



Port Guide

Great Yarmouth

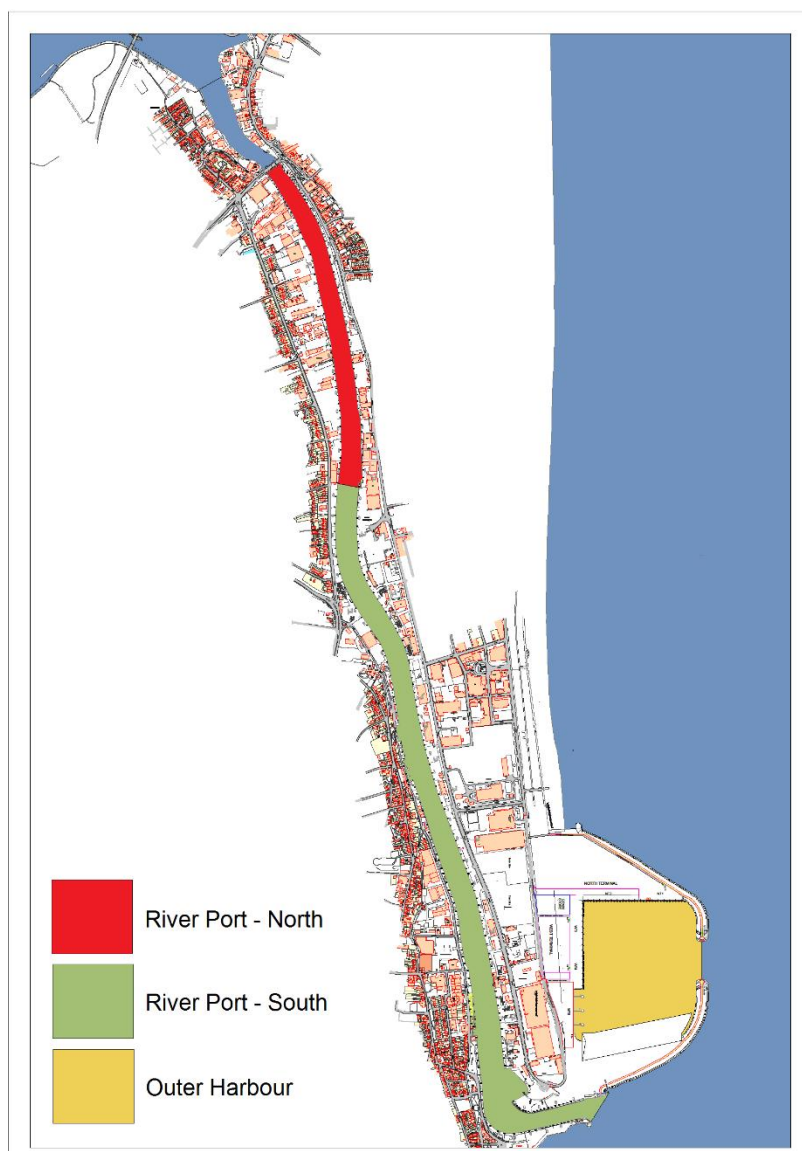
Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

CHAPTER 1 - PORT AREAS

1.1 Overview

The Port consists of two main operational areas. The Outer Harbour, a custom-built facility for deeper draught vessels and the River Port, split into North and South, where the majority of Offshore Support Activity is located.

The River Port also acts as a gateway to the Broads System, via the Haven Bridge, for both leisure users and commercial craft. However, it should be noted that the Port does not have any dedicated leisure user facilities.



Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

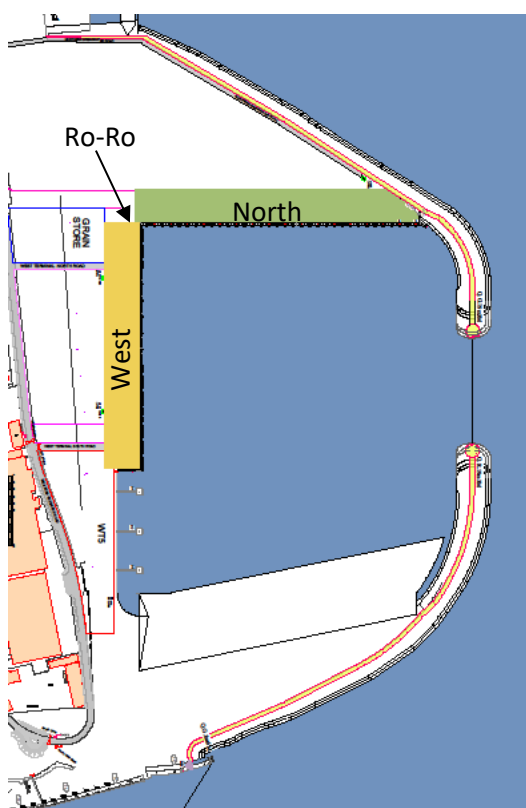
1.2 General Information

Both the River Port and Outer Harbour are Tidal Ports, with an average tidal range varying between 1 m at neaps and 1.96 m at spring tides.

