

Civil Hydrography Programme

Proposed CHP Surveys for FY 2009/10

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UKHO Civil Hydrography Manager

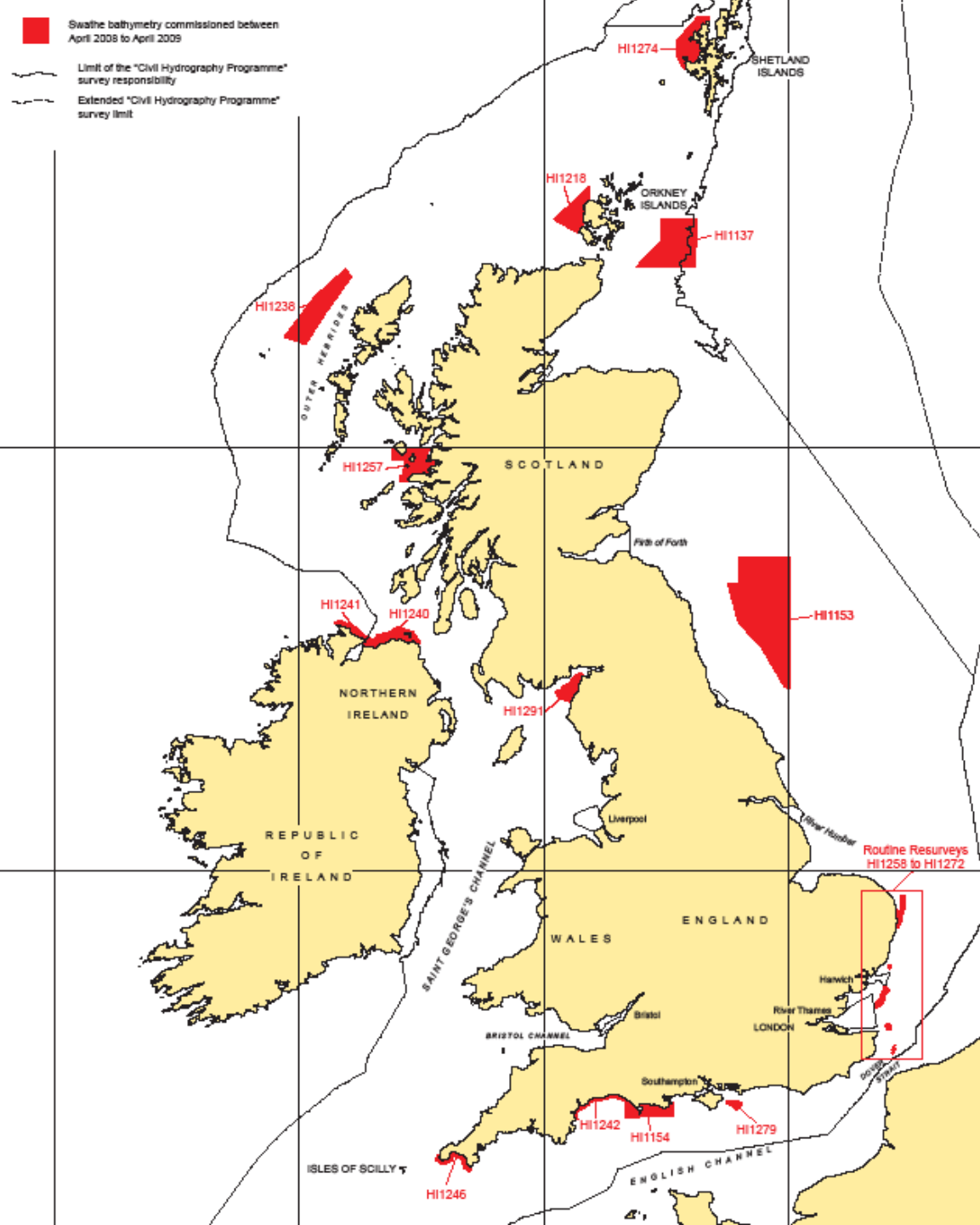


Overview

- **Contracts for 2009/10 Season**
- **Shallow / Medium Water Surveys**
- **Routine Resurveys**
- **Emergency Towing Vessel**
- **Areas Under Consideration**
- **Proposing a survey**



