

For further information contact:  
[medway@peelports.com](mailto:medway@peelports.com)



# Peel Ports Medway

(Part of Peel Ports Operations Limited)

## Medway & Swale Operational Rules and Guidelines



2015

## **INTRODUCTION**

These Operational Rules and Guidelines are for the information of Ships' Masters, Agents, Owners, Pilots, Port Authority Personnel and Terminal Operators. Their purpose is to provide assistance when considering passage planning, berthing parameters, general navigation information and tug allocation for vessels navigating in the River Medway and Swale.

Peel Ports Medway [Port of Sheerness Ltd.] is the Statutory and Competent Harbour Authority in accordance with, inter alia, the Medway Ports Authority Act 1973, the Merchant Shipping Act 1995 and the Pilotage Act 1987. Peel Ports Medway [Port of Sheerness Ltd.] reserves the right to issue General and Special Directions where and when appropriate.

The sections indicated in **red** are compulsory. The sections not in red are a guideline only and are thus not compulsory. However the guidelines are a result of many years Pilotage experience in manoeuvring vessels in the Medway where techniques and tug types have proved efficient, effective and safe. It should be appreciated that Medway Pilots are experts in their district and prudent Shipmasters would be well advised to heed the Pilots' tug requirements. Pilots under UK law are more than advisors; in compulsory Pilotage areas (such as the Medway and Swale) they are entitled to be given the 'conduct' of the vessel. This does not relieve the Master of his specific or common law duties of Command.

Notwithstanding these guidelines, circumstances may arise that dictate a departure from these guidelines. A Pilot may require more tugs than the Operational Rules and Guidelines suggest, which may be the result of particular tidal, weather or traffic concerns. Equally, Pilots may use their discretion to alter the Guidelines if circumstances permit. In the rare case of disagreement the Statutory Harbour Authority will be the arbiter.

The tug systems presently used in the Medway are 'tractor' units using ASD or Voith systems and other approved units. These systems have distinctly different handling characteristics and may require different configurations. Medway Pilots are highly trained and experienced in ship handling and tug use, their expertise should be respected.

The sections dealing with depths and berth parameters are for quick and approximate reference. In all cases the latest survey charts and Notices to Mariners should be consulted.

These Operation Rules & Guidelines shall come into force on 25th March 2015 on which date the Medway & Swale Operations Rules & Guidelines dated 2010 will be cancelled.

These Operational Rules & Guidelines should be read in conjunction with published information contained within [www.peelports.com/ports/sheerness/port-information](http://www.peelports.com/ports/sheerness/port-information)

<b>INDEX</b>	<b>Page No</b>
1. Anchorages – Including Thames Estuary	3
2. Controlling Depths	4
3. Sheerness	5
4. Isle of Grain No. 1 Jetty (B.P)	8
5. Thamesport	8
6. Isle of Grain No. 6 Jetty (Aggregate Industries)	9
7. Isle of Grain No. 8 and 10 Jetties (LNG)	10
8. Oakhamness	10
9. Kingsnorth	10
10. Chatham Locks Basin 3, Berths No. 1 to 8, and Basin 2	11
11. Chatham to Rochester Bridge	12
12. Port of Rochester	13
13. The Swale	14

## 1. ANCHORAGES – INCLUDING THAMES ESTUARY

<b>Anchorage</b>	<b>Letter</b>	<b>Length (m) / Radius (cables)</b>	<b>Depth at CD (in metres)</b>	<b>Stay</b>
Great Nore *	N1-5	200	12	Unlimited
Little Nore		100	7	Unlimited
Small Ships		100	5	
Saltpan Reach		100	As per chart	2 ships
Stangate Creek		N/A	4.3	Explosives
Sunk		N/A	24.0	
Tongue DW		N/A	16.4	
Tongue Hazardous		N/A	14.2	
Margate Roads		N/A	8	
Black Deep		N/A	17.0	
Knob	K3	LNG Only	12.6m	Staging
Mouse		Unrestricted	As per chart	Unlimited
Warp	Whisky 1-2	2.5 cables	13.2/14.3	Staging
Southend	Zulu 8-12	1.67/2.5	10.4/11.6	Unlimited
Barrow Deep			5 – 12	Limited
Shivering Sands			9 – 13	Limited

