

# NOTICE TO MARINERS

## **NO.26 – 2010 MEDWAY PORTS MEDWAY APPROACH TO SALTPAN REACH GRAIN LIQUIFIED NATURAL GAS TERMINALS (JETTIES 8 & 10) NAVIGATION OF VESSELS IN RELATION TO THE LNG TERMINALS**

**NOTICE IS HEREBY GIVEN** that the following conditions relating to the navigation of vessels resulting from the operation of the **Liquefied Natural Gas (LNG) Terminals, Saltpan Reach, River Medway**, shall be applicable when:

- a) a vessel carrying LNG in bulk ('LNG Vessel') is underway between the Medway Buoy and the LNG Terminals situated at Jetty No 8 and 10 Isle of Grain ('the LNG Terminals') (or vice versa);
- b) no LNG vessel is alongside the LNG Terminals or;
- c) an LNG vessel is berthed at the LNG Terminals as appropriate

### **2.1 Berth Exclusion Zone**

2.1.1 When there is no LNG vessel berthed at the LNG Terminals a vessel shall not navigate within that part of the River Medway which is within an arc measuring 150 metres in any direction from the cargo transfer arms at the LNG Terminals. The cargo transfer arms are located at the following approximate position:

Terminal No10	51° 25.9405'N	00° 42.5448'E
Terminal No8	51° 25.9309'N	00° 42.1760'E

2.1.2 Whilst an LNG vessel is moored at the LNG Terminals no vessel greater than 50 metres LOA, other than service craft attending the LNG vessels and which are authorised to be there by the Harbour Master or the operator of the LNG Terminals, shall enter any part of the River Medway which is within an arc measuring 250 metres in any direction from the cargo transfer arms of the LNG Terminals ('the Berth Exclusion Zone') or pass the Berth Exclusion Zone at a speed greater than 7.5 knots through the water.



2.1.3 Vessels of less than 50 metres LOA may, if considered necessary by the Master or Pilot of such vessel for safe navigation of such vessel, pass within the Berth Exclusion Zone but not less than 100 metres from any LNG vessel berthed at the LNG Terminals. Whilst within the Berth Exclusion Zone such vessel's speed may not exceed 7.5 knots through the water.

## **2.2 Navigation between Medway Buoy and Isle of Grain LNG Terminals**

2.2.1 When an LNG vessel is proceeding between the Medway Buoy and the LNG Terminals or vice versa no vessel shall proceed in the main Medway Approach Channel [between No. 2 Light Buoy and a drawn line 270° (True) from the 2FR (vert) lights adjacent to No 11 Berth Pontoon, Garrison Point] or in the Medway Secondary Channel, in an opposite direction to the LNG vessel, except where the provisions of para. 2.2.3 apply.

2.2.2 Vessels navigating in the same direction as an LNG vessel which is proceeding between the Medway Buoy and the LNG Terminal or vice versa shall maintain a safe distance of one mile ahead or half a mile astern, as appropriate, of the LNG vessel.

2.2.3 Subject to the specific agreement of both the LNG vessel and Medway VTS, vessels of 130 metres LOA or less, provided that they can safely navigate outside the main navigational channel (as defined in 2.2.1), may navigate in the same or opposite direction as an LNG vessel. Such vessels should navigate with caution and slow speed. (see note)

**NOTE:** *LNG vessels will normally pass to the South of the Medway Buoy both inbound and outbound. Where interactions are likely to occur in the vicinity of the Medway Buoy between vessels of 130 metres LOA or less and LNG vessels, the intention to navigate outside the channel and details of the planned track should be passed by such vessels to Medway VTS, London VTS and the LNG vessel involved.*

2.2.4 When an LNG vessel is underway between the Medway Buoy and the LNG Terminals or vice versa, no vessel shall cross less than one mile ahead or half a mile astern of such LNG vessel.

2.2.5 When an inbound LNG vessel is manoeuvring in Saltpan Reach to the West of the Kent Buoys no inbound vessel of more than 50 metres LOA shall pass the Kent Buoys and no outbound vessel of more than 50 metres LOA shall pass No. 12 Channel Buoy until the Medway VTS advises mariners that it is safe to do so.

3. Further information on the above may be obtained from Medway VTS on VHF Channel 74, or telephone 01795 663025.

4. Admiralty Chart Nos. 3683 and 1834 refer.

5. This Notice to Mariners replaces No. 31 of 2008.

**Captain Guy Peto**  
**Harbour Master**

8th October 2010