



LOCAL NOTICE TO MARINERS No 26(T) OF 2017

COWES CHAIN FERRY – Replacement Foot Passenger Service, Clearance Depths and Further Commissioning Works

(LNTM 24(T) of 2017 is hereby cancelled)

Notice is hereby given that the Isle of Wight Council withdrew the Cowes Chain Ferry from service as of the 4th September 2017 until further notice. There is a replacement service provided by the Isle of Wight Council for foot passengers to cross the River Medina; further details can be found on the Isle of Wight Council [website](#). The passenger vessels will cross the fairway in accordance with the International Regulations for Preventing Collisions at Sea (ColRegs) and will maintain a listening watch on VHF Ch. 69.

All mariners are advised that the Chain Ferry maintains the ability to transit from east to west to allow further trials to be carried out in order to improve the service and that they should navigate with caution when passing. The Chain Ferry will maintain a listening watch on VHF Ch. 69.

Any vessel requiring an unimpeded passage shall contact the passenger vessels using call sign 'Chain Ferry replacement', as well as the Cowes Chain Ferry on VHF Ch. 69, in good time to arrange safe passing.

The latest advice on clearances over the chains has been reiterated below.

Hydrographic surveys to measure clearance over the chains have been undertaken and the following restrictions are in place:

Maximum Permissible Draught = Actual Tide Height + 1.1 metres

Mariners are advised that this is a 'worst case' (mid-ebb spring tide) when the ferry is berthed on the west bank and is being set to the north. Mariners are advised that increased clearances are available during this mid-ebb period when the ferry is berthed on the east bank. If your vessel is deep drafted and you have the need to transit the Chain Ferry crossing during this mid-ebb spring period, Cowes Harbour Commission strongly suggests that you allow the Chain Ferry to cross and be moored on the east bank before proceeding with caution.

Greater clearances are possible during other stages of the tidal cycle, particularly at High Water. Please see the indicative survey diagrams below.

All mariners are reminded that the maximum clearance depths are achieved at the mid-point between the prow of the Chain Ferry and the opposite shore. Vessels should avoid passing close to the prows of the ferry due to the obstruction of the chains as they slope down to the riverbed.

Further surveys will be carried out as works require and all mariners will be advised of any changes to clearance depths via Cowes Harbour Local Notice to Mariners.

All mariners are advised that Cowes Harbour [LNTM 15 of 2016](#) remains in force and all vessels should navigate with particular caution when approaching the Chain Ferry, especially with a following tide.

Chain Ferry at East Cowes.

Observed Chain Levels - least depths shown.
High Tide

All levels shown are related to CHART Datum which is 2.59m below Ordnance Datum

High Water

Depths are indicative of a 4.1m HW

For example:

$4.1\text{m (tide)} + 2.6\text{m} = 6.7\text{m clearance}$



Chain Ferry at West Cowes.

Observed Chain Levels - least depths shown.
High Tide

All levels shown are related to CHART Datum which is 2.59m below Ordnance Datum

High Water

Depths are indicative of a 4.1m HW

For example:

$4.1\text{m (tide)} + 2.1\text{m} = 6.2\text{m clearance}$



Chain Ferry at East Cowes.

Observed Chain Levels - least depths shown.
Mid Tide

All levels shown are related to CHART Datum which is 2.59m below Ordnance Datum

Mid-Tide

Depths shown are indicative of a mid-ebb spring tide (HW 4.1 - LW 1.1) - Tide height 2.4m

For example:

$2.4\text{m (tide)} + 1.9\text{m} = 4.3\text{m clearance}$



This image shows the 'worst case' scenario with the vessel on the West bank and is being set to the North by the spring ebb tide.

Chain Ferry at West Cowes.

Observed Chain Levels - least depths shown.
Mid Tide

All levels shown are related to CHART Datum which is 2.59m below Ordnance Datum

Mid -Tide

Depths shown are indicative of a mid-ebb spring tide (HW 4.1 - LW 1.1) - Tide height 2.4m

For example:

2.4m (tide) + 1.1m = 3.5m clearance



Chain Ferry at East Cowes.

Observed Chain Levels - least depths shown.
Low Tide

All levels shown are related to CHART Datum which is 2.59m below Ordnance Datum

Low Water

Depths are indicative of a 1.1m LW

For example:

1.1m (tide) + 2.2m = 3.3m clearance



Chain Ferry at West Cowes.

Observed Chain Levels - least depths shown.
Low Tide

All levels shown are related to CHART Datum which is 2.59m below Ordnance Datum

Low Water

Depths are indicative of a 1.1m LW

For example:

1.1m (tide) + 2.3m = 3.4m clearance



Please see the full survey diagrams: http://www.cowesharbourcommission.co.uk/cowes_chain_ferry

Captain Stuart McIntosh

Harbour Master, Harbour Office, Town Quay, Cowes, Isle of Wight, PO31 7AS

Email: chc@cowes.co.uk

Website: www.cowesharbourcommission.co.uk

11th September 2017