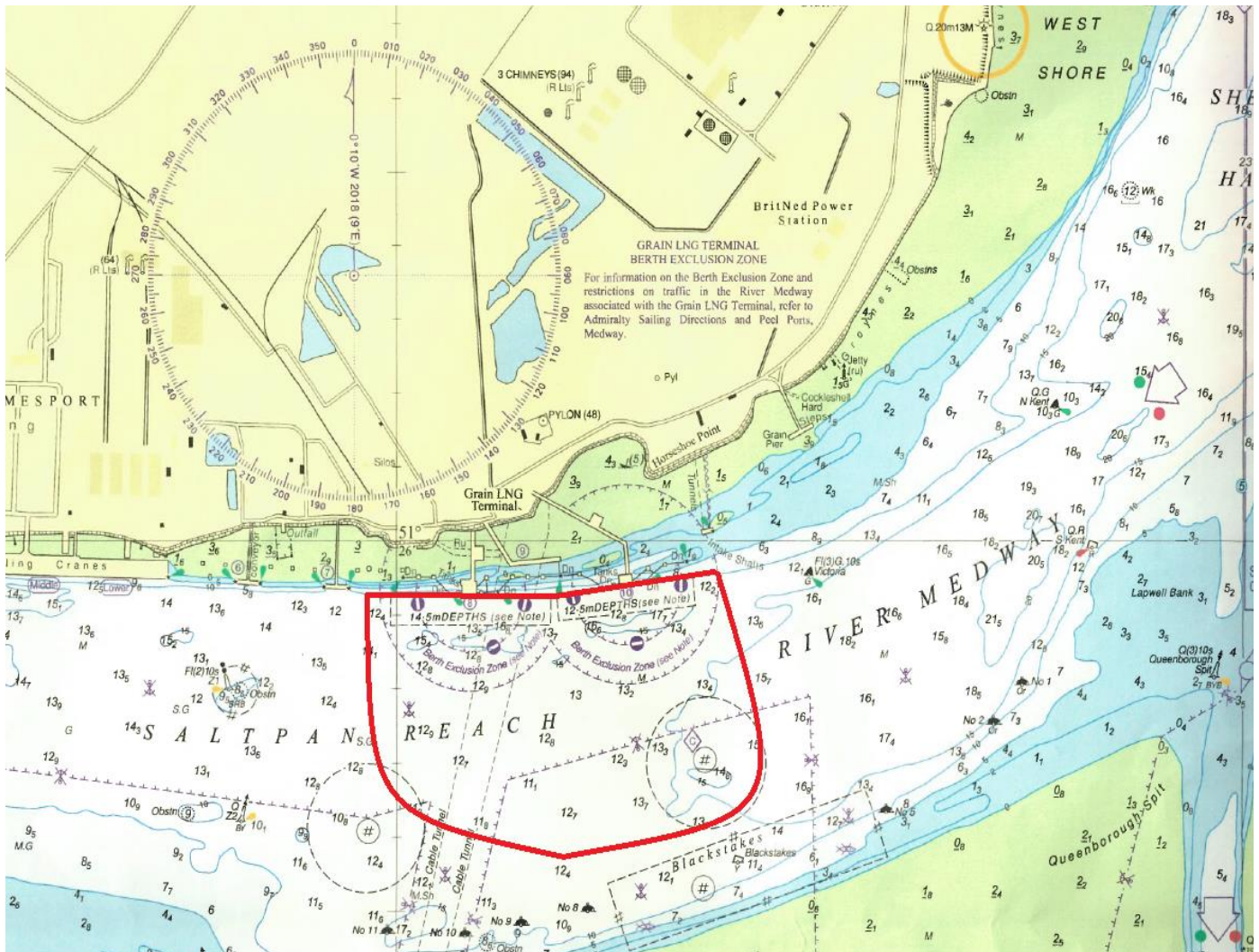


## No. 03 – 2021

### LNG VESSEL TRANSIT AND MANOEUVRES

**NOTICE IS HEREBY GIVEN THAT:** a recent near miss incident involving a small fishing boat and an LNG Vessel has highlighted an issue surrounding the movement of such ships and the proximity of small boats. LNG vessel movements are extremely sensitive for a number of reasons; the size of the vessel, the level of tug assistance required, the complexity of the berthing/unberthing manoeuvre and the very nature of the cargo they carry. When an LNG ship is transiting the River Medway or in the process of manoeuvring on/off the berth at Isle of Grain all vessels are required to keep well clear and maintain a safe distance.



# NOTICE TO MARINERS



The chart above shows the potential turning circle of an LNG ship and indicates the amount of sea room that needs to be kept clear for the turning manoeuvre. The area highlighted may alter depending on the size of the vessel and if the adjacent LNG berth is occupied by another ship, however, the zone marked is based on the largest LNG vessels expected (345m LOA).

When the ship is fast alongside the established LNG berth exclusion zone and associated rules apply to all craft as per Medway NtoM 02 of 2021.

## **UKHO Chart 1834 refers**

Further information may be obtained from Medway VTS on VHF Channel 74, call sign "Medway VTS" or telephone 0151 949 6148 or 0151 949 6650.

**Marine Operations Department  
Peel Ports London Medway**

**5<sup>th</sup> January 2021**