

## **NOTICE TO MARINERS** No.27 of 2011

# **CODE OF PRACTICE FOR SHIP TOWAGE OPERATIONS ON THE THAMES 2010**

## **AMENDMENT NOTICE**

**This Notice replaces Notice to Mariners No. 18 of 2011, which is hereby cancelled.**

**Please note** the revised wording in the second paragraph of Section 9.5

### **SECTION 9 – LOCAL TOWAGE OPERATIONS**

#### **SECTION 9.5**

##### **9.5 Northfleet Hope Container Terminal – Tilburyness**

The strong tidal flows around Tilburyness have resulted in a number of incidents where ships departing the container terminal have failed to successfully negotiate the bend. Some of these incidents have resulted in vessels making contact with berths on the south side of the River. The effect is particularly pronounced when vessels are departing on the flood tide.

When a vessel, berthed head down, is departing on a flood tide from the container terminal using tugs, and a strong tidal counter flow is present off the berth, it is strongly recommended that the tugs are retained until the vessel has fully entered the stream.

#### **SECTION 9.1**

##### **Please Note:**

Any references to Shellhaven in **Section 9.1 Coryton, Shellhaven and other river berths** and elsewhere in the Code should now refer to **S Jetty** (at the eastern end of the London Gateway Port development).

**Please ensure you attach this amendment in your copy of Code of Practice for Ship Towage Operations on the Thames 2010.**

**15 December 2011**

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

**DAVID PHILLIPS**  
**CHIEF HARBOUR MASTER**



EXPIRY DATE: N/A  
TO RECEIVE FUTURE NOTICES TO MARINERS BY E-MAIL,  
PLEASE REGISTER VIA OUR WEBSITE [www.pla.co.uk](http://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.**

