

NOTICE TO AGENTS, BERTH AND SHIP OPERATORS No.4 of 2015

EBB TIDE DOCKING AND UNDOCKING AT TILBURY LOCK

Introduction

This Notice details the current limiting parameters for vessels docking and undocking at Tilbury Lock on an **Ebb** tide. These limitations have been established over many years, represent good practice and are agreed by the Port of Tilbury and the Port of London Authority (PLA).

The detail of this Notice will be incorporated into the PLA's Code of Practice for Safe Mooring on the Thames at the next scheduled review, due in 2016.

Ebb Tide Docking

The following limitations apply:

1. Vessels up to and including 156m Length Overall (LOA) and/or 8.0m or less draught are permitted to dock at anytime on the ebb tide.
2. Vessels between 156m and 166m LOA and/or over 8.0m draught are only permitted to dock up to **one hour** into the Ebb tide i.e. after High Water Tilbury.
3. Vessels over 166m LOA will not be permitted to dock stern first on the ebb tide without a formal assessment, which may involve simulation, and the subsequent joint approval of both the PLA and Port of Tilbury Harbour Masters.

Ebb Tide Un-Docking

The following limitations apply:

1. Vessels up to 188m LOA and/or with a beam up to 29.5m are permitted to un-dock at anytime on the Ebb tide
2. Vessels of 188m or more LOA and/or with a beam in excess of 29.5m will not be permitted to depart from Tilbury Lock in the period between one hour after High Water Tilbury and one hour before Low Water Tilbury on the Ebb tide without a formal assessment by and joint approval of the Duty Port Controller at London VTS, the PLA Duty River Pilot and the Port of Tilbury Harbour Master.

3. When planning departure moves between the berth in Tilbury Dock to Tilbury Lock, vessel Masters, operators and agents are required to ensure that vessels of 188m or more LOA and/or with a beam in excess of 29.5m are scheduled to be secure alongside in Tilbury Lock, in sufficient time to meet the defined departure deadlines. Departing from Tilbury Lock is defined as the time the vessel must be crossing the outer Lock cill proceeding outwards into the River.

Notes:

1. The Tilbury HW and LW times referred to above are those published in the Tide Tables and Port Information Handbook published annually by the Port of London Authority, and corrected for BST where applicable.
2. Tug requirements are as identified in the latest edition of the PLA's Code of Practice for Ship Towing Operations on the Thames.

27 April 2015

Port of London Authority
London River House
Royal Pier Road
Gravesend, Kent DA12 2BG

**DAVID PHILLIPS
CHIEF HARBOUR MASTER**



Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.

EXPIRY DATE: N/A

TO RECEIVE FUTURE NOTICES TO MARINERS BY E-MAIL,
PLEASE REGISTER VIA OUR WEBSITE www.pla.co.uk

Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centres at Gravesend and Woolwich.



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