Re-cap on 08/09 Season



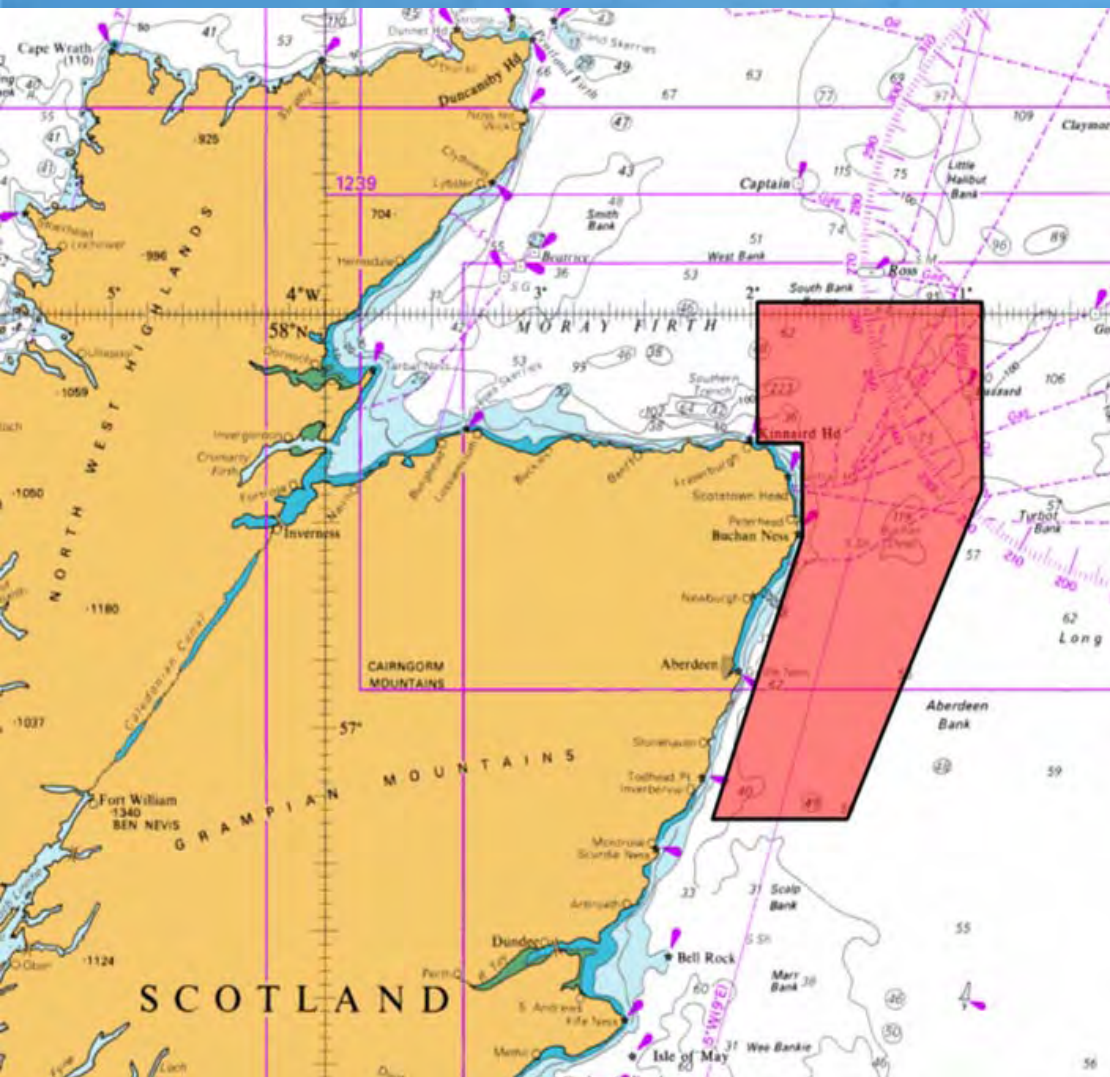
Long term contracts

- **4 x Long Term Contracts:**
 - Shallow Water – Fugro OSAE
 - Medium Water – Gardline
 - Routine Resurvey Areas – Marin Matteknik
- **ETV survey operations**
 - Onboard Survey Personnel - Netsurvey



2009-10 Programme

- Medium Water - HI 1155 – Todhead Point to Bosies Bank



- **GARDLINE**

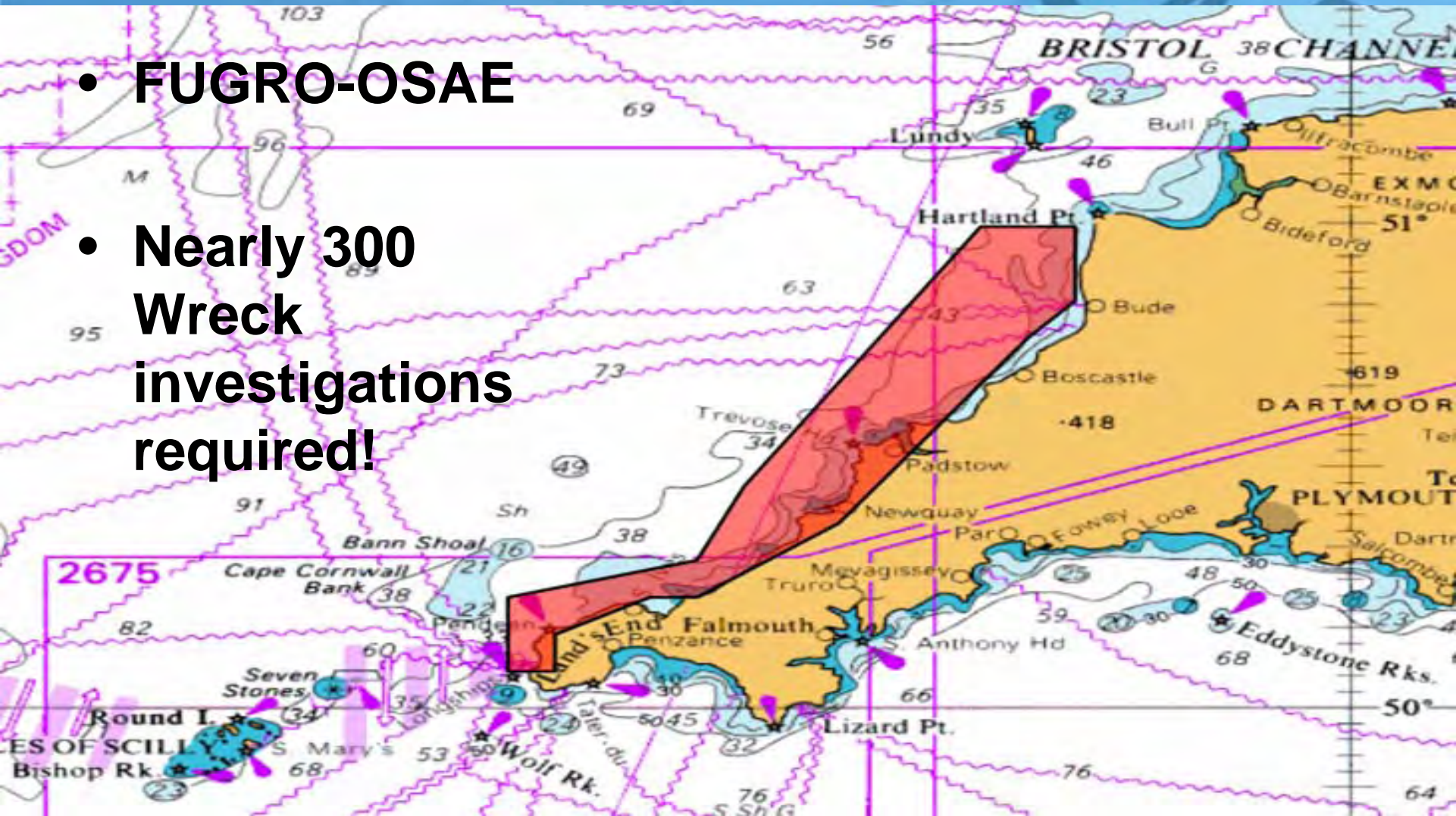
- Total Area 2288 sq miles (7684 sq km)
- Estimated 170 days + weather

2009-10 Programme

- Shallow Water - HI 1157 – Hartland Point to Lands End

- **FUGRO-OSAE**

- **Nearly 300
Wreck
investigations
required!**



Routine Resurvey Areas

- **Marin Matteknik 2009 Surveys**

Thames Estuary:

TE3A Focused - Sunk
TE5A Focused - Long Sand Head
TE5A Focused – Sunk DW Track
TE5A Focused – Trinity DW Track

East Anglia:

EA3 Cockle Shoal
EA9 Holm Channel
EA10 App to Lowestoft

Dover Strait:

