PEEL PORTS
GREAT YARMOUTH

Bridge Information and Booking Bridge Lifts

Great Yarmouth

Contents

The Harbour Authority expects all vessels navigating in the harbour area to have a passage plan. Passage planning guidance is available in the Navigation Information section of Peel Ports Great Yarmouth website. Responsibility for safe navigation rests with the Master.

All vessels are liable to pay port dues. These are detailed in the Port Tariff, available in the Port Charges section of the Peel Ports Great Yarmouth website.

https://www.peelports.com/marine/our-ports/great-yarmouth

Section 1 – Bridge Information

1.1 Herring Bridge

1.1.1 Bridge details

Herring Bridge viewed from S (seaward)

Herring Bridge is a double-leaf bascule bridge which opened in 2023. The span between the abutments of the lifting section is 50m, and when in the closed position the maximum air draught is 6.9m at Chart Datum. Herring Bridge is owned by Norfolk County Council.

1.1.2 Transit under the Bridge when closed

All vessels must make a booking request to transit the Herring Bridge, whether in the closed position or when requiring a lift. The minimum notice period is 2 hours. Further information regarding bridge bookings can be found in Section 2.

When transiting without a lift, the Mariner must make an assessment and be satisfied there is sufficient clearance to pass under the bridge. The Passage Plan must consider Predicted Tide Height and recognise the likelihood Actual Height and Times may differ from predictions. There are Tide Boards and Air Draft Boards available to assist.
These must be read by the Mariner at time of approach and confirmed the clearance remains adequate BEFORE proceeding under the bridge.

1.1.3 Transit under the Bridge when lifting

Priority will depend on a number of factors. Where large vessels are transiting, small craft may be requested to proceed first to clear the area of traffic. This may be from both directions or one. Small vessels may also be asked to pull over and allow larger vessels to pass. Information will be provided by Herring Bridge, Yarmouth Radio, and sometimes by the Pilot having conduct of the large vessel(s). All craft equipped with VHF should maintain a vigilant listening watch on Ch12.

When small craft *only* are to transit the bridge in opposite directions, those vessels going 'with the tide' will be given priority.

Traffic signals consisting of three fixed vertical lights are displayed in both directions. Before a bridge lift these will generally be set to red.

When the lifting span is opened one set of lights will be changed to green to inform vessels from that side that they can proceed when they consider it safe to do so. Once those vessels are past and clear the second set will be changed to green to inform the remaining vessels that they can proceed when they consider it safe to do so.

1.2 Haven Bridge

1.2.1 Bridge Details

Haven Bridge viewed from SE (seaward)

Haven Bridge is a double-leaf bascule bridge which opened in 1930. The span between the abutments is 26.8m. The span between the leaves at full open position is 24m (minimum span at height 18.3m above Chart Datum).
In the closed position the maximum air draught (between the arrow boards) is 4.3m at Chart Datum.
Haven Bridge is owned by Norfolk County Council.

Caution – Strong Tidal Flows in vicinity of Haven Bridge. Leisure craft and low-powered vessels are strongly encouraged to plan transits of Haven Bridge close to slack water periods. Please refer to Passage Planning Guidance on Peel Ports Great Yarmouth website.

1.2.2 Transit under the Bridge when closed

When transiting without a lift, the Mariner must make an assessment and be satisfied there is sufficient clearance to pass under the bridge. The Passage Plan must consider Predicted Tide Height and recognise the likelihood Actual Height and Times may differ from predictions. There are Tide Boards and Air Draft Boards available to assist.
These should be read by the Mariner at time of approach and confirmed the clearance remains adequate BEFORE proceeding under the bridge.

1.2.3 Transit under the Bridge when lifting

When craft are to transit the bridge in opposite directions, those vessels going ‘with the tide’ will be given priority.
Occasional traffic signals consisting of three fixed vertical red lights will be displayed in both directions shortly before a lift is to occur. Vessels waiting should monitor VHF Ch12 where available. When the lifting span is opened one set of lights will be extinguished to inform vessels from that side that they can proceed when they consider it safe to do so. Once those vessels are past and clear the second set will be extinguished to inform the remaining vessels that they can proceed when they consider it safe to do so.

1.3 Breydon Bridge

1.3.1 Bridge details

Breydon Bridge viewed from W (note side-spans on either side of lifting span)

Breydon Bridge is a single-leaf bascule bridge which opened in 1985. The span between the abutments of the lifting section is 23m, and when in the closed position the maximum air draught is 5.9m at Chart Datum (lifting section only).