It should be noted that at certain times of the year, mainly between November and March, the port can be subject to Tidal Surges caused by strong winds within the North Sea. If conditions are right surges of up to 2 m above and 1 m below predicted tides have been experienced.

Whilst the prevailing winds in the Port area are offshore, prolonged Easterly and South Easterly winds produce the largest seas and swells in the area. This can lead to confused seas, particularly when wind is against tide, in the approaches and entrances to the harbour and care should be exercised when entering in such conditions.

1.3 Outer Harbour



This is a purpose built deep water harbour and is the preferred area for vessels of over 6m in draught. Easily accessible via the 150m wide entrance, with a large manoeuvring basin dredged to an average depth of 10 m with berthing pockets dredged to 11m. The area consists of 5 main Berths in 2 distinct terminals (North and West). The area is capable of handling vessels of over 200 m in length and beams up to 40 m.

Berths are concrete over piling and fitted with bollards at 24 m spacing. Fendering is comprised of solid flat face cone fenders on berth NT1 and WT5 dolphins, and Yokohama tethered fenders on NT2, WT3 and WT4.

The top edge of the quay coping is 5.5m above Chart Datum.

A 30 m concrete RO-RO ramp is situated in the corner between the two terminals.

Tidal flows within the area are weak and varied.

1.4 River Port South



This is the main operational section of the River Port for vessels with draughts less than 6 m. Accessible at the River mouth with a minimum entry width of 61 m, the river bed is dredged to maintain an average depth of 5.7 m. Depths at the berth vary with the majority of operational berths averaging a depth of 5 m or more.

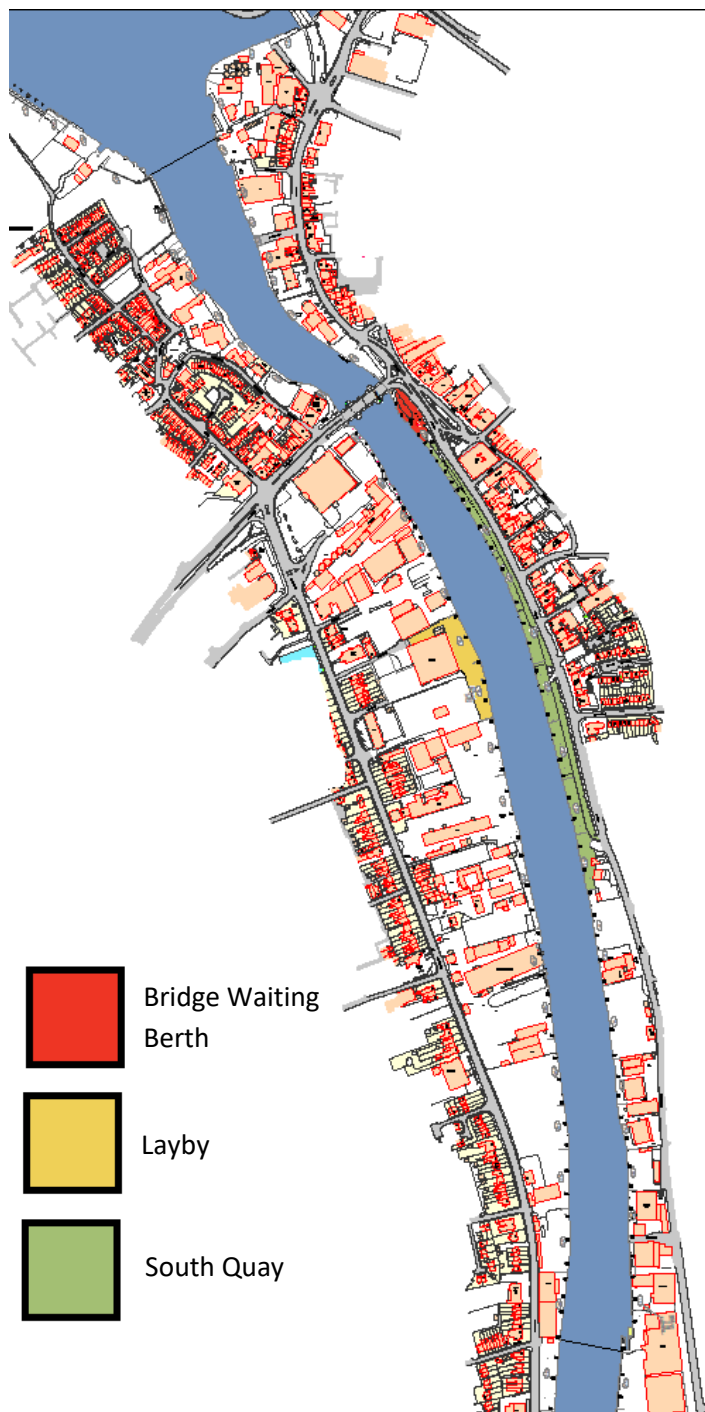
Berths are numbered anti clockwise from the eastern shore of the river mouth. The main operational berths are on the eastern side of the river as shown on the adjacent chartlet, with those operated by ASCO coloured in purple.

