



# MEDWAY & SWALE OPERATIONAL RULES AND GUIDELINES 2010



## Medway

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## INTRODUCTION

These rules and guidelines are for the information of Ships' Masters, Agents, Owners, Pilots, Port Authority Personnel and terminal operators. Their purpose is to provide assistance when considering channel depths, berth parameters and tug allocations for ships using and manoeuvring in the River Medway and Swale.

Rules are indicated in red and thus compulsory. Medway Ports [Port of Sheerness Ltd.] is the Statutory and Competent Harbour Authority in accordance with, inter alia, the Medway Ports Authority Act 1973, the Merchant Shipping Act 1995 and the Pilotage Act 1987. Medway Ports [Port of Sheerness Ltd.] reserves the right to issue General and Special Directions where and when appropriate.

The sections, not in red, dealing with tug recommendations are a guideline only and are thus not compulsory. However the guidelines are a result of many years Pilotage experience in manoeuvring vessels in the Medway where techniques and tug types have proved efficient, effective and safe. It should be appreciated that Medway Pilots are experts in their district and prudent shipmasters would be well advised to heed the pilots' tug requirements. Pilots in UK law are more than advisors; in compulsory Pilotage areas (such as the Medway and Swale) they are entitled to be given the 'conduct' of the vessel. This does not relieve the Master of his specific or common law duties of command.

Notwithstanding these guidelines, circumstances may arise that dictate a departure from these guidelines. A Pilot may require more tugs than these recommendations suggest, which may be the result of particular tidal, weather or traffic concerns. Equally, Pilots may use their discretion to alter the recommendations if circumstances permit. In the rare case of disagreement the Statutory Port Authority will be the arbiter.

The tug systems presently used in the Medway are 'tractor' units using ASD or Voith systems and other approved units. These systems have distinctly different handling characteristics and may require different configurations. Medway Pilots are highly trained and experienced in ship handling and tug use, their expertise should be respected.

The sections dealing with depths and berth parameters are for quick and approximate reference. In all cases the latest survey charts and Notices to Mariners should be consulted.

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## 1. GENERAL INFORMATION

River Medway

Upstream of Oakhamness Jetty

General Direction No.6 states that ships in excess of **130 metres** in length overall will not be allowed to pass each other upstream of Oakhamness Jetty.

Medway Approach Channel

Maintained dredged depth 12.5 metres.

For night navigation and restricted visibility vessels in excess of **130 metres** in length overall may not pass each other within the boundaries of N° 4 Medway Channel buoy and due west of Garrison Point.

Restricted Visibility

Restricted Visibility is defined as less than half a mile.

Underkeel Clearance

Underkeel clearance in the Medway Channel will be at least 10% of draught.

## 2. ANCHORAGES – INCLUDING THAMES ESTUARY

Anchorage	Letter	Length (m)/ Radius (cables)	Depth at CD (in metres)	Stay
Great Nore *	N1-5	200	12	Unlimited
Little Nore		100	7	Unlimited
Small Ships		100	5	
Saltpan Reach		100	As per chart	2 ships
Stangate Creek		N/A	4.3	Explosives
Sunk		N/A	24.0	
Inner Sunk		N/A	12.5	
Outer Tongue		N/A	13.0	
Margate Roads		N/A	8	
Black Deep		N/A	17.0	
Knob	Kilo 1-2	2.5 cables	15.4/15.8	Staging
Mouse		Unrestricted	As per chart	Unlimited
Warps	Whisky 1-2	2.5 cables	13.2/14.3	Staging
Southend	Zulu 8-12	1.67/2.5	10.4/11.6	Unlimited
Barrow Deep			5 – 12	Limited
Shivering Sands			9 – 13	Limited
K3	LNG Only		12.6m	Staging

\* When Pilot remains onboard and by agreement with Medway VTS vessels of an increased size may use the Great Nore Anchorage

### 3. RIVER REACHES

#### Controlling Depths

Reach	Depth at CD (in metres)	
Sheerness Harbour	14.7	
Saltpan Reach	12.5/8.8 Z1 Buoy	
Kethole Reach	7.4	Nº 15 Buoy
	6.8	Nº 12 Buoy
Long Reach	6.0	
Pinup Reach	5.0	
Gillingham Reach	5.7	
Chatham Lock Approaches	4.7 North	4.3 South
Short Reach	3.8 (obstn)	
Upnor Reach	3.4	
Chatham Reach	3.4	
Limehouse Reach	3.2	
Bridge Reach	2.1	
The Swale	3.2 to Ridham	
East Swale	0.2	

## 4. SHEERNESS

### Operations

Operations at Sheerness are unrestricted save compliance with the towage rules and guidelines.

Flood Tide Slot is defined as from LW-1 Hour to HW-30 Minutes.

Ebb Tide Slot is defined as from HW-30 Minutes to HW+5 hours.