Goodwin Sands GS1
Goodwin Sands GS2
Goodwin Sands GS3
Goodwin Sands GS4

Deep Water Route C1
Deep Water Route C2
Deep Water Route C3
Deep Water Route T



East Anglia

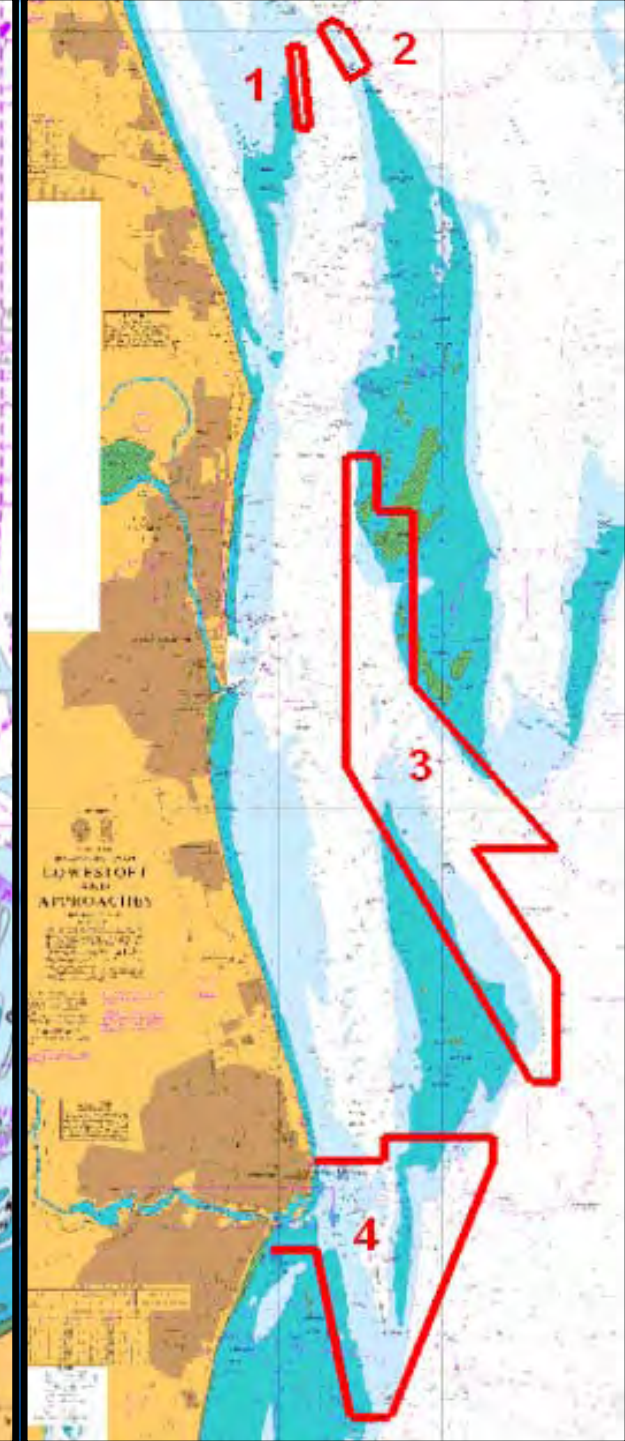
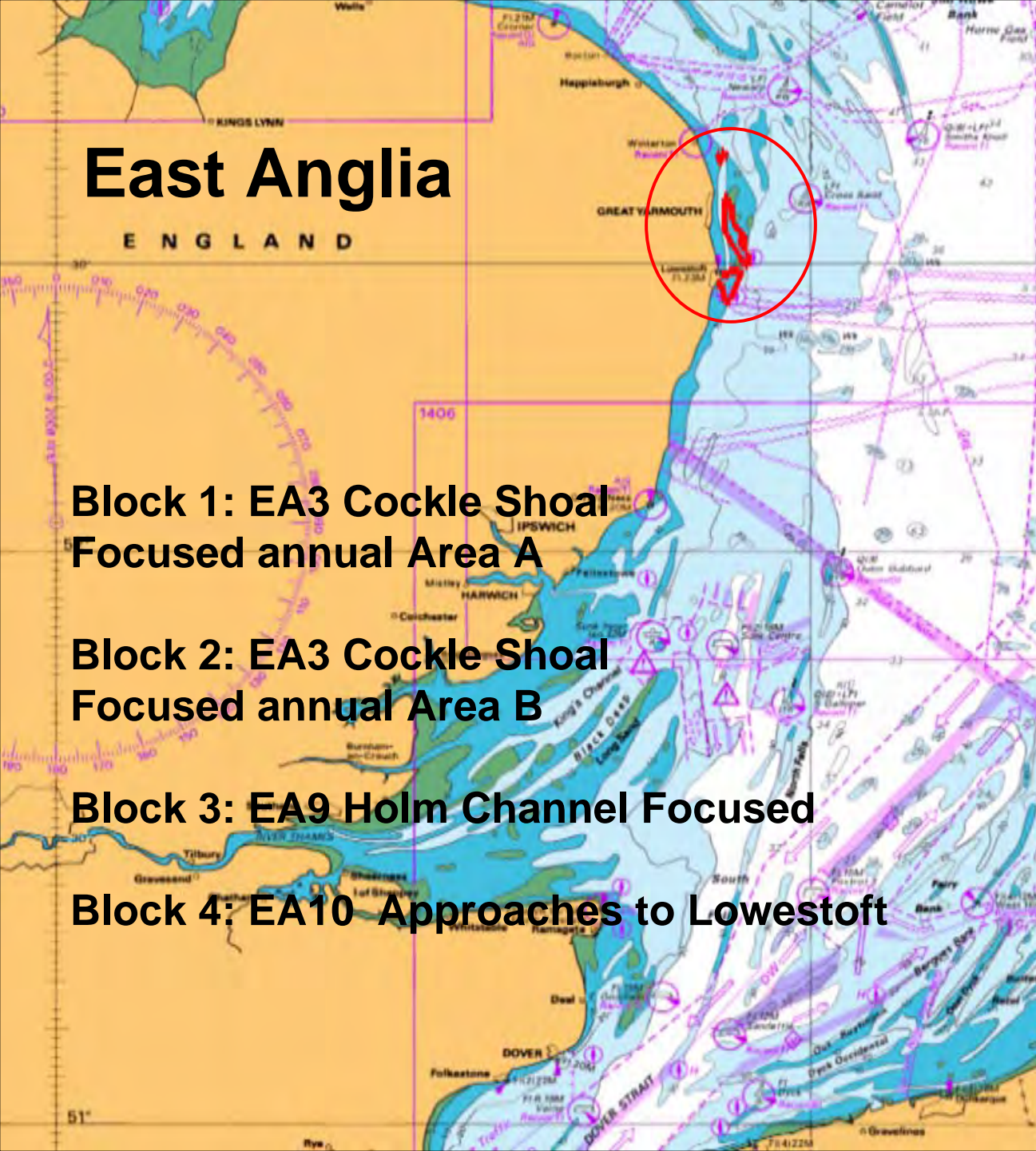
ENGLAND

