



LOCAL NOTICES TO MARINERS 03/15

Valid from: 26th June 2015
Expires on: Until withdrawn.

ENTRANCE TO HAYLE HARBOUR SAND MIGRATION

1. The entrance to Hayle Harbour involves navigation across an area of coastal sand. Sand does not provide a stable seabed and the depth and location of any channel cannot be guaranteed and is subject to change at any time, especially after gales.
2. Any evidence or history of dredging in the entrance to the harbour is not to be construed as a guarantee of a channel in a particular location or that it has a particular depth.
3. Accordingly, mariners are warned that aids to navigation at the entrance and exit to Hayle Harbour do not necessarily indicate the best water.
4. Since the suspension of dredging in April 2010 and the closure of the sluice tunnels for maintenance works the entrance channel has migrated to the East and the channel has become curved and less well defined. The seaward extremity of the sand bar is marked with a North Cardinal buoy. This buoy indicates that the deepest water is to the north of the buoy. Mariners with local knowledge may wish to use this buoy as a reference when entering and leaving the harbour. **The buoy does not mark the channel the position of which is never certain.**
5. There is a sand bar at the entrance to the harbour that can generate large seas and swells. It is recommended that this bar is crossed with caution and only in good weather and at, or near, high water and during the hours of daylight in good visibility.
- 6. Sand migration in other areas of the navigable channel has reduced the depth of navigable water and also extended the curve in the channel.**
7. Hayle Harbour Authority does not provide a pilotage service or VTS. A copy of the latest port survey information can be obtained from the harbour office.
8. The Maritime and Coastguard Agency expects all mariners to make a careful assessment of any proposed voyage taking into account all dangers to navigation,

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weather forecasts, tidal predictions and other relevant factors including the competence of the crew.

9. All mariners are reminded that they should consider whether a port is safe for their vessel before deciding whether and when to use it. The contents of this Notice should be considered when planning the passage, which should be done in accordance with regulation 34 of SOLAS Chapter V; this applies to all vessels including small vessels and pleasure craft.

10. All Mariners are urged to carefully assess the risks associated with navigating the entrance channel and to take such precautions that are necessary which may include delaying departure or entry or proceeding to another port. Mariners of visiting vessels without local knowledge, wishing to enter the harbour are to contact the Harbour Master.

Peter Haddock
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Hayle Harbour Authority Operations Ltd

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