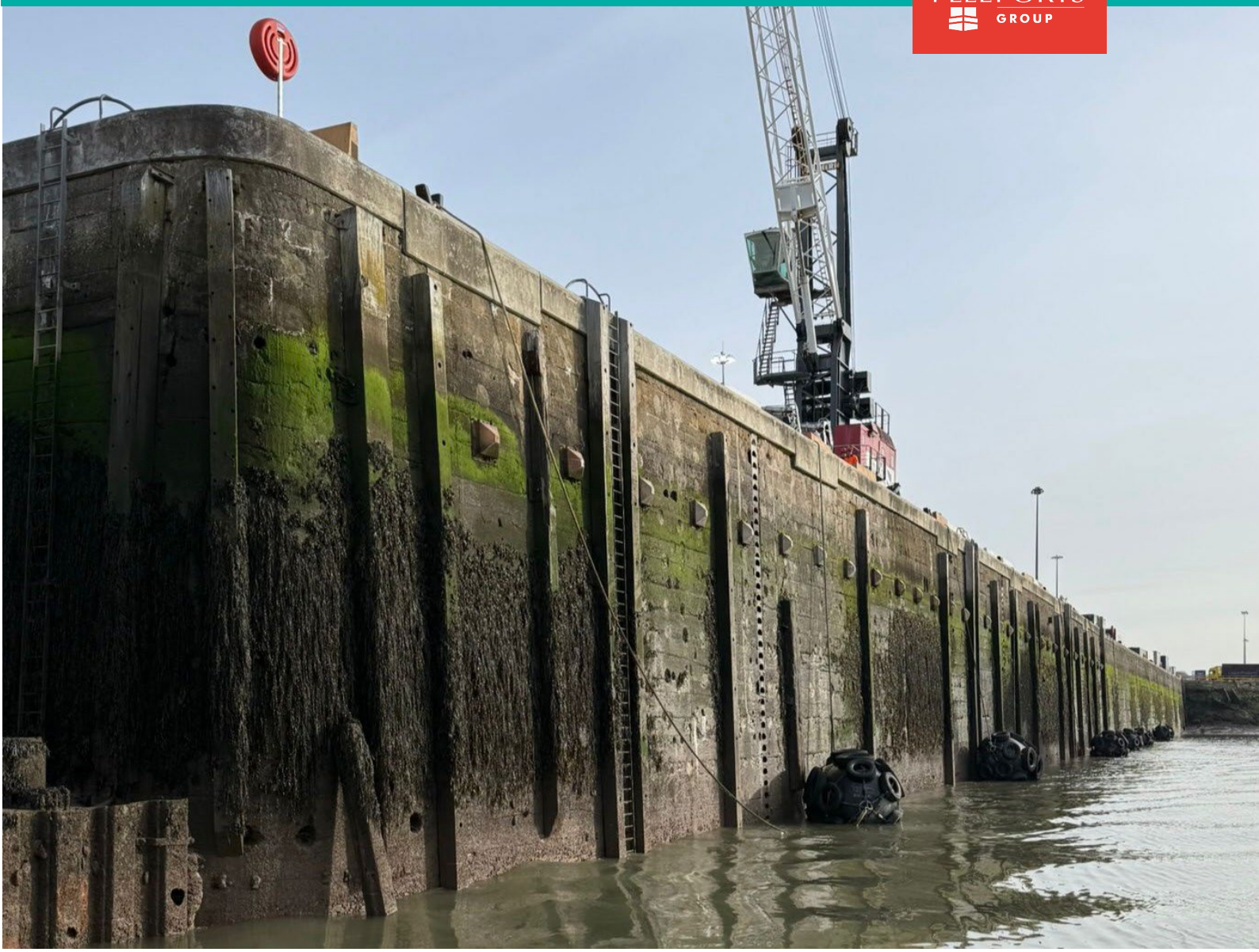


Guidelines for Vessels Berthed at the North Quay

Heysham Port Limited

Guidelines for Vessels Berthed at the North Quay

1 North Quay design

The face of the North Quay slopes outwards from the quay edge with a 1-in-12 gradient. There is also a distinct "toe" to the quay wall, which at its base (14.6m below quay level), projects 2.5m beyond the quay edge.

2 Fendering

To keep vessels berthed alongside the North Quay clear of the toe of the quay, 2.5m diameter Yokohama-type fenders have been installed.

Because of the slope of the quay wall and the fenders, as the tide rises and falls, the distance of the offshore sides of the fenders to the quay edge varies. For example (ignoring fender compression):

- At the Highest Astronomical Tide (HAT), the offshore sides of the fenders will be approximately 2.6m from the quay edge
- At the Lowest Astronomical Tide (LAT), the offshore sides of the fenders will be approximately 3.5m from the quay edge

These examples are illustrated overleaf.

