

PEEL PORTS LONDON MEDWAY

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NOTICE TO AGENTS, SHIP AND BERTH OPERATORS

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TEMPORARY ADDITIONAL OPERATIONAL GUIDELINES FOR VESSELS USING SHEERNESS No. 1 BERTH

Following the earlier damage sustained by fendering at SD 1, the preliminary surveyors' report suggests that any vessel berthing/unberthing alongside SD 1 should avoid using a spring to assist and should approach the berth as near to parallel as possible. This is due to the fact that the springing off procedure may lead to excessive pressure being exerted on the fendering and thereby exacerbating the already existing damage. As a result, you are reminded that any vessel over 100m in length wishing to berth starboard alongside on an ebb tide **must** have at least one tug to assist.

The damaged area, around bollard No 2, can be identified by a 10m semi-circle of concrete blocks placed on the dock and this area should be considered as an exclusion zone.

Any vessels less than 135m, approaching to berth starboard side alongside on an ebb tide may dispense with a tug provided that their bow does not encroach within 30m of the indicated exclusion zone. However, the use of a tug is suggested and recommended.

In the event of unberthing on a flood tide, it is **still advised not to use a spring to assist**. In this case, the use of a tug is discretionary depending upon each pilot and the circumstances of the case.

If there is any doubt, please contact the Medway Marine Management Team (MMMT) using the following e-mail address AllMedwayMarineManagers@peelports.com or the Duty Pilot.

**Marine Operations Department
Peel Ports London Medway**

28th January 2019