The spans either side of the central lifting span are open to navigation for vessels not requiring a bridge lift. The maximum air draught at the side spans is 6.4m at Chart Datum. Breydon Bridge is owned by National Highways.

1.3.2 Transit under the Bridge when closed

When transiting without a lift, the Mariner must make an assessment and be satisfied there is sufficient clearance to pass under this bridge. The Passage Plan must consider Predicted Tide Height and recognise the likelihood Actual Height and Times may differ from predictions. There are Tide Boards and Air Draft Boards available to assist.
These must be read by the Mariner at time of approach and confirmed the clearance remains adequate BEFORE proceeding under the bridge.

A traffic separation scheme is in operation and when navigating through the bridge, vessels which are not constrained to the centre span by reason of draught, air draught, size or other specific cause,

are to use the navigable side span on the starboard side of the channel or fairway whenever it is safe and practicable to do so.

1.3.3 Transit under the Bridge when lifting

When craft are to transit the bridge in opposite directions, those vessels going ‘with the tide’ will be given priority.
Occasional traffic signals consisting of three fixed vertical red lights will be displayed in both directions shortly before a lift is to occur. Vessels waiting should monitor VHF Ch12 where available. When the lifting span is opened one set of lights will be extinguished to inform vessels from that side that they can proceed when they consider it safe to do so. Once those vessels are past and clear the second set will be extinguished to inform the remaining vessels that they can proceed when they consider it safe to do so.

Section 2 - Booking a Bridge Lift

2.1 Herring Bridge

Herring Bridge is operated 24 hours. **Bookings must be made by all vessels regardless of size and whether they believe a bridge lift will be required or not**.
Bookings must be made at least 2 hours in advance of transit time. Booking revisions can be made until 30 minutes before the original booking time.
Bookings can be made by telephone, email, VHF Radio, or using the booking form on the Herring Bridge Web Portal.

Contact Details

Telephone: 01493 448448
Email: bookings@herringbridge.com
VHF Ch12: "HERRING BRIDGE"

Further information including the scheme of operation and opening procedure guidance can be found on the Norfolk County Council Herring Bridge Information and Booking webpage.

2.2 Haven and Breydon Bridges

Haven Bridge lifts can be booked during daylight hours, except between 0730-0930 and 1500-1830 on normal working days.

Breydon Bridge lifts can be booked during daylight hours.

Advance booking is essential. Lifts must be booked between the hours of 0900hrs to 1500hrs Monday to Friday at least 24 hours in advance of the required passage time. Weekend and Bank Holiday bookings must be received by 1500hrs on the preceding working day.

