

NAVIGATIONAL ADVISORY PANEL REPORT

NAP Date:	31/10/2005	Owner:	Harbour Master (Lower)	NAP Ref:	13	NAP Title:	Procedures for LNG vessels in the Oaze
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Panel Members:


Name	Organisation	Name	Organisation	Name	Organisation
G Dickens	PLA	B Goldman	PLA		
S Gobi	Medway Ports	J Parkes	PLA		
A Hill	Medway Ports	G Price	PLA		
D Reid	Grain LNG Terminal				

Detail / Terms of Reference

To revisit the requirements and effectiveness of the procedures in the light of concerns expressed by Medway pilots following three transits of LNG vessels since June 2005. To pay particular attention to procedures in the Oaze Precautionary Area where to meet the requirements for these vessels to make fast an escort tug prior to entering the Medway channel, they manoeuvre to the south side of the channel in the Oaze to keep clear of other vessels. To make recommendations to the Chief Harbour Master and the PLA Navigational Management Team on any changes to the procedures and PLA legislation which may be required.

Observation/Recommendation

1. The present requirement for a LNG vessel to cross to the south and make its tug fast prior to entering the Medway channel potentially places it in a green-to-green position with outward traffic in a busy traffic area and in the case of a northerly wind puts it in a slow speed situation close to a lee shore to the south.
2. In assessing the relative risks to safety, it was agreed that there is no necessity to make a tug fast specifically before arrival at the Medway buoy and a LNG ship should be allowed to proceed as a normal specified vessel through the Oaze before taking her tug in the vicinity of the Medway buoy.
3. The current passage planning requirements are adequate but passage plans should be sent by Medway to PCC and 'standard PLA distribution officers' by email to ensure receipt and awareness of the transits.
4. PLA VTSM to liaise with Deputy Harbour Master Medway to ensure future joint monitoring and control of LNG related traffic by Medway and London VTS centres.
5. A draft Notice to Mariners is to be produced by PLA to amend the existing procedures promulgated in N to M 19 of 2005. Medway pilots to be consulted on the draft using the NAP report as background information.
6. The amended procedure to be implemented during or after the next LNG inward passage on 22nd November as appropriate. The nominated pilot for the transit to be advised of the impending changes to the procedures.
7. Recommendations of the NAP to be presented to NMT for approval at its next meeting.

Panel Chairman:	G Dickens	Signature:		Date:	01/11/2005