**Block 1: EA3 Cackle Shoal
Focused annual Area A**

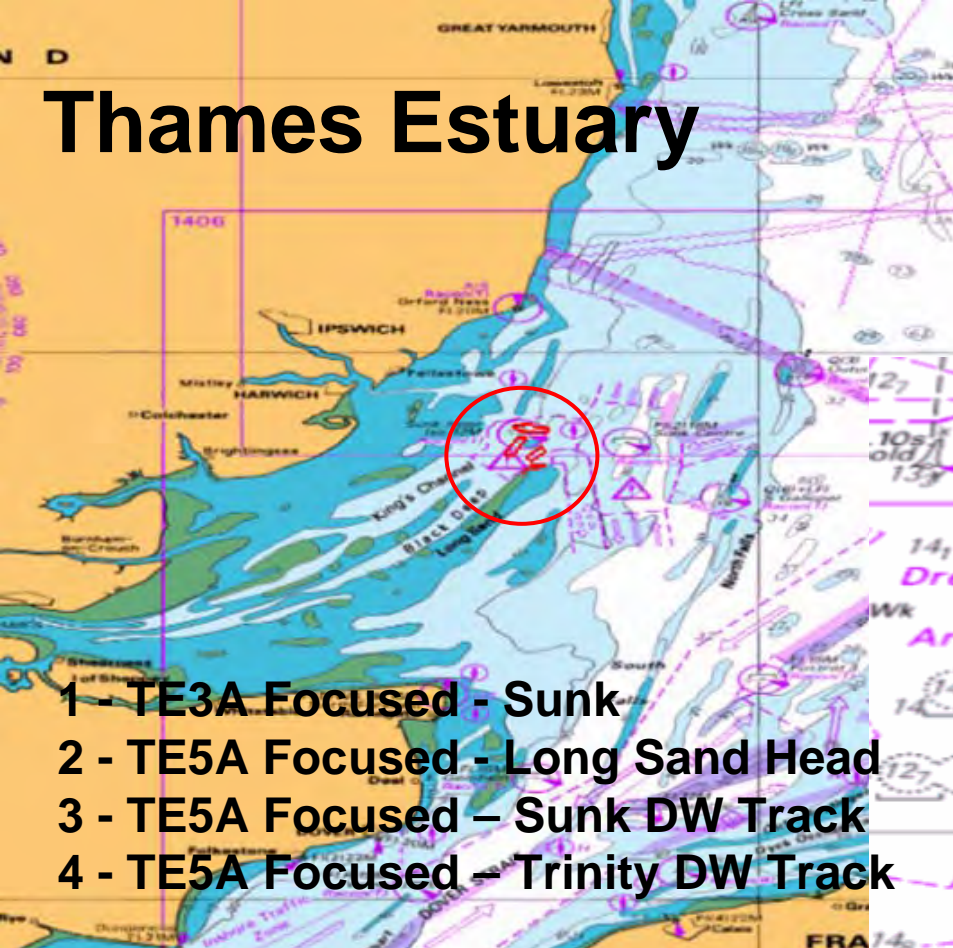
**Block 2: EA3 Cackle Shoal
Focused annual Area B**

