

Port of Wisbech Harbour Authority Local Pilotage Restriction Notice

27/11/2025

Number 005 / 25

**England – East Coast – The Wash Ports – River Nene
Admiralty Chart 1200, Imray Y9**

TEMPORARY CHANGE TO OPERATIONAL ENVELOPE

Operational envelope

Under the powers beset by the Harbours, Docks, and Piers Clauses Act 1847, the Harbour Master in consultation with authorised pilots may amend the parameters of the operational envelope conditions if deemed necessary and based on an assessment of risk to safe marine operations. Notice of formal changes to the operational envelope may be promulgated by a Local Pilotage Restriction Notice.

Temporary Changes to operational envelope for Port Sutton Bridge and Port of Wisbech

Maximum drafts are as the predicted tide height minus 1 (one) metre.

In general, the maximum vessel dimensions and details are as follows: -

Port Sutton Bridge

Vessels up to 90m LOA: draft as per maximum draft tables to a maximum draft of 6.00m.

Vessels 90m-120m LOA: use maximum draft tables - 0.5m to a maximum draft of 6.00m.

Vessels over 100m LOA: to order the tug attendance from Bill Buoy to PSB, such a manoeuvre to be carried out on a daylight tide only.

Vessels 85m-100m LOA without a bow thruster & vessels 95m-100m LOA with a bow thruster will require a tug to assist/standby when swinging in the Port swinging basin.

Vessels over 100m LOA and/or vessels of unusual construction affecting visibility or manoeuvring capability, such as vessels with forward wheelhouses, limited forward visibility due to deck cargo, high sided vessels and vessels which can only berth either port or starboard side to the quay require prior permission from the Nene Ports Authority Harbour Master and may be subject to limiting conditions e.g.: tug attendance, daylight passage only etc. Failure to obtain prior permission may result in a delay.

All vessels: Maximum beam 17m.

Vessels outside these limits may be accepted due to exceptional circumstances and after prior consultation with the Nene Ports Authority Harbour Master. In any event all vessels are subject to acceptance by Port Sutton Bridge. Port Sutton Bridge operates on a NAABSA basis viz. 'Not always afloat but safely aground'. The implication being that vessels must be capable of taking the ground.

Vessel sailing from Port Sutton Bridge in loaded or part loaded condition, maximum draft should be calculated by prediction minus 1 (one) metre.

Port of Wisbech

For any vessel sailing from Wisbech in loaded or part loaded condition, or with a ballast draft of 3 (three) metres or over. Maximum draft should be calculated by prediction minus 2.4 (two point four) metres.

All vessels should agree their departure plan with the Pilot Master well in advance of ETD.

Outward vessels in ballast are requested to have minimum draft possible prior to departure.

No further amendments. This is a temporary restriction until determination of the channels can be assessed in full.

Pilots have full authority in deciding if the above parameters are not met, to postpone arrivals/departures.

If any further information is required, please contact the Harbour Office 01945 588059

By order of the
Harbour Master

If any further information is required, please contact the
Wisbech Harbour Office 01945 588059 or 07860 576685.
[Local Notices to Mariners - Fenland District Council](#) or scan

