



Port of Tilbury (London) Ltd. Notice to Mariners – No.4 of 2017

Ebb Tide Docking Procedure (<156 metres)

For authorised vessels up to 156 metres (Length overall), the following procedures should be used as guidelines when making an Ebb Tide approach to Tilbury lock. It is appreciated that in some circumstances, there may be a requirement to deviate from these procedures. However, such circumstances should be fully discussed and agreed with the Duty Marine Officer before commencing the approach to the Lock. The following basic procedure is suggested:

The Pilot or Master should establish and maintain effective contact with the Berthing Master at or before passing the Tilbury Landing Stage. At that time, a procedure for the proposed manoeuvre should be agreed, having due regard to tidal and weather restrictions and other details, for example:-

- Will, or is a spring required?
- Where the Berthing Master will be positioned?
- What information on distances does the Pilot require?
- The use and positioning of tugs.

When beginning this manoeuvre, the initial approach should be parallel to the Lower Outer-jetty into the ebb tide. To minimise any impact loadings on the fenders, it is considered prudent that the vessel should land on Lower Outer-jetty, passing a spring ashore to the 'knuckle' if required and then manoeuvring upstream onto the first fender.

The vessel should then continue to manoeuvre upstream, alongside the jetty until at least half the ships length is across the 'bell mouth' towards, but retaining a safe 'swinging' distance from the Upper Pier, as advised by the Duty Officer and agreed with ships staff, situated on the forward mooring deck.

When in position across the 'bell mouth', with no way on the vessel and the spring (if used) secured, using as appropriate, main engines and rudder(s), thrusters and, assisted by tugs secured if required, the vessel can commence to pivot around the knuckle fender system and into the 'bell-mouth'.

When the vessel is parallel with the sprung fender, the spring can be rendered, slipped and then hauled on board and the vessel continue to manoeuvre into Lock, but having due regard for the residual effects of the ebb tide aft until the stern passes into the bell-mouth.

Captain Geoff Holland
Harbour Master
Port of Tilbury (London) Ltd

It should be noted that all Telephone calls, VHF R/T traffic and CCTV images are recorded at the Marine Office, Lock side. RM18 7EH