\* When Pilot remains onboard and by agreement with Medway VTS vessels of a greater length may use the Great Nore Anchorage

## 2. CONTROLLING DEPTHS

	<b>Depth at CD (in metres)</b>
Medway approach channel	12.5 Minimum UKC recommended 10% of Vessels draught
Sheerness Harbour	14.7
Saltpan Reach	12.5/8.8 Z1 Buoy
Kethole Reach	7.7 No 15 Buoy
	7.9 No 12 Buoy
Long Reach	6.2
Pinup Reach	5.1
Gillingham Reach	5.4
Chatham Locks (river entrance cill)	3.8 North 3.5 South
Short Reach	3.8 (charted obstruction)
Cockham Reach	3.9
Upnor Reach	3.4
Chatham Reach	3.1
Limehouse Reach	2.3
Bridge Reach	2.1
The Swale	2.9 to Ridham
East Swale	0.2

The latest survey information should be consulted for passage plan purposes.

### 3. SHEERNESS

#### Operations

Operations at Sheerness are unrestricted save compliance with the towage rules and guidelines.

Flood Tide Slot is defined as from LW-1 Hour to HW-30 Minutes.

Ebb Tide Slot is defined as from HW-30 Minutes to HW+5 hours.

The wind limitation for berthing large Car Carriers is 25 knots, this may be modified by the Pilot in consultation with the Master.

#### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Berth 10	11.0	-
Berth 11	7.0	165 m
Berth No. 1	12.2	230 m
Berth No.2	10.0	210 m
Berth No.3	11.0	230 m
Berth No. 6/7	10.5	-
Berth No. 4 SCT	10.0	230 m
Berth No 5	5.0	115 m

The latest survey information should be consulted.



### 3. SHEERNESS (continued)

#### Tug Requirements for vessels arriving at Sheerness

No. 10 Berth

Vessels up to 120m	Any state of tide	1 tractor tug or operational bowthrust
Vessels > 120m	Any state of tide	2 tractor tugs. One tug may be replaced by an operational bowthrust

#### No; 1, 2, 3, 6, 7 & 11 Berths

Port Side Alongside	At any state of tide	
Vessels < 100m	as per Master/Pilot requirement	
Vessels 100 – 120 metres	1 tractor tug or operational bowthrust	
Vessels 120 – 135 metres	2 tractor tugs. One tug may be replaced by a operational bowthrust	
Vessels greater than 135 metres	2 ASD tugs. One tug may be replaced by a operational bowthrust	
Starboard Side Alongside	Flood tide	
Vessels < 100m	As per master/pilot requirement	
Vessels 100 – 135 metres	2 tractor tugs. One tug may be replaced by a operational bowthrust	
Vessels > 135 metres	2 ASD tugs. One tug may be replaced by a operational bowthrust	
Starboard Side Alongside	Ebb tide	
Vessels < 100m	As per master/pilot requirement	
Vessels 100 – 135 metres	2 tractor tugs	
Vessels > 135 metres	2 ASD tugs	

#### Starboard Side Alongside

From 30 minutes before High Water to 1 hour before Low Water **and** when the average wind speed is 25 knots or more, with any westerly component, vessels of 100 metres or more must have at least one tractor tug.

### 3. SHEERNESS (continued)

#### Sheerness Car Terminal (No. 4 Berth)

Vessels other than large car carriers, tug requirements as for the previous berths.

Large car carriers: (greater than 170 metres LOA)

Port Side Alongside:	At any state of the tide	2 tractor tugs
Starboard Side Alongside:	Flood tide	2 ASD tugs
Starboard Side Alongside:	Ebb tide	3 tugs (At least 2 of which to be ASD tugs)

#### No. 5 Berth

Maximum size of vessel 110m LOA x 18m Beam. Application in writing required to berth any vessel in excess of the maximum size.

