

## NAVIGATIONAL ADVISORY PANEL REPORT

<b>NAP Date:</b>	5 JULY 2011	<b>Owner:</b>	PETER STEEN	<b>NAP Ref:</b>	42	<b>NAP Title:</b>	ENDERBYS WHARF DEVELOPMENT
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**Panel Members:**


Name	Organisation	Name	Organisation	Name	Organisation
Peter Steen	PLA – DMO MPM	Richard Flynn	PLA - PRM	Terry Lawrence	PLA - HMU
John Freestone	PLA – RIVER PILOT	Dave Hocking	PLA – RIVER PILOT	Ray Maclean	PLA - VTSO

Detail / Terms of Reference	Observation/Recommendation
<p>1. Determine the maximum dimensions of vessels that can transit and then be safely swung above the Thames Barrier.</p> <p>2. Determine the maximum dimensions of vessels that can use the proposed terminal.</p> <p>3. Constraints on the above due to tide, wind or other factors</p>	<p>The Panel discussed in detail the possible dimensions limits establishing that there maybe a possibility to increase the size of vessel to a maximum of 230m x 35, with recommendations to simulate larger vessel trials to confirm and monitor the success rate.</p> <p>John Freestone reported feedback from River Pilots, comments range from a maximum of 200m to 240m to swing on the inward voyage and back up or a max of 204 to berth head up and swing on the outward voyage. Concerns about the 'protected' wharf below Enderbys which will restrict the length of vessels berthing head down. Dave Hocking was not sure of the maximum length of vessel that has swung and backed up, but Dave and Richard Irwin have both had the MS Prinsendam, 205m away and swung to port on the outward voyage. Both feel that this is probably the maximum length to swing to port. Therefore, the Panel would recommend that 205 x 32 would most probably be the maximum dimensions to berth head up and swing to port outwards. Otherwise a maximum LOA of 230 to berth head up and swing to starboard outwards.</p> <p>3. Berthing head up at HW North Woolwich +30 mins. (Slack water.) Berthing head down at HW North Woolwich -1 hour.</p>

<p>4. Operating procedures</p> <p>5. Proposed Cable Car across from Blackwell Point.</p> <p>6. Tideway Tunnel and Crossrail works.</p> <p>7. Determine what operational procedures could be imposed to enable larger vessels to use Enderby's Wharf</p>	<p>Tidal restraints - All agreed the ideal time head up is 45 minutes to 1 hour before high water. If a swing was involved an hour would still be needed.</p> <p>Wind restraints - Very difficult to define, each case should be taken on its own merits. Operational procedures had already imposed on Enderbys Wharf through RWL process.</p> <p>Terry Lawrence assured the meeting this has been covered in various other meetings with the Cable Car Company confirming no foreseeable problems.</p> <p>Nothing further they can see.</p> <p>John Freestone and Dave Hocking recommended that two Pilots would be needed for backing down or up at Enderbys Wharf for vessels over 210m.</p>
<p>Summary</p>	<p>The question was asked if two ships could be handled on the same tide if vessel on the berth was head up. This was discussed with no restrictions made except tug availability. As a one on, one off the berth situation, both head up could be completed with one vessel arriving half an hour earlier to wait above the berth.</p> <p>Ray asked if the racons would be of any assistance but it was generally agreed that a previous NAP had decided that although they would remain in place they would no longer be used.</p> <p>The maximum length of cruise vessel that can safely be taken through the Thames Barrier and swung in the West India Dock Entrance to head up to Enderbys Wharf is 230 x 35 metres but there is a strong recommendation for simulator trials to verify this limit and to examine backing vessels past the proposed terminal to Greenwich Ship Tier.</p> <p>There appears to be a limit of 205m on the existing proposal for Enderbys Cruise Terminal (plans show Prinsendam as largest vessel) which is acceptable and within existing experience as Greenwich Ship Tier is currently 208m.</p> <p>That said there has been enquiries for larger vessels of the Crystal Symphony size 240m loa. If the proposed terminal can accommodate such a vessel then it would be a very good idea to simulate the entire voyage from barrier to berth hand back and also simulate backing a large vessel (208m) past a vessel on the proposed berth.</p> <p>Note that there is a requirement for two pilots if the vessel is to back up or back down river to or from the berth.</p> <p>There is no set requirement for 2 pilots as such but is taken on a ship by ship basis e.g. HMS Illustrious to GST or Deutschland stern first into WI Dock.</p>

Recommendation

NIMT is asked to note the above findings and endorse the recommendation that the maximum length of cruise vessel that can safely be taken through the Thames Barrier and swung in the West India Dock Entrance to berth head up to Enderby's Wharf is 230 x 35 metres.

Panel Chairman:	PETER STEEN	Signature:		Date:	26.07.11
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