



Port of Tilbury (London) Ltd.

Notice to Mariners – No. 17 of 2012

Requirement For ‘Berthing Assistance’ Within the Port Of Tilbury Dock.

“Berthing assistance” being the provision of manoeuvring advice and local knowledge during berthing and unberthing operations in the port.

UK legislation – the **Pilotage Act 1987**; describes the meaning of a “*competent harbour authority*”, a harbour with ‘*general duties as to the provision of Pilotage services*’ and a “*harbour authority*”. The Port of Tilbury London Ltd is a ‘*harbour authority*’ and without the ‘powers’ to employ, train, exam and license Pilots, does not have the ability within the legislation to provide a Pilotage service.

In the absence of the “powers” introduced above, this **Notice to Mariners** informs all ships Agents and confirms, the Master’s responsibilities whilst transiting and manoeuvring any vessel to or from a berth or the lock within Tilbury Dock. Also, the Harbour Master’s requirements for the following to contract “berthing assistance”, that is;

- Any Master or vessel, new to this port over 80m.
- Any vessel requiring the assistance of a tug(s). Unless the master is exempted by the PLA.

This means the provision of manoeuvring advice and local knowledge during berthing and unberthing operations involving vessels not subject to compulsory Pilotage and to include the effective direction of tugs.

With historic precedence this ‘*berthing assistance*’ contracted by Ships Agents together with the provision of mooring teams ashore, continues to be independently provided by self-employed Port Of Tilbury approved Berthing Advisors referred in the past as “*Licensed Watermen*” all of whom, have an extensive knowledge and experience of ship manoeuvring, assisting Masters and controlling tugs.

To ensure continuity for “*berthing assistance*” the port will introduce measures, to be incorporated in the Port Marine Safety Management system, to permit the

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Leslie Ford House,
Tilbury RM18-7EH

Captain Geoffrey Holland
Harbour Master

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established Berthing Advisors to continue to offer this assistance, auditing operations and requiring these Berthing Advisors to undertake an agreed minimum number of transits annually to maintain a high standard of port knowledge and ship and tug handling experience.

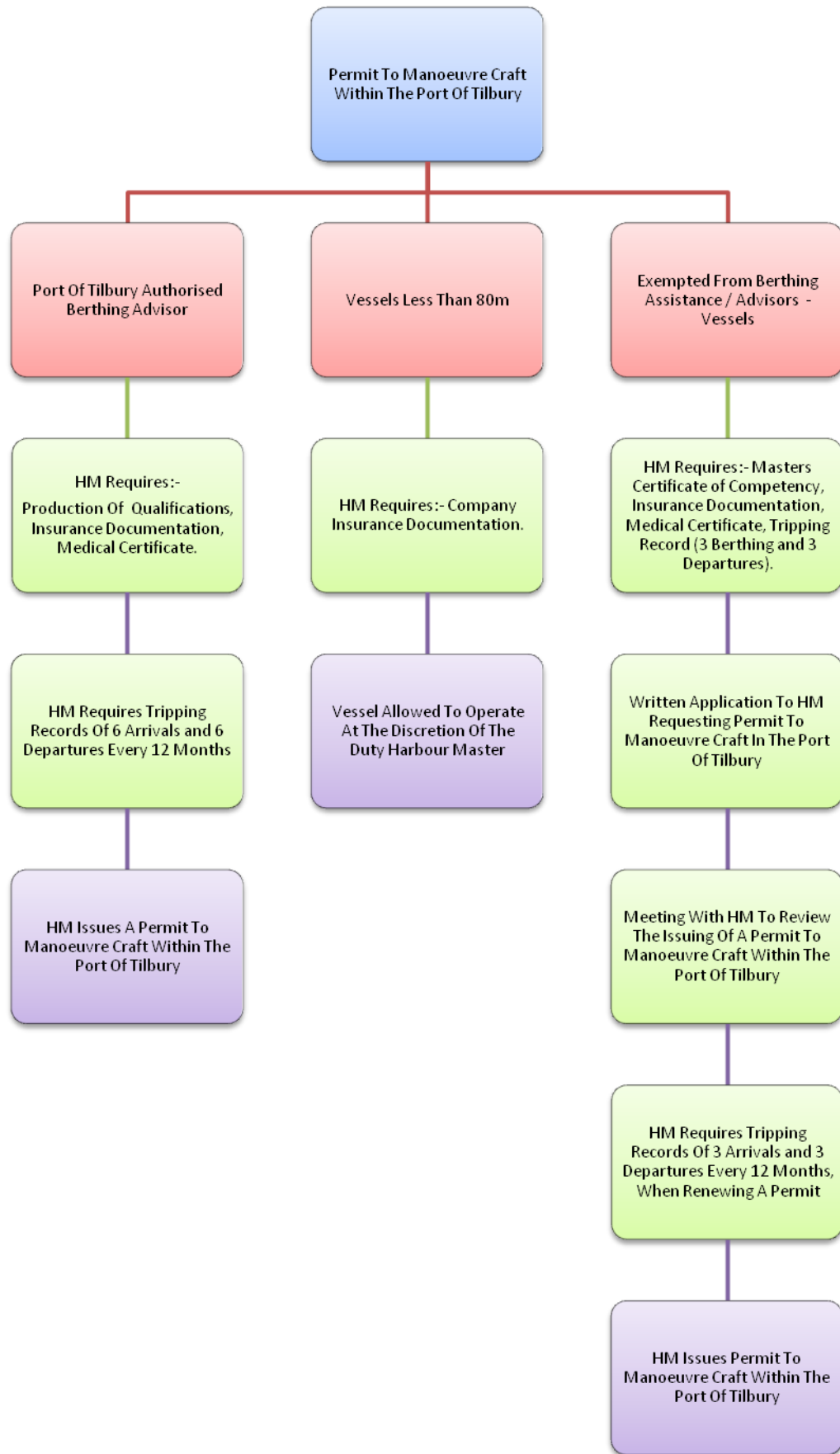
Masters are reminded that regardless of the “berthing assistance” contracted and advice offered, that the Master is responsible for the safe and seamanlike manoeuvring and mooring of his/her vessel – Quote “to masters orders and pilots advice” end quote

A Master, trading regularly into the port on the same or a similar vessel, may seek an exemption to the requirement for ‘berthing assistance’ making application in writing to the Harbour Master, exemption being at the discretion of the Harbour Master and subject to regular audit.

It should be noted that in cases where the Master refuses to accept the Duty Harbour Master’s advice in respect to the contracting of ‘berthing assistance’ or the number of tugs required to facilitate a safe operation, the Harbour Master may impose his requirements by Special Direction.

Implementation will be the **1st January 2013**, however the Harbour Master will be issuing permits to valid candidates with immediate effect.

As of the 1st January 2013 any vessel moving within the port **will** require a “permit to manoeuvre”.



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