

NOTICE TO MARINERS

No 07 of 2016

(Update and Re-Issue of Notice to Mariners No 07 of 2014)

Port of Southampton – Speed of Vessels and Passing Distances off Jetties and Berths

- 1 **NOTICE IS HEREBY GIVEN** that special care must be exercised by all vessels navigating within the limits of the Port of Southampton. Vessels should proceed at a reduced speed as safe navigation permits, and in such a manner as not to endanger the lives of persons ashore or afloat, including passengers embarking or disembarking from harbour ferries, or cause damage to vessels alongside or at moorings, or to sea walls, tidal mudflats and other works. Particular care should be exercised when passing Oil Terminals where vessels are loading or discharging petroleum products and hazardous chemicals.
- 2 Special consideration should be given to the effects caused by the underwater form and the draught of vessels in order to reduce the resulting pressure waves and displacement of water. Particular attention should be given to the increased effects caused during low water periods.
- 3 Attention is drawn to Marine Guidance Note MGN 199(M) 'Dangers of Interaction'.
- 4 The special attention of Masters, Pilots and others having command or charge of vessels is drawn to the presence of vessels loading or discharging petroleum products or stores from small craft at ESSO MARINE TERMINAL FAWLEY and BP OIL TERMINAL HAMBLE and other vessels loading stores or cargo in anchorages. Attention is also drawn to the presence of craft at moorings or alongside the Sea Mounting Centre, MARCHWOOD.
- 5 As safe navigation permits, vessels drawing 6m (19.7 feet) and over when approaching or passing the ESSO MARINE TERMINAL FAWLEY and BP OIL TERMINAL HAMBLE must not exceed 7 knots over the ground. All ferries and vessels of less than this draught are reminded of the dangers inherent with oil terminals and should reduce speed as safe navigation permits.
- 6 Any vessel passing the ESSO MARINE and BP OIL TERMINALS should navigate not less than 130m from the face of the jetties. This limit is intended to protect vessels moored alongside, guard against the interaction of passing vessels and the risk of naked lights and sparks within these areas.
- 7 Mariners are also reminded of the following:

- Mariners on vessels alongside should remain alert to the possibility of ranging occurring when large vessels pass, particularly around periods of low water.
 - The possible ranging of vessels during cargo operations must be considered by both mariners and berth operators. Appropriate control measures should be included in their operational risk assessment.
 - Moorings should be regularly checked and kept tight to ensure they are capable of holding the vessel during the close passage of large ships.
 - When setting mooring winches, particularly self-tensioning winches, the possibility of ranging due to passing vessels must be considered and due allowance made. Ranging can occur in any weather condition. Avoid complacency in periods of favourable weather conditions.
 - Mariners having conduct of vessels underway in the port, particularly large, deep draught, vessels should consider the effect that their passage may have on vessels alongside. They should proceed at a slow speed, sufficient to retain control, when passing close to vessels alongside.
- 8 Southampton VTS can be contacted on VHF Channel 12 or by telephone on 02380 608208 for an update on traffic information.

**Vessel Traffic Services Centre
Berth 37, Eastern Docks
Southampton**

**Captain M Phipps
Harbour Master**

01 January 2016

Owners, Agents, Charterers, Marinas, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.