



KING'S LYNN CONSERVANCY BOARD.

Notice to Mariners No.23/2026

**KING'S LYNN HARBOUR AND APPROACH CHANNEL
SHOALING – MANDATORY TUG ASSISTANCE AND OUTWARD DEPARTURE RESTRICTIONS**

Mariners are advised that recent hydrographic surveys have identified significant shoaling in the vicinity of Dock Point, immediately outside King's Lynn Docks, together with areas of reduced navigable depth in the approach channel approximately six nautical miles downstream of King's Lynn.

These conditions may restrict the safe passage of loaded vessels, particularly those operating on limited tidal windows.

1. Mandatory tug assistance

Until further notice, **all outward-bound loaded vessels with a draught of 5.0 metres or greater shall be required to utilise tug assistance** when departing King's Lynn Docks.

The tug shall assist with manoeuvring and swinging the vessel in the River Great Ouse immediately outside the dock entrance, enabling the vessel to establish its outward passage with minimum delay.

This requirement is necessary to reduce manoeuvring time in the vicinity of Dock Point and preserve sufficient tidal time and height for the vessel to negotiate the shallow areas further downstream.

Any exception to this requirement must be expressly authorised by the Harbour Master following consultation with KLCB Pilotage.

2. Departure timing – High Water

All outward-bound loaded vessels with a draught of 5.0 metres or greater **shall be clear of the dock entrance, fully swung and established on their outward passage no later than 30 minutes before predicted High Water at King's Lynn (HW-30 minutes).**

Masters, Agents and Pilots shall ensure that departure arrangements, including tug availability, are made sufficiently early to comply with this requirement.

Vessels unable to meet the required departure time may be delayed until a subsequent suitable tide.

3. Passage planning and under-keel clearance

Masters and Pilots shall ensure that passage planning takes full account of the latest available hydrographic survey information, predicted and actual tidal heights, vessel draught, required under-keel clearance and the time necessary to transit the affected areas of the approach channel.

Compliance with the above departure time does not remove the requirement to ensure adequate under-keel clearance throughout the passage.

4. General

These additional requirements are introduced in the interests of navigational safety and shall remain in force until further notice.

This Notice is to be read in conjunction with existing KLCB Notices to Mariners, published draught allowances and Port Towage Regulations.

09.10.26

Harbour Master.

King's Lynn,

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www.kingslynnport.co.uk