Berths are concrete over piling and fitted with bollards at an average of 20 m spacing. Fendering is simple suspended tyre type.

The top edge of the quay coping varies throughout the river and the height above Chart Datum can be obtained from the harbour Office.

Tidal flows within the area are strong and can reach 4 knots on spring ebbs and 3 knots on spring floods.

1.5 River Port North



A less operationally focussed area of the River, this is closer to the centre of Great Yarmouth and includes the historic South Quay, site of the annual Maritime Festival.

Access, berth construction and tidal flows are similar to those in the River Port South. This area is favoured by slightly smaller commercial craft or those on long term layby.

At the Northern end is the Haven Bridge, with access to the Broads National Park. Immediately to the South East of the Bridge is a temporary waiting berth for visiting vessels intending to transit the bridge.

Leisure users should note that dedicated leisure facilities are not available South of Haven Bridge but are available on both the Bure and Yare rivers further upstream.

Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

CHAPTER 2 - PORT SERVICES

2.1 Overview

Peel Ports Great Yarmouth provide a comprehensive set of Services within the Port, either directly or via local contractors. Shore Services may be booked prior to a vessels arrival by contacting the Great Yarmouth Operations Department at the following email address: GYOperations@PeelPorts.com. Marine Services can be discussed with the Harbour Office on email: GYHarbourOffice@PeelPorts.com and booked via the e-mail: GYMarineServices@PeelPorts.com.

2.2 Pilotage & Navigation

Pilotage is compulsory for all vessels over 40 m in length and should be booked as far in advance as possible, preferably 24 hours in advance. The minimum notice for pilotage is 2 hours prior to the intended movement, with confirmation at 1 hour. Pilotage Directions, available on the website gives further details. Pilotage Exemption Certificates are available for vessels who conduct multiple entries and exits.

A Local Port Service is operated 24/7 and can be contacted on VHF Ch 12. Information should be sought before entry and exit into and out of the port, and prior to all moves and activities within the Port. Bookings can be made via e-mail: GreatYamouthMarineServices@PeelPorts.com

The entrances to both harbours are controlled by IALA Light Signals and traffic should not proceed unless communication with LPS has been established and the correct light signal is displayed. When moving within the harbour, vessels should proceed at the slowest speed possible consistent with safe, effective ship handling.

The latest survey data is available via the website, and advice on the port can be sought from the Harbour Office and Pilots. The Port has no defined anchorage within Harbour limits, masters are at liberty to select suitable anchorage positions, clear of other traffic outside of Harbour limits.

2.3 Towage

The Port has no dedicated associated Tug or Towage company. Consequently, all towage operations are considered non-routine and need to be approved in advance. The Towing Guidance on the website has further details and an application form for approval to conduct a Towage operation. Ideally request to tow should be submitted at least 2 weeks in advance of the intended movement. The contractors to be used are at the discretion of the Master/Agent. Advice can be sought from both the Pilots and Harbour Office via e-mail: GYHarbourOffice@PeelPorts.com.

2.4 Mooring

The Port has no dedicated leisure mooring facilities. Commercial moorings are available throughout the Port. Vessels are only permitted to moor one deep alongside, unless specific permission has been given by the Harbour Office.

Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

Vessels should be securely moored at all times and efficiently lit in hours of darkness and/or restricted visibility. Particular attention should be paid by Masters to mooring lines during periods of surge tides, and they should be actively managed to reduce vessel movement, especially when generated by interaction with passing traffic.

2.5 Bunkers and Oil

A number of bunker providers are available within the port. Bunkering from fuel barge/vessel may be conducted in the Outer Harbour but must only be conducted during daylight hours using an approved vessel. Bunker vessels may be authorised by the Harbour Office, with a minimum of 4 weeks' notice of the operation. Vessels are to notify the LPS at the commencement and completion of bunkering operations. A spill of any size, either on-board a vessel, ashore or into the water should be reported immediately to LPS on VHF and by email to both: GYMarineServices@PeelPorts.com and GYHarbourOffice@PeelPorts.com. Further information on ship-to-ship bunkering can be found in 'Bunker Barge Guidance and Requirements' which is available at <https://www.peelports.com/ports/great-yarmouth>.