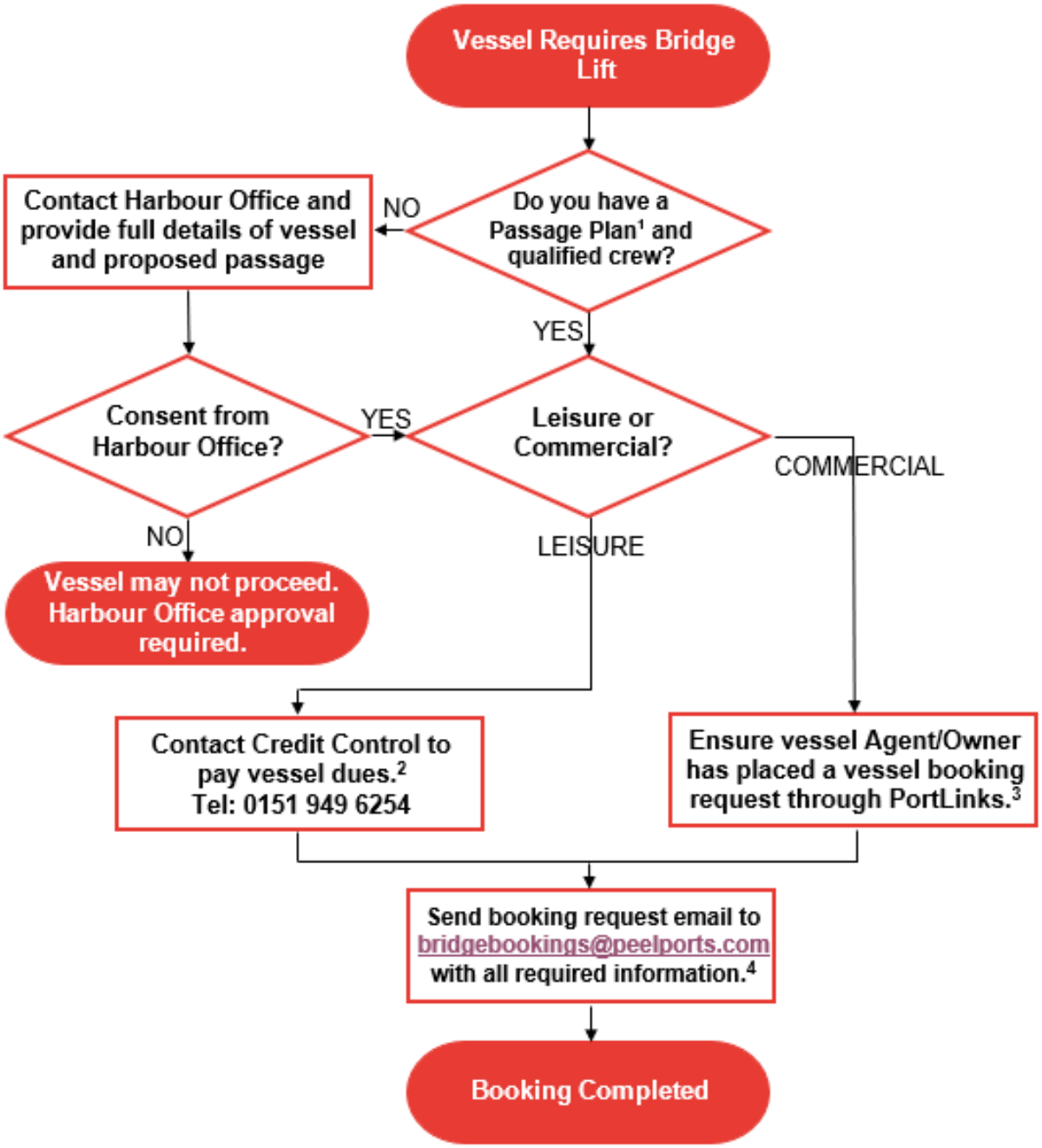
Bookings should be made via email – bridgebookings@peelports.com

Booking Information to be provided is:

- Vessel Name
- Contact Name
- Contact Address
- Contact telephone number
- Type of passage – leisure or commercial
- Bridge(s) that are required to lift
- Requested date/time of lift(s)
- Confirmation that a passage plan has been produced

For any queries please contact Booking Office Telephone: +44 (0)1493 335522
Breydon Bridge can be contacted on Telephone: +44 (0)1493 651275

2.2.1 Haven and Breydon Bridges Booking Flowchart



[1]Passage plan should include assessment of tidal conditions. Leisure craft and low-powered vessels wishing to transit outside slack water periods must contact the Harbour Office to discuss prior to booking.

[2]Harbour dues are published in the port tariff which is available on the Marine Information page of the Peel Ports Website.

[3]Commercial vessels must place vessel booking requests via the PortLinks system at https://portlinks.peelports.com/.

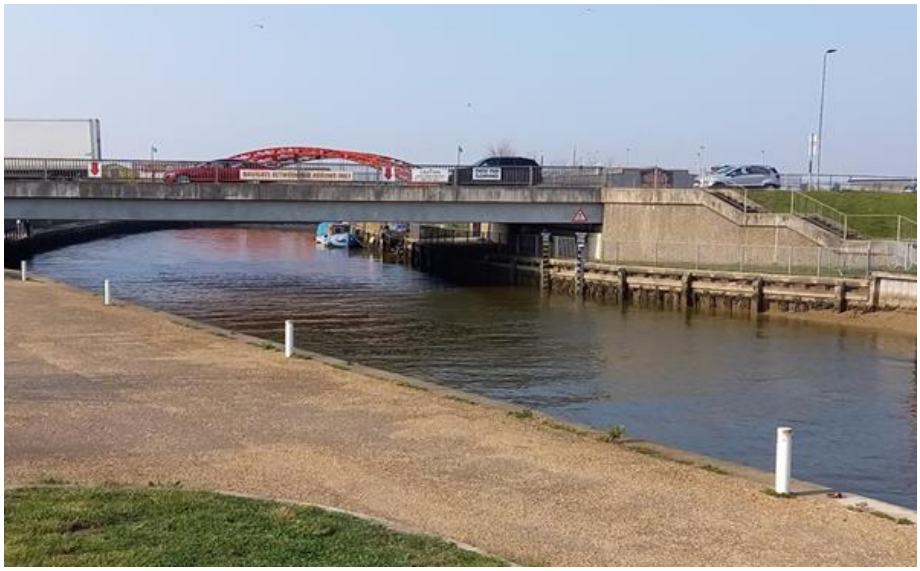
[4]Required booking information is detailed in section 2.2 of this document.

