



Portsmouth International Port – Local Notice to Mariners No