Wind > 15kts (Other than up/down berth)	1 ASD tug
--	-----------

Wind > 25kts	2 ASD tugs
--------------	------------

For sailing from all Sheerness berths, the 2nd tug may be replaced by an operational bowthrust



#### 4. ISLE OF GRAIN No. 1 JETTY (B.P.)

Berth	Depth at CD (in metres)
Berth No 1	14.0

For all operations on this berth refer to B.P. Towing & Berthing Guidelines.  
 For vessels up to 130m tugs to be tractor tugs.  
 For vessels over 130m tugs to be ASD tugs.

#### 5. THAMESPORT

Berth	Depth at CD (in metres)
Thamesport Upper / Lower	13.5 (consult latest survey)

##### Tug Requirements

a.	Vessels < 100m		As per Master/Pilot requirement
b.	Vessels 100 metres to 140 metres		1 tractor tug. May be replaced by a operational bowthrust
c.	Vessels 140 metres to 170 metres		2 tractor tugs. One tug may be replaced by a operational bowthrust
d.	Vessels 170 metres to 250 metres		2 x ASD tugs. One tug may be replaced by a operational bowthrust
e.	Vessels over 250 metres (see note below)	NO SWING -	2 x ASD tugs. One tug may be replaced by an operational bowthrust
		WITH SWING -	2 x ASD tugs. For v/l's over 300m and /or draft
	12.3m		or more: minimum combined bollard pull 125t

Note: For vessels over 250m operating in the following conditions in a steady wind speed in excess of 20 knots, a 3rd tug is recommended:

Berthing stern to FLOOD tide

Swinging on an EBB tide

For vessels over 300m and /or draft 12.3m or more: minimum combined bollard pull 185t.

Berthing stern to EBB tide is NOT recommended. However if this manoeuvre is

## 6. ISLE OF GRAIN No. 6 AND 7

Berth	Depth at CD (in metres)	Note
Berth No. 6	13.1	2.0 metre rise of tide required for Lineboats to work dolphins

When a vessel is moored on Isle of Grain No. 6 Berth, all vessels intending to pass or manoeuvre close must give this vessel due notice of their intentions and reduce speed as much as circumstances permit, and whenever possible pass to the south of Zulu No.1 buoy commensurate with safe navigation.

### Tug Requirements

Vessels > 200m

Berthing	2 ASD tugs
Unberthing	Subject to Master Pilot requirement

Vessels fitted with operational Bow and Stern thrust may depart without tugs subject to weather conditions, with the exception of an LNG vessel being berthed at IOG 8 or 10, then at least 1 ASD tug is required

## 7. I.O.G. No. 8 & 10 BERTH (LNG)

**For all operations on these berths refer to Pilot LNG Information Pack**

## 8. OAKHAMNESS

### Ship Limits

Berth	Depth at CD (in metres)	Max Length	Max DWT Tonnage
Oakhamness Jetty	11.0 metres	229.0 metres	55,000

### Tug Requirements

Tankers without manoeuvring aids

Up to 30,000 Dwt

2 ASD tugs

30,000 to 50,000 Dwt

3 tugs, of which 2 to be ASD tugs

> 50,000 Dwt

4 tugs, of which 2 to be ASD tugs

A tanker with a operational bowthrust may dispense with the services of one tug on the recommendation of the Pilot.

## 9. KINGSNORTH

### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Kingsnorth Jetty	10.7 in main berth 9.8 in extension	155 m
Kingsnorth Spur	+0.3	

**Note:** Both Oakhamness and Kingsnorth are not in commercial use.

## 10. CHATHAM LOCKS AND DOCKS

### BASIN 3, BERTHS No. 1 TO 8 AND BASIN 2

Vessels of 140 metres or over in length will only be accepted after application in writing to the Harbourmaster.