The wind limitation for berthing large Car Carriers is 25 knots, but may be modified by the Pilot in consultation with the Master.

### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Berth 10	11.0	-
Berth 11	7.0	165 m
Berth No. 1	12.2	230 m
Berth No.2	11.0	210 m
Berth No.3	11.0	230 m
Berth No. 6/7	11.0	-
Berth No. 4 SCT	9.0	230 m
Berth N° 5	5.5	115 m

## 4. SHEERNESS Continued;

### Tug Requirements

#### No. 10 Berth

Vessels up to 120m	1 tractor tug or operational bowthrust
Vessels > 120m	2 tractor tugs. One tug may be replaced by a bowthrust

#### No.s 1, 2, 3, 6, 7 & 11 Berths

Port Side Alongside	At any state of tide	
Vessels < 100m		as per Master/Pilot requirement
Vessels 100 – 120 metres		1 tractor tug or operational bowthrust
Vessels 120 – 135 metres		2 tractor tugs. One tug may be replaced by a bowthrust
Vessels greater than 135 metres		2 ASD tugs. One tug may be replaced by a bowthrust
Stbd Side Alongside	Flood tide	
Vessels < 100m		As per master/pilot requirement
Vessels 100 – 135 metres		2 tractor tugs. One tug may be replaced by a bowthrust
Vessels > 135 metres		2 ASD tugs. One tug may be replaced by a bowthrust
Stbd Side Alongside	Ebb tide	
Vessels < 100m		As per master/pilot requirement
Vessels 100 – 135 metres		2 tractor tugs
Vessels > 135 metres		2 ASD tugs

#### Stbd Side Alongside

From 30 minutes after High Water to 1 hour before Low Water **and** when the average wind speed is 25 knots or more, with any westerly component, vessels of 100 metres or more must have at least one tractor tug.

## 4. SHEERNESS Continued;

### Sheerness Car Terminal (No. 4 Berth)

Vessels other than large car carriers, tug requirements as for the previous berths.

Large car carriers: (greater than 170 metres LOA)

Port Side Alongside: At any state of the tide	2 tractor tugs
Stbd Side Alongside: Flood tide	2 ASD tugs
Stbd Side Alongside: Ebb tide	3 tugs (At least 2 of which to be ASD tugs)

For sailing from Sheerness 2<sup>nd</sup> tug may be replaced by bowthrust.

### No. 5 Berth

Wind > 15kts (Other than up/down berth)	1 ASD tug
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Wind > 25kts	2 ASD tugs
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For sailing from Sheerness 2<sup>nd</sup> tug may be replaced by bowthrust.

## 5. ISLE OF GRAIN No. 1 JETTY (B.P.)

Berth	Depth at CD (in metres)
Berth No 1	11.5

For all operations on this berth refer to B.P. Towing & Berthing Guidelines.

For vessels up to 130m tugs to be tractor tugs.

For vessels over 130m tugs to be ASD tugs except that where 3 tugs are specified, the 3<sup>rd</sup> tug may be any type and of sufficient bollard pull and manoeuvrability.

## 6. THAMESPORT

Berth	Depth at CD (in metres)
Thamesport Upper / Lower	13.5

### Tug Requirements

a. Vessels < 100m		As per Master/Pilot requirement
b. Vessels 100 metres to 140 metres		1 tractor tug. May be replaced by a bowthrust
c. Vessels 140 metres to 170 metres		2 tractor tugs. One tug may be replaced by a bowthrust
d. Vessels 170 metres to 250 metres		2 x ASD tugs. One tug may be replaced by a bowthrust
e. Vessels over 250 metres (see note below)	NO SWING -	2 x ASD tugs. One tug may be replaced by a bowthrust
	WITH SWING -	2 x ASD tugs. <i>For v/l's over 300m and /or draft 12.3m or more: minimum combined bollard pull 125t</i>

Note: For vessels over 250m operating in the following conditions a 3<sup>rd</sup> tug is recommended:  
*For v/l's over 300m and /or draft 12.3m or more: minimum combined bollard pull 185t*

Berthing stern to FLOOD tide  
 Swinging on an EBB tide  
 In a steady wind of 20 knots or more

Berthing stern to EBB tide is *NOT* recommended. However if this manoeuvre is undertaken extra tugs **must** be used.

## 7. ISLE OF GRAIN No. 6 AND 7 (Aggregate Industries)

Berth	Depth at CD (in metres)	Note
Berth No. 6	13.1	1.8 metre rise of tide for Lineboats to work dolphins

When there is a vessel on Isle of Grain No. 6 Berth all vessels intending to pass or manoeuvre close must give this vessel due notice of their intentions and reduce speed as much as circumstances permit and whenever possible pass to the south of Zulu No.1 buoy commensurate with safe navigation.