2.6 Fresh Water

Potable water is available throughout the Port via standpipe. Water orders for the Outer Harbour should be directed to the Marine Department at e-mails: GYHarbourOffice@PeelPorts.com and GYMarineServices@PeelPorts.com.

2.7 Diving

Several approved diving contractors operate in the Port. Diving operations can be conducted during daylight hours throughout the Harbour. Diving operations require pre-authorisation prior to being conducted, with applications being submitted no later than 2 weeks prior to a planned operation.

2.8 Cargo Handling

The port has a wide variety of Cargo handling equipment and can provide a 24/7 stevedore service on request. Requests for such operational shore side services should be made to Port Operations on the following e-mail: GYOperations@PeelPorts.com.

2.9 Repairs & Maintenance

The Port is well served by a number of repair, maintenance and engineering firms, specialising in a broad range of both commercial and leisure craft. Commercial vessels wishing to conduct non-routine maintenance or repair tasks should consult with the Harbour Office, to ensure a suitable berth with sufficient room and ground loading capability is allocated for the planned operation.

Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

2.10 Customs

Customs coverage and clearance is dealt with by the International Trade Team at the UK Border Agency Office in Felixstowe, Suffolk. General enquiries and customs related questions should be directed to them at: Tel: 01394 303030

2.11 Medical

The area of Great Yarmouth has a full range of Medical Facilities and Services, from a Hospital Emergency Department, through clinics and local General Practice surgeries. In addition, the local hospital (James Paget) has a helicopter landing facility, a 24-hour hyperbaric chamber and medical diving advisory service.

Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

CHAPTER 3 - PORT SAFETY

3.1 General

Peel Ports Great Yarmouth take health and safety seriously and it is to the fore in the conduct and execution of all operations within the port. We remain fully committed to the delivery of a safe, healthy and enjoyable port environment for employees, contractors, crews, visitors and member of the public.

As part of the policy to ensure a safe port environment the following points should be noted by all within the Port estate:

3.2 Personal Protective Equipment

On all parts of the Port Estate, whether working, transiting or visiting the following should be worn as a minimum level of Personal Protective Equipment (PPE):

Hard Hat

High Visibility Jacket or Tabard

Safety Boots or Shoes

3.3 Lifejackets

The Port operates a policy of wearing lifejackets within 2m of an unprotected quay edge. This distance is marked by a solid blue line painted on the quayside where an unprotected quay edge is deemed to exist. Life jackets should be of a correct flotation capacity for the individual and should be correctly worn in accordance with manufacturer's instructions, including the use of fitted leg straps.

3.4 Visitors

All visitors to vessels berthed within either the Outer Harbour or River Port should have details of Name, Company, Vehicle Registration and purpose of visit forwarded to Harbour Security at least 2 hours prior to their arrival on the berth via emails: GYSecurity@PeelPorts.com and GYPFSO@PeelPorts.com. Regular visitors may be issued a port pass on successful completion of the Peel Ports Port induction process.

All visitors must adhere to the minimum PPE requirements when accessing any operational Port area or facility.

3.5 Pedestrian Access

The Outer Harbour is closed to all pedestrians and access to quaysides must be by vehicle.

Within the River Port and on the Outer Harbour Quays, pedestrians should remain within dedicated walking routes. Where shore side operations are in progress, pedestrians are to make their presence known to the

Peel Ports – Great Yarmouth - Guidance		
Port Guide	Doc No.	GYPC – PG 2019
	Ver.	2019 D 1.0

supervisor of the operation prior to entering the quay. Wherever possible pedestrians should keep clear off shore side operations.

Where it is necessary to cross an operational area to either embark or disembark from a vessel, then pedestrians should only do so with the approval, and following the instructions of the supervisor for that operation.

3.6 Diving & Harbour Works

All Diving and Harbour works are undertaken at the risk of the operator and need to be authorised prior to being undertaken. Requests for planned works should be submitted to the Harbour Office for consideration and approval at least 2 weeks prior to the planned commencement date. Applications should include copies of relevant qualifications, equipment serviceability and compliance certification and Risk Assessment Method Statements (RAMS).

The LPS are to be contacted on VHF Ch12 at the commencement and cessation of all work or operation.

3.7 Hot Works

Hot Works may be undertaken in the ports utilising the individual vessels Permit to Work system. Completed permits and related paperwork should be forwarded to the LPS at the following e-mail address: GYMarineServices@PeelPorts.com. LPS will then contact the requesting vessel to confirm that the permit has been received on VHF Ch 12. As with other works LPS are to be contacted on VHF Ch12 at the commencement and cessation of all hot works.

3.8 Reporting

Peel Ports actively encourages all users to report any instances of observed hazards, defects or unsafe practices in order to prevent future incidents. Reports should be made as soon as reasonably possible and sent to the Port Health and Safety Team at the following email: GreatYarmouthQSSHE@peelports.com or telephone: +44 (0)1493 335523.