



Port of Tilbury (London) Ltd.

Marine Notice to Port of Tilbury Users No.12 of 2012

Mooring arrangements whilst transiting lock.

The Port of Tilbury is accessed via a Panamax lock with mooring bollards set the full length of the lock from 'outer' to 'inner' knuckles at approximately 20 metre intervals and set back 10 metres inshore of the lock cope.

To minimise vessels 'ranging' in the lock and to minimise conflict with tug 'towing hawsers', Masters of vessels transiting the lock are requested to ensure that, when possible, mooring lines are 'led' around the mooring decks, via 'rollers' and offered via the onshore shoulder and quarter fair-leads.

Considerable difficulty is experienced by linesmen handling offshore mooring lines, especially when 'paid-out' too quickly and causes problems for tug's when the 'tow hawser' is crossed.

Masters and pilots are requested to consider the mooring in the lock as a part of their agreed 'passage plan' and ensure that both officers and crew are correctly briefed prior to arrival, mooring lines prepared and laid out on deck to achieve this brief.

It should be agreed with the Duty Officer at Tilbury Lock on passing Tilbury Landing Stage, Broadness Point, or leaving a Berth within the Dock which side too in Lock during the Transit and any variance with the 'normal' mooring arrangements.

Note: Attention is drawn to the PLA, 'Code of practice for safe mooring on the Thames 2010' and the amendments to that code.

Captain Geoffrey 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