Section 3 - Other Bridges

There are a number of historic static bridges in The Broads which may present a navigational challenge to some vessels, and yachts will typically need to lower their masts. **Further information can be found on the Broads Authority website - https://www.broads-authority.gov.uk**

The closest leisure craft facilities to the port (Great Yarmouth Yacht Station) are on the River Bure and are operated by the Broads Authority. In order to access, mariners will need to navigate under two additional fixed bridges with air draught clearances similar to Haven Bridge (4.3m at Chart Datum). Air draught boards are available.

Vauxhall Bridge viewed from N (upstream)



Acle Road Bridge viewed from N (upstream)

Section 4 - Estimated Bridge Clearances

The values in the table below give the approximate clearances (in metres) at the height of tide indicated. Tide tables are available on the Peel Ports Great Yarmouth website (times and heights refer to the mouth of the River Yare).

	Available Air Draught In Metres					
Tide Height (to CD)	**Herring Bridge**	**Haven Bridge**	**Breydon Bridge Centre Span**	**Breydon Bridge Side Span**	**Vauxhall Bridge**	**Acle New Road Bridge**
0.0	6.9	4.3	5.9	6.4	4.3	4.3
0.1	6.8	4.2	5.8	6.3	4.2	4.2
0.2	6.7	4.1	5.7	6.2	4.1	4.1
0.3	6.6	4.0	5.6	6.1	4.0	4.0
0.4	6.5	3.9	5.5	6.0	3.9	3.9
0.5	6.4	3.8	5.4	5.9	3.8	3.8
0.6	6.3	3.7	5.3	5.8	3.7	3.7
0.7	6.2	3.6	5.2	5.7	3.6	3.6
0.8	6.1	3.5	5.1	5.6	3.5	3.5
0.9	6.0	3.4	5.0	5.5	3.4	3.4
1.0	5.9	3.3	4.9	5.4	3.3	3.3
1.1	5.8	3.2	4.8	5.3	3.2	3.2
1.2	5.7	3.1	4.7	5.2	3.1	3.1
1.3	5.6	3.0	4.6	5.1	3.0	3.0
1.4	5.5	2.9	4.5	5.0	2.9	2.9
1.5	5.4	2.8	4.4	4.9	2.8	2.8
1.6	5.3	2.7	4.3	4.8	2.7	2.7
1.7	5.2	2.6	4.2	4.7	2.6	2.6
1.8	5.1	2.5	4.1	4.6	2.5	2.5
1.9	5.0	2.4	4.0	4.5	2.4	2.4
2.0	4.9	2.3	3.9	4.4	2.3	2.3
2.1	4.8	2.2	3.8	4.3	2.2	2.2
2.2	4.7	2.1	3.7	4.2	2.1	2.1
2.3	4.6	2.0	3.6	4.1	2.0	2.0
2.4	4.5	1.9	3.5	4.0	1.9	1.9
2.5	4.4	1.8	3.4	3.9	1.8	1.8
2.6	4.3	1.7	3.3	3.8	1.7	1.7
2.7	4.2	1.6	3.2	3.7	1.6	1.6
2.8	4.1	1.5	3.1	3.6	1.5	1.5
2.9	4.0	1.4	3.0	3.5	1.4	1.4
3.0	3.9	1.3	2.9	3.4	1.3	1.3
3.1	3.8	1.2	2.8	3.3	1.2	1.2
3.2	3.7	1.1	2.7	3.2	1.1	1.1
3.3	3.6	1.0	2.6	3.1	1.0	1.0
3.4	3.5	0.9	2.5	3.0	0.9	0.9
3.5	3.4	0.8	2.4	2.9	0.8	0.8