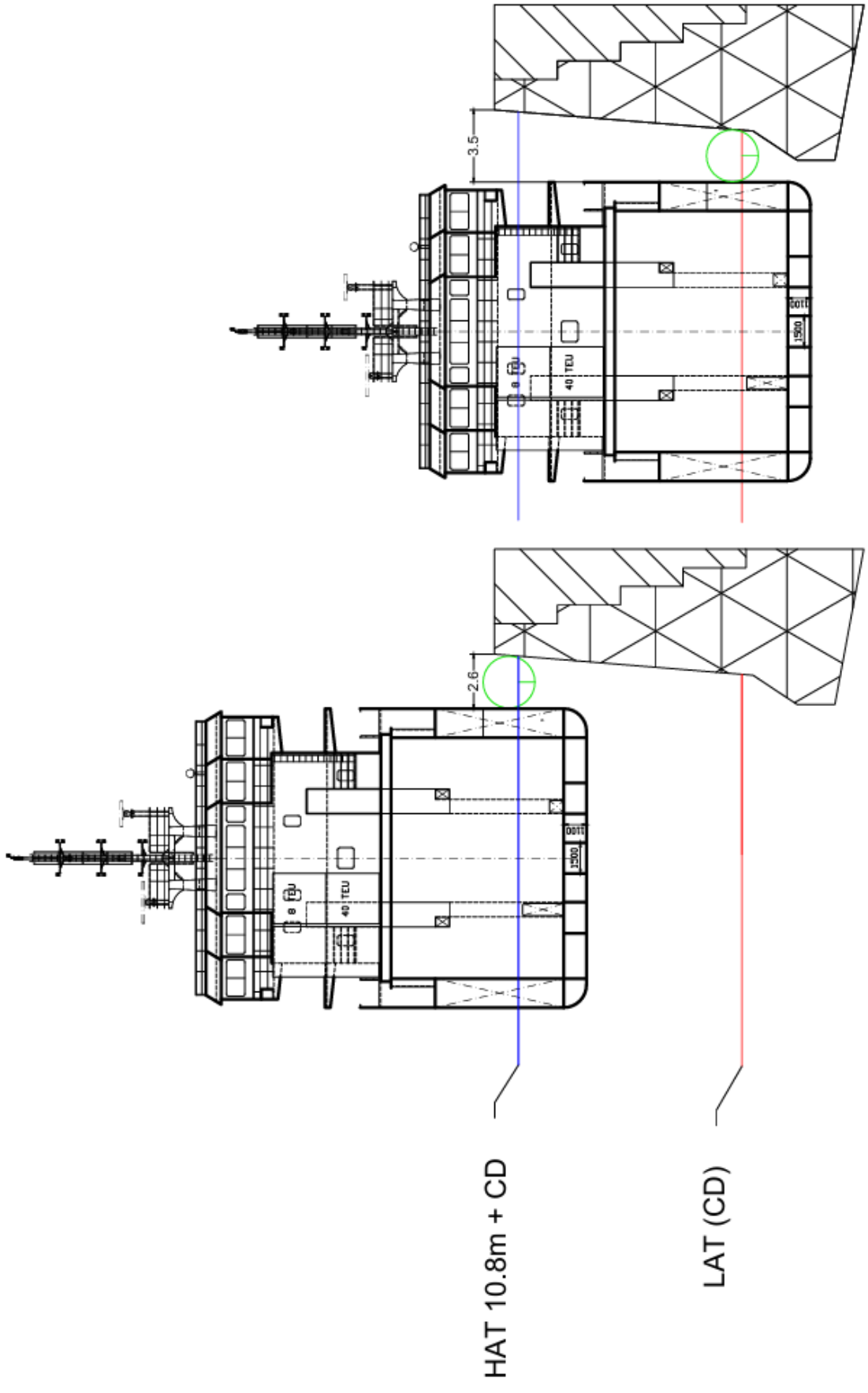
3 Mariners' considerations

Taking the quay wall design and fendering into account, mariners intending to berth their vessels alongside the North Quay should consider:

- Height of tide
- Horizontal positions of the fenders and their moorings (Heysham Port Limited's mooring team can provide clarification)
- The effect of the vessel's propulsion on the fenders and their moorings during arrival and departure manoeuvres (a good lookout must be maintained)
- The vessel's position relative to the quay edge
- The vessel's list, if any
- Charted depths (Heysham Port Limited's hydrographic surveys of the North Quay are trimmed to omit the toe of the quay wall)
- Interpretation of soundings on hydrographic survey charts (refer to the Marine Information Note on Heysham Port's website)
- Under-keel clearance during the time alongside

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4 Illustrated examples of vessels alongside the North Quay



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