Block 3: EA9 Holm Channel Focused

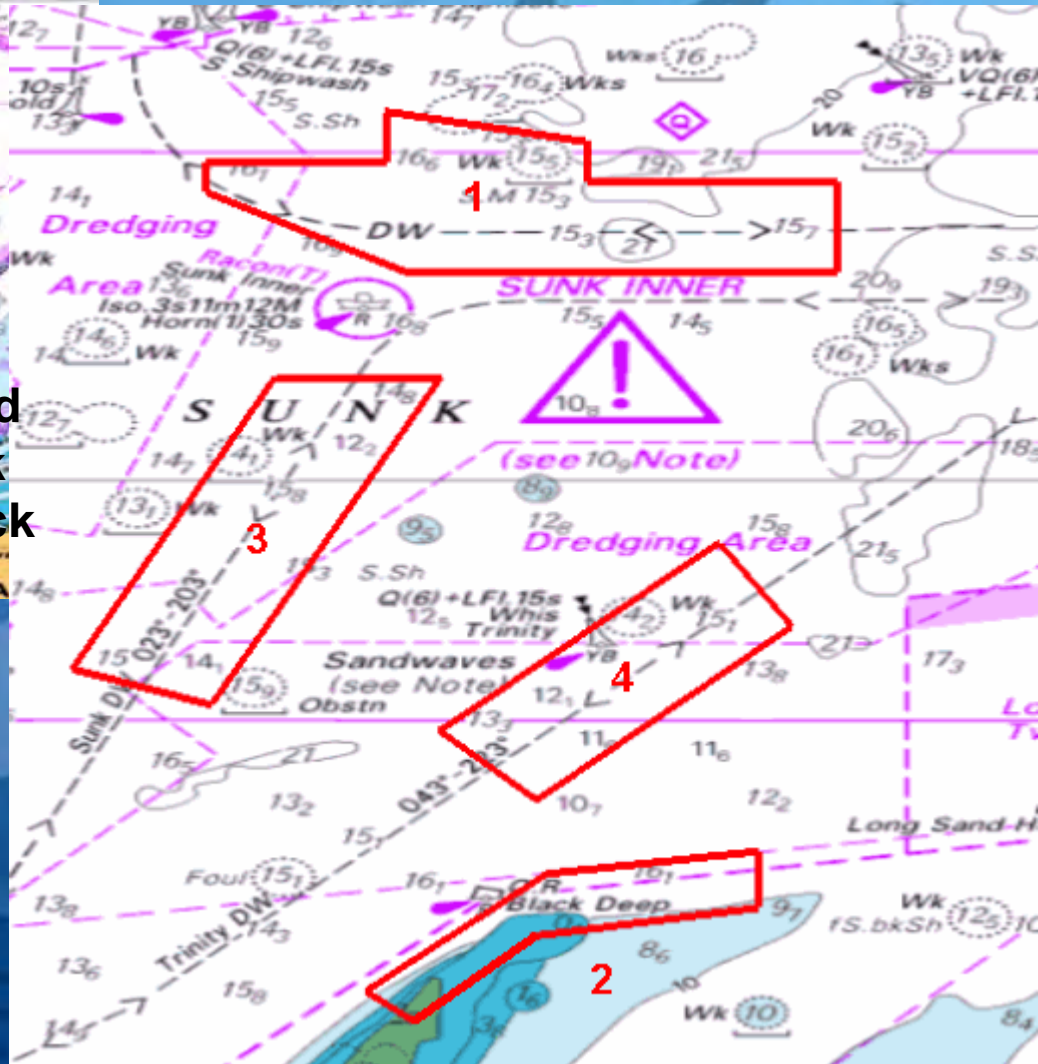
Block 4: EA10 Approaches to Lowestoft

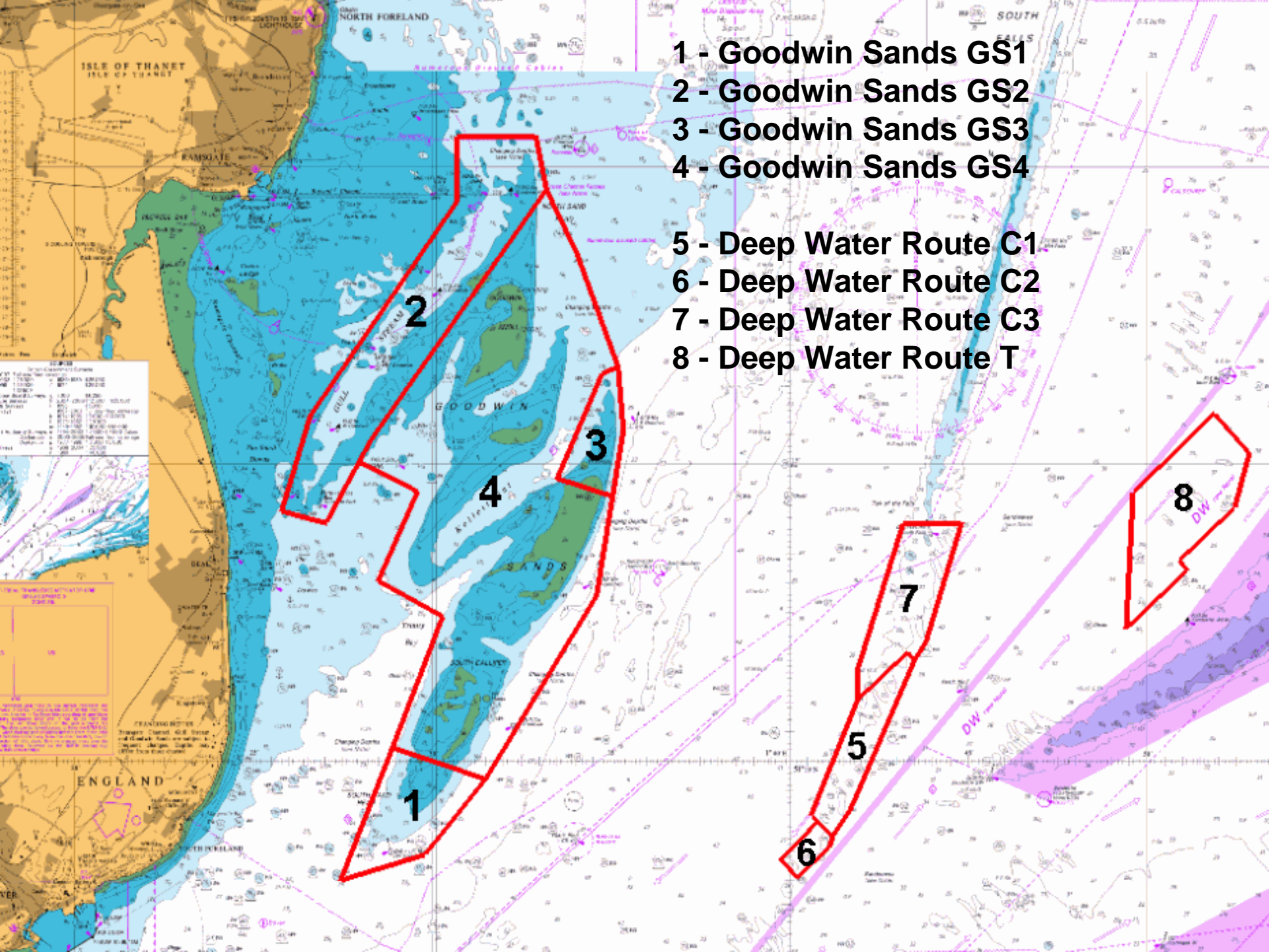


Thames Estuary



- 1 - TE3A Focused - Sunk
- 2 - TE5A Focused - Long Sand Head
- 3 - TE5A Focused - Sunk DW Track
- 4 - TE5A Focused - Trinity DW Track