2.5m metres required on Chatham tide gauge for operation of Lock Gates.

No 3 Basin	Normal working depth:	8.0 metres
	Normal length limit:	140 metres

### Ship Limits for Locks

Lock	Depth at CD (in metres)	Max Length	Max Beam (allowing for steps)
North Lock	3.3 inner sill 3.8 outer sill	145 metres	22.6 metres
South Lock	3.5 inner sill 3.5 outer sill	145 metres	19.6 metres

### Tug Requirements for Entering Docks

Vessels < 92m	as per master/pilot requirement
Vessels 92m – 125m bowthrust	1 tractor tug or operational
Vessels 125m – 140m	2 tractor tugs. One may be replaced by a operational bowthrust

## 11. CHATHAM TO ROCHESTER BRIDGE

All piloted vessels sailing from above Chatham Ness must do so before HW +1 hour. Operators and or Agents wishing to programme the departure of vessels after HW +1 hour above Chatham Ness should apply in writing to the Harbourmaster.

Vessels over 120m in length will only be accepted with the Harbourmaster's approval, in addition to which the following conditions will apply:

- a) The manoeuvre to be carried out in daylight hours only.
- b) There shall be two tugs of suitable bollard pull in attendance.

When these vessels are required to swing at Gashouse Point, Crown 2 & 3 must be clear of berthed ships.

Medway VTS shall broadcast at regular intervals on VHF channel 74 the advice of the movement of any vessel over 120 metres in length and its requirements for a clear passage.

Vessels over 92 metres	1Tug or operational bowthrust
Vessels over 107 metres	2 tugs. One may be replaced by a operational bowthrust.

### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Rice/Neptune Wharf	0.8/1.8	
Eurowharf	0.5m	115m

## 12. PORT OF ROCHESTER

### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Scotline	+ 0.6m	95.0m
Limehouse Wharf	1.2m	115m
Crown Wharf 1	2.6m	106m
Crown Wharf 2	2.3m	115m
Crown Wharf 3	2.3m	131m
Acorn Yard	+1.7m	55m
Acorn Slip	+2.4m	43m

### BUOYS

	Depth at CD (in metres)	Max Length between Buoys
Acorn Buoys	5.2/4m	92/61m
Strood Buoys	5.6m	120 or 2 x 58m

### 13. THE SWALE

#### **General Note:**

It is recommended that for all vessels that both anchors are made ready for immediate use when transiting The Swale.

#### **NIGHT NAVIGATION ABOVE WASHER WHARF**

**Night Navigation above Washer Wharf is defined as from 20 minutes after Sunset to 20 minutes before Sunrise.**

Maximum length of vessels 83.0 metres.

Vessels up to 85 metres, with operational bowthrust and active rudder.

Vessels 85-90m will be considered, subject to navigation trials.

#### **KINGSFERRY BRIDGE**

Max Ht at MHWS Raised/Lowered 28.96m/3.35m

Max Beam 17.65m

#### **RIDHAM DOCK**

<b>Ship Limits</b>	<b>Max Length</b>	<b>Max Draught</b>
	102.1m	6.5m

#### **Tug Requirements**

Vessels > 95 metres	2 tugs (1 tug may be replaced by operational bowthrust)
Vessels > 80 metres	1 tug (may be replaced by operational bowthrust)
Vessels < 80 metres	As per master/pilot requirement

Latest Berthing HW on passing Sheerness

Latest Sailing HW @ Sheerness + 1 hour

#### **GROVEHURST**

Max length 95m Max draught HW +0.5 metre

Vessels up to 90m One tug or operational bowthrust

**Vessels over 90m LOA, one tug to be in attendance.**

Starboard side alongside (stern to tide) considered only in exceptional



**Peel Ports Group Ltd  
Archway House  
Sheernes Docks  
Sheerness  
ME12 1RS**

**Telephone: 01795 596 596  
Email: [medway@peelports.com](mailto:medway@peelports.com)  
[www.peelports.com](http://www.peelports.com)**