### Tug Requirements

Vessels > 200m

Berthing 2 ASD tugs

Unberthing  
When LNG vessel alongside IOG no. 8 or 10 berth 1 ASD tug

## 8. I.O.G. No.s 8 & 10 BERTH (LNG)

For all operations on this berth refer to Grain LNG Pilot Information Pack and the relevant Notice to Mariner

## 9. KETHOLE BUOYS

### Ship Limits

Buoy	Depth at CD (in metres)	Max Tonnage DWT
Buoy N° 21	11.4	16,000
Buoy N° 22	12.1	16,000
Buoy N° 23	12.1	16,000
Buoy N° 24	8.9	16,000

Explosives vessels using Kethole Buoys must moor with Chain and/or wire. Natural or man-made fibre moorings are only to be used with specific approval of the Harbour Master, or as additional moorings in extreme conditions.

Explosive vessels - daylight only mooring.

All vessels on these buoys are to be moored by Medway Ports approved personnel.

## 10. OAKHAMNESS

### Ship Limits

Berth	Depth at CD (in metres)	Max Length	Max DWT Tonnage
Oakharness Jetty	11.0 metres	229.0 metres	55,000

### Tug Requirements

Tankers without manoeuvring aids

Up to 30,000 Dwt  
 30,000 to 50,000 Dwt  
 > 50,000 Dwt

2 ASD tugs  
 3 tugs, of which 2 to be ASD tugs  
 4 tugs, of which 2 to be ASD tugs

A tanker with an operational bowthrust may dispense with the services of one tug on the recommendation of the Pilot.

## 11. KINGSNORTH

### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Kingsnorth Jetty	10.7 in main berth 9.8 in extension	155 m
Kingsnorth Spur	+0.3	



### 13. CHATHAM TO ROCHESTER BRIDGE

All piloted vessels sailing from above Chatham Ness must do so before HW +1 hour.

Vessels over 120m in length will only be accepted with the Harbour Master's approval, in addition to which the following conditions will apply:

The manoeuvre to be carried out in daylight hours only.  
There shall be two tugs of suitable bollard pull in attendance.

When these vessels are required to swing at Gashouse Point, Crown 2 & 3 must be clear of berthed ships.

Vessels over 92.0 metres	1 Tug or bowthrust
Vessels over 107.0 metres	2 Tugs. One may be replaced by a bowthrust

Medway VTS shall broadcast at regular intervals, on Channel 74, advice of the movement of the vessel and its requirements for a clear passage.

#### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Rice/Neptune Wharf	0.8/1.8	
Eurowharf	1.4m	115m

## 14. PORT OF ROCHESTER

### Ship Limits

Berth	Depth at CD (in metres)	Max Length
Scotline	-0.3m	95.0m
Limehouse Wharf	1.2m	115m
Crown Wharf 1	2.8m	106m
2-3	1.9m	115m
	2.1m	131m
Acorn Yard	-1.7m	55m
Acorn Slip	-2.4m	43m
Buoys	Depth at CD (in metres)	Max Length between Buoys
Acorn Buoys	5.2/4m	92/61m
Strood Buoys	5.6m	120 or 2 x 58m

## 15. THE SWALE

### Ship Limits

Berth	Length	Depth at CD (in metres)	Max Draught
Chalk Wharf	110m	- 2.9m	HW – 1.8
Note: Small tug always used			
Marsh Wharf	54.0m		HW – 2.3
Note: Small tug always used			
Washer Wharf	118m		

### Tug Requirements

Washer Wharf

Vessels up to 90 metres  
Vessels over 90 metres

As per master/pilot requirement  
One tug

## NIGHT NAVIGATION ABOVE WASHER WHARF

Night Navigation above Washer Wharf is defined as from 20 minutes after Sunset to 20 minutes before Sunrise.

Maximum length of vessels 83.0 metres.

Vessels up to 85 metres, with operational bowthrusters and active rudder.

Vessels 85-90m will be considered, subject to night navigation trials.

## KINGSFERRY BRIDGE

Max Ht at MHWS Raised/Lowered	28.96m/3.35m
Max Beam	16.77m

## RIDHAM DOCK

Ship Limits	Max Length	Max Draught
	102.1m	6.5m

## Tug Requirements

Vessels > 95 metres	2 tugs (1 tug may be replaced by operational bowthrust)
Vessels > 80 metres	1 tug (may be replaced by operational bowthrust)
Vessels < 80 metres	As per master/pilot requirement

Latest Berthing	HW on passing Sheerness
Latest Sailing	HW @ Sheerness + 1 hour

## GROVEHURST

Max length 95m	Max draught HW +0.5 UKC in turning circle
Vessels up to 90m	One tug or operational bowthrust

**Vessels over 90m LOA, one tug to be in attendance.**

Starboard side alongside (stern to tide) – considered only in exceptional circumstances (tug recommended).