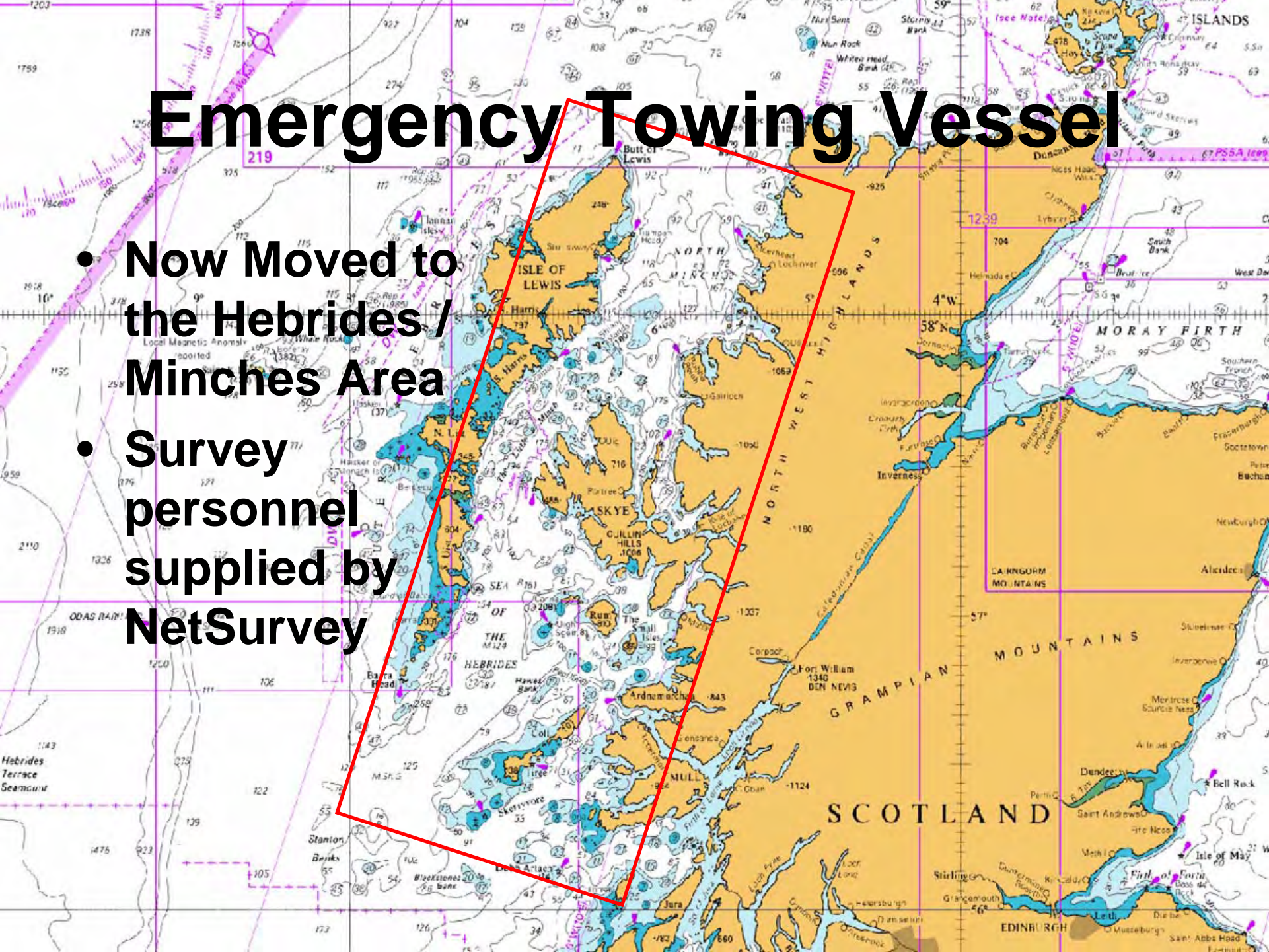


- 1 - Goodwin Sands GS1
- 2 - Goodwin Sands GS2
- 3 - Goodwin Sands GS3
- 4 - Goodwin Sands GS4

- 5 - Deep Water Route C1
- 6 - Deep Water Route C2
- 7 - Deep Water Route C3
- 8 - Deep Water Route T

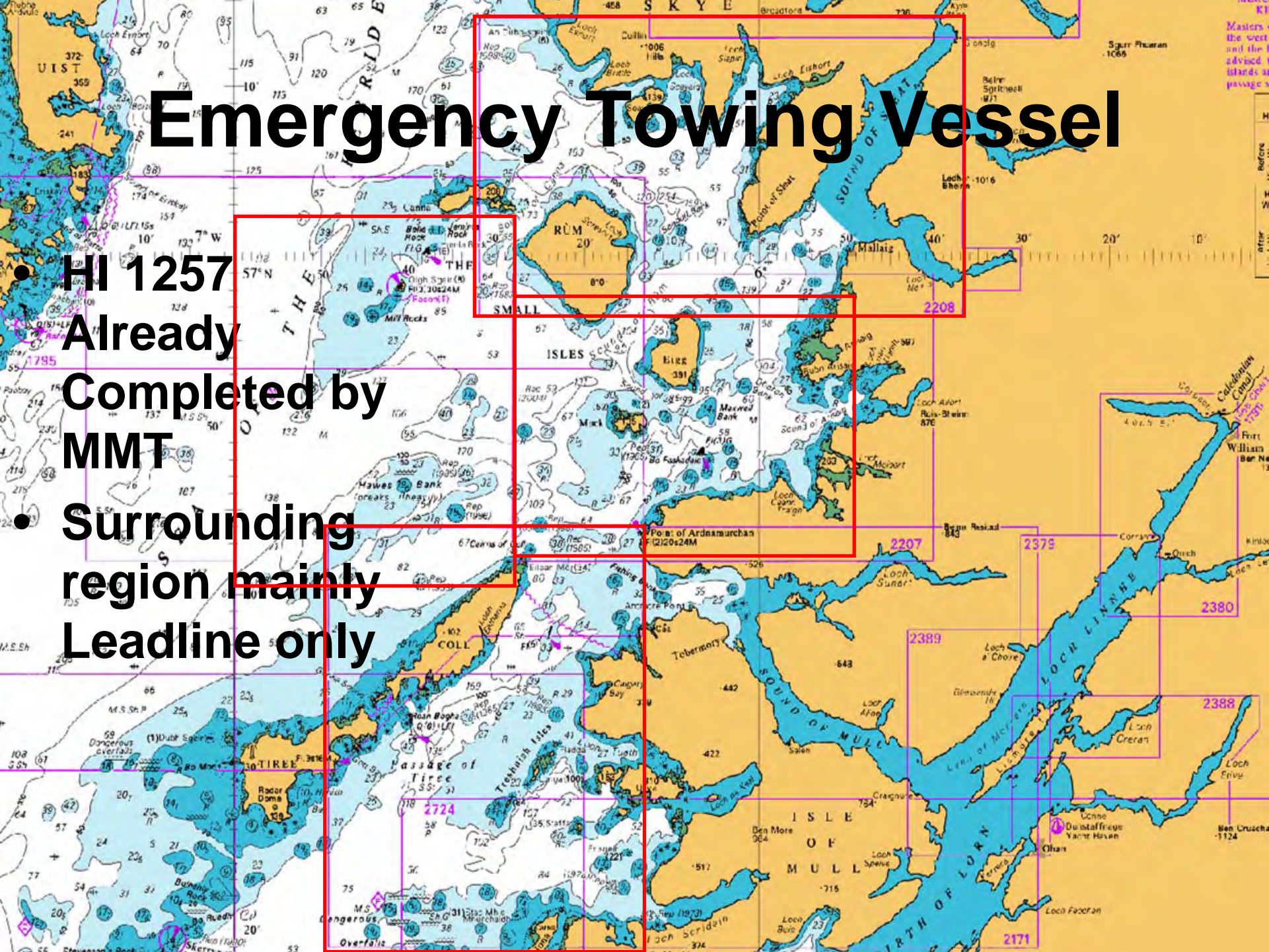
Emergency Towing Vessel

- Now Moved to the Hebrides / Minches Area
- Survey personnel supplied by NetSurvey



