



Pilotage

There are no known off-lying dangers in the approaches to Whitehaven Harbour.



All vessels wishing to transit through the Sealock into the inner harbour must establish beforehand, with the Sealock Control Room, that permission for their vessel to enter is granted.

Under no circumstances will two-way traffic be permitted through the Sealock.

Radio Call Sign "**Whitehaven Harbour**" Marine VHF Channel 12.

The prudent Mariner will avoid passing close to the West Pier Head, as a bar is evident in this vicinity.



Entering the harbour on both a flood and ebb tide, hold close towards North Pier Head until lined up for the axis of the Sealock.



Beware the counter clockwise circulation in the Outer Harbour with its tendency to set vessels to the port side of the approach channel.



When manoeuvring in the approaches to Whitehaven Harbour mariners are reminded of the contents of Rule 9(a) of the International Regulations for Preventing Collisions at Sea, to quote:

"A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway that lies to her starboard as is safe and practicable"



Likewise rule 14 (a) should also be adhered to.

"When two power driving vessels are meeting on reciprocal or near reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of each other"

Sealock



The depth over the Sealock Inner Gate Cill is 1 metre less than the Outer Gate Cill.

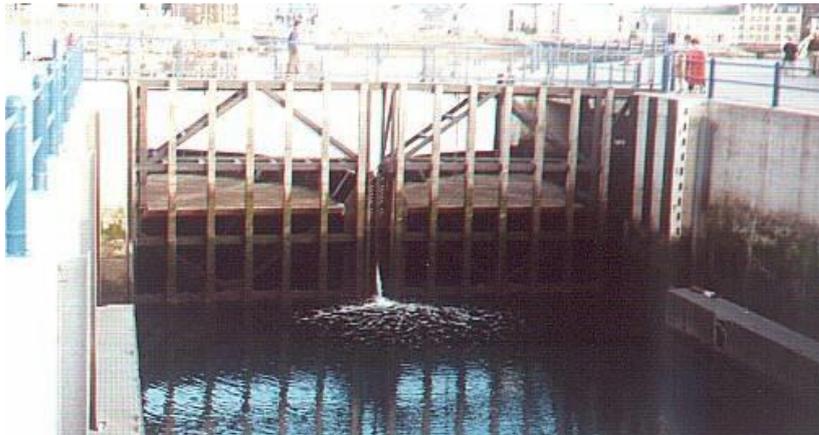
The Outer Gate Cill level equates to Chart Datum.

Internal dimensions:-
Length = 30.000m and
Breadth = 13.700m

The impounded water is maintained at 6.7 metres as read on the Inner Gate Cill.

During most tidal high water periods in a lunar cycle a 'through flow' will be available; ie for a limited period each side of High Water both Outer and Inner Sealock gates will be open simultaneously, permitting a flushing regime of the impounded water, and uninterrupted passage through the Sealock. Whenever the Sealock inner gates are in the closed position a pedestrian walkway is invariably open to permit unhindered access across the Sealock between Old Quay and North Wall. Pedestrians must not presume it their right to demand access across that walkway. Operational demands of the Sealock will dictate when the walkway may be opened.

Locking Cycle



When locking through the Sealock all vessels must hold themselves alongside the floating piers to avoid contact/collision with accompanying vessels.

When transiting through the Sealock vessels are expected to adequately fender themselves and avoid contact with either set of gates.

Speed and Restrictions

Within the confines of the pier extremities, (Outer Harbour) speed should be kept below 8 knots. Within the inner Harbour, speed should be reduced further so as not to create a wash.

Insurance

All vessels using Whitehaven Harbour must hold a current Certificate of Insurance. Minimum third party cover of £1,000,000

H M Customs and Excise

Vessels arriving from outside the EU, the local office of H.M. Customs and Excise are at Workington. Telephone 01900 604611

Flood Watch

These warnings are issued by the Environment Agency Flood Warning centre at Warrington and give warning to the Harbour Commission that exceptionally high tide(s) are predicted, usually caused by a combination of Spring Tides and westerly gales. As such there is an obligation to close the Sealock outer gates from before and until after the tidal surge to prevent flooding to Whitehaven Town Centre.

The locking cycle cannot be undertaken during these periods, envisaged as one / two hours either side of the predicted high water time.

In 2001 two separate alerts were responded to at the Sealock, both during winter months.

The Sealock endeavours to give Mariners as much advance warning as it can, promulgating the Harbour closure by hourly messages on marine Channel VHF 12 and 16, radio news bulletins and by individual telephone calls to fishing agents and harbour users when possible.