre, then the correct lights/shapes must be exhibited. The ship's AIS must be updated to reflect its present navigational status (including POB) if a DSP has joined
- ☐ watchkeepers should be aware of the hazard of using VHF for collision avoidance
- ☐ AIS is a useful tool for maintaining situational awareness, but mariners should be aware of its limitations
- ☐ ensure that the correct NAVTEX stations are being monitored.

Clear Understanding of all Orders Given on the Bridge:

- ☐ Clear communication is required at all times
- ☐ all orders should be repeated and verified (closed loop)
- ☐ when an order is given for the helm angle, engine setting or course, use independent means to check that it is being followed. A visual check by instruments will prevent misunderstanding of verbal communications. An officer should visually observe that all helm orders are being correctly applied
- ☐ if anyone is in doubt at any time as to any matter, they should ask for clarification (challenge and response)
- ☐ an officer should monitor all course alterations made in autopilot to ensure the ship is responding correctly.

Information Overload/Level of Distraction:

- ☐ Consider the alarm settings appropriate for the watch condition
- ☐ no personal mobile phones or other devices that could distract the OOW are permitted on the bridge
- ☐ brief the lookout on which particular lights to report, to prevent irrelevant reports.

Weather/Visibility:

- ☐ In the Southern North Sea, negative surges, which are also known as 'tide cuts', of over 0.6 m occur regularly during the year and can, at times, exceed 1 m. Local knowledge indicates that these surges are becoming more frequent. A negative surge warning is broadcast by Channel VTS and Coast Radio Stations when tidal levels are 1 m below the predicted height
- ☐ the tidal predictions are computed for the average barometric pressure in a specific area, and details of the average values are provided in the *'Sailing Directions'*. As an illustration of the potential effect of changes in pressure, a variation of 34 millibars from the average can create a difference in the height of tide of about 0.3 m. Local variability in average pressure does not mean the change in sea level is confined to that location, but that it is spread out over a larger area
- ☐ fog can be encountered in the area at any time of year

Name		**Call Sign**		**MMSI Number**	
Max Draught		**Master**		**POB**	
Deep-Sea Pilot Boarding Ground/Position		**Deep-Sea Pilot Boarding Time**			
Address for Cargo Information (for dangerous goods cargoes)		**IMDG Class and Quantity On Board**			
Fuel Figures (R.O.B.)		**Defects**			

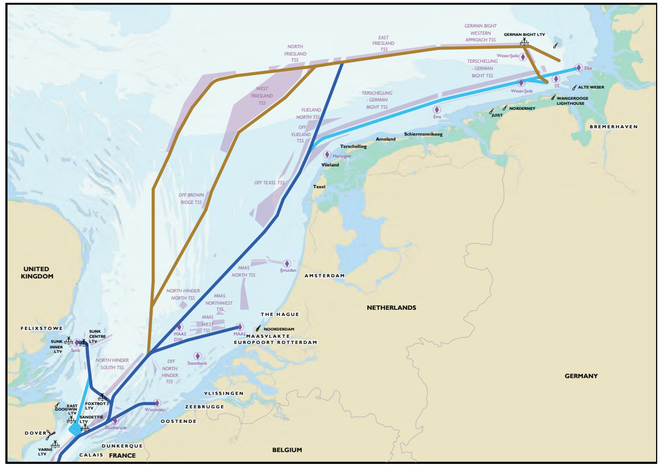
- ☐ strong winds in the area can have a substantial effect on tidal heights, creating oscillations in the sea level or generating storm surges. Persistent strong Southerly winds can cause an appreciable reduction in the sea level in the Southern North Sea. Conversely, strong Northerly winds in the North Sea can significantly increase the tidal level, and necessitate the operation of local flood barriers in the region.

Newly Joined Personnel:

- ☐ Are new personnel familiar with the bridge layout?
- ☐ constricted seaways around the world have seen incidents and groundings occur in the first watch that an officer has stood since joining the ship. In certain cases, the number of audible alarms that they have had to deal with on the bridge has proved a major distraction
- ☐ demonstrate the controls of all key bridge equipment ensuring that personnel are clearly shown how to change the steering from automatic to manual and back again.

Specific Navigational Guidance:

- ☐ The bridge team are encouraged to make reference to the 'English Channel Migrant Crossings' information detailed in Section 1.7 and in particular to the details in the blue box regarding 'Your Response'
- ☐ full use should be made of the tidal atlases and routeing charts for the English Channel, Dover Strait and Southern North Sea area to support the tidal information on each navigational chart (see the Supplement to this Guide which includes Tidal Stream Atlas extracts)
- ☐ the bridge team are encouraged to make reference to the 'Traffic Hotspots' detailed in Part 3
- ☐ ensure that bunker quantities are known and information that may be requested by authorities in an emergency is kept updated and readily available on the bridge.



Incident reporting within the Dover Strait

In the event of any incident, including, but not limited to:

- Engine or steering gear failure
- critical equipment failure
- seakeeping emergencies
- stability related emergencies (eg cargo shift or flooding)
- loss of cargo (eg loss of containers, timber or cargo venting)
- MOB
- fire
- pollution incidents
- circumstances requiring departure from the traffic lane
- navigational status 'Not Under Command' (NUC) and subsequent Securité broadcast
- rogue vessels observed, close quarters situations, suspicious small craft or collisions.

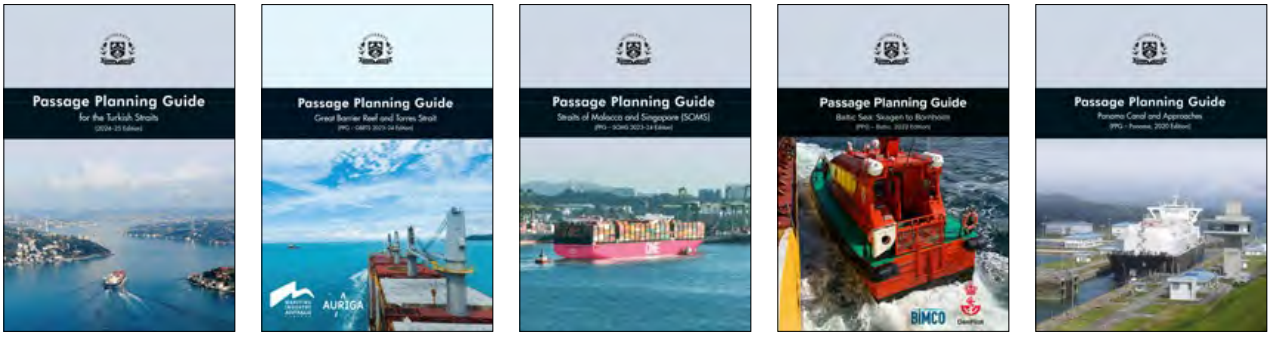
SW-bound ships should report to Channel VTS on VHF Ch: 11. NE-bound ships should report to Gris-Nez Trafic on VHF Ch: 13.

The Marine Accident Investigation Branch (MAIB) is responsible for examining and investigating accidents to or on board UK vessels worldwide or any vessel in UK waters.

Accidents should be reported 'by the quickest means available', ie +44 (0)23 8023 2527. Once notified, an MAIB Accident Report Form should be submitted as described in MGN 564 as soon as possible by email (ISO@maib.gov.uk). Accident Report Forms can be downloaded from the MAIB website, www.gov.uk/MAIB, or obtained directly from the MAIB.

Accidents include any marine casualty or marine incident, as defined in MGN 564.

Other Passage Planning Guides in this series:



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