Emergency Towing Vessel

- HI 1257
Already Completed by MMT
- Surrounding region mainly Leadline only



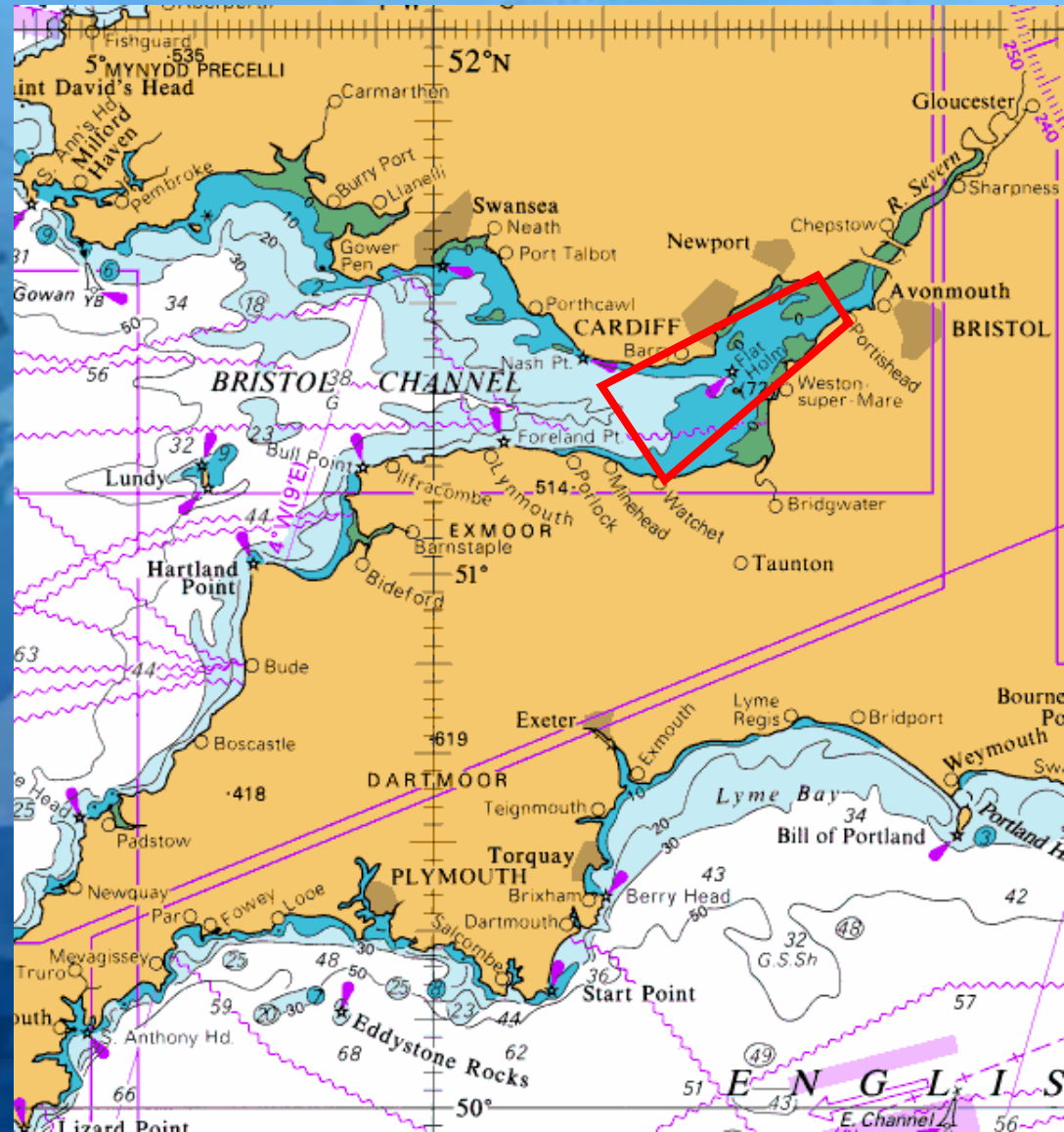
Other Areas Proposed

- Upper Bristol Channel
 - West Scotland
 - Orkneys
 - Shetlands
-
- Allocated to MMT or FOASE depending upon available budget and contractor resources.



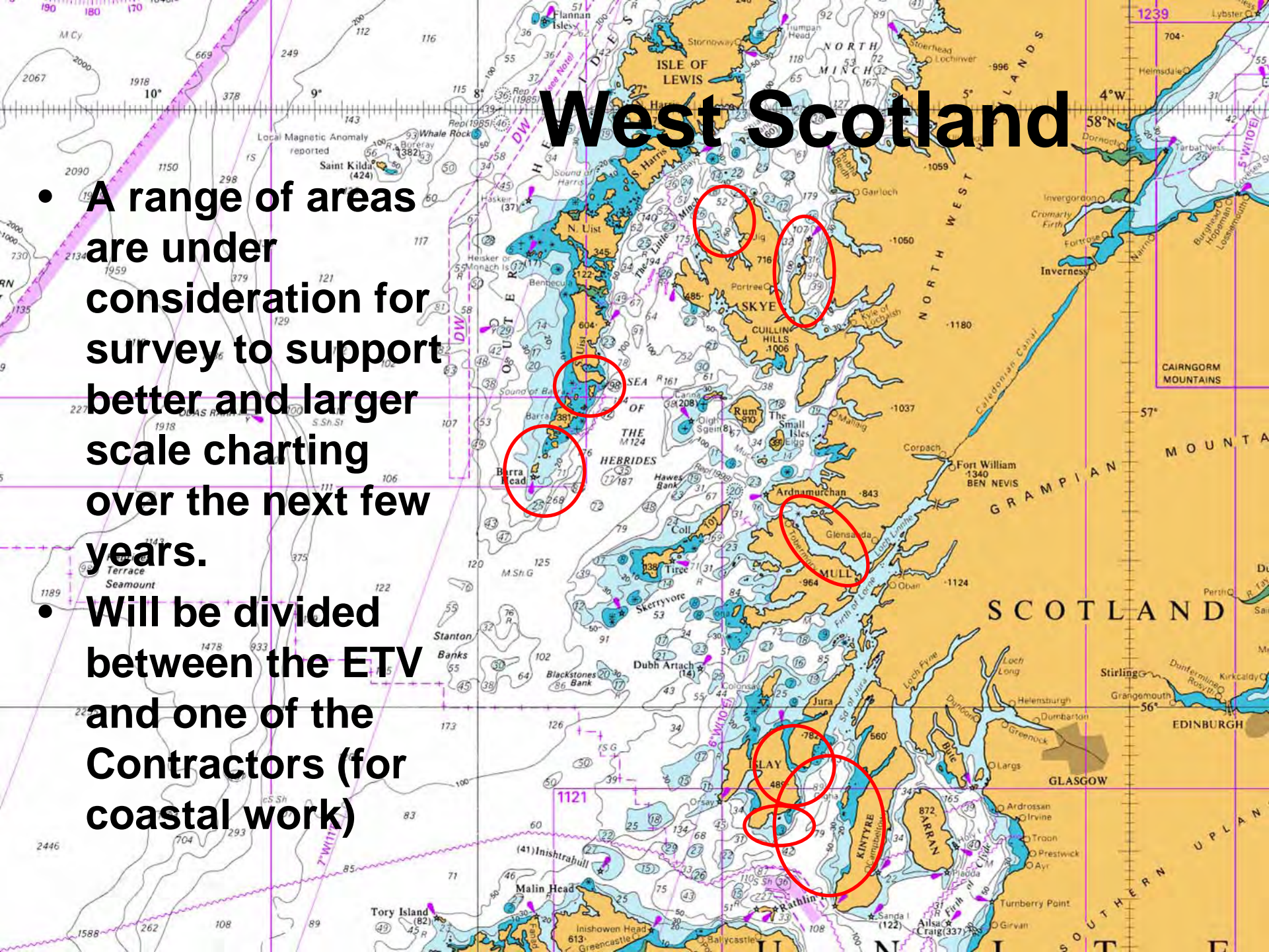
Upper Bristol Channel

- Bristol Port Company have proposed the “Bristol Channel Deep Sea Container Terminal”.
- Requires vessels of 16m draught to transit the Bristol Channel at all states of the tide.
- Consideration also needs to be given to any proposed barrage development.



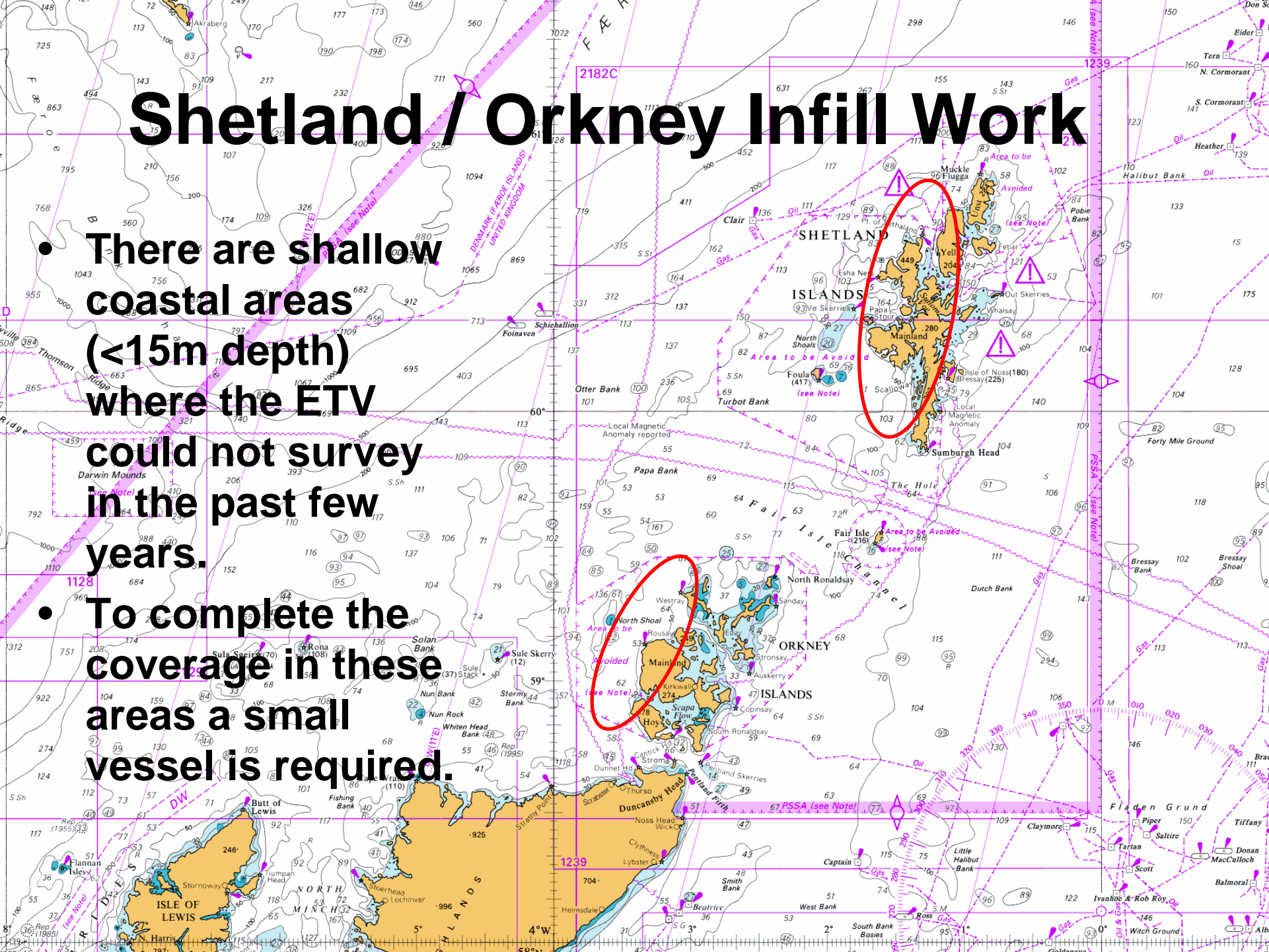
West Scotland

- A range of areas are under consideration for survey to support better and larger scale charting over the next few years.
- Will be divided between the ETV and one of the Contractors (for coastal work)



Shetland / Orkney Infil Work

- There are shallow coastal areas (<15m depth) where the ETV could not survey in the past few years.
- To complete the coverage in these areas a small vessel is required.



Survey Prioritisation

- Surveys are currently mainly prioritised according to a comprehensive study undertaken by the University of Wales in 1997.
- However, new areas are considered at all times based on new information or circumstances.
- AIS Data is now giving us much better information about UK traffic, this aiding the prioritisation process.



Propose a CHP Survey

- We assess areas on a risk basis, but are happy to receive any proposals for areas to be considered. E-mail the MCA with any suggestions for hydrographic surveys:

navigationsafety@mcga.gov.uk &
david.parker@ukho.gov.uk

Typical indications of an area requiring a new survey are:

- Old underlying survey data
- A change in traffic patterns
- An accident due to inaccurate or incomplete survey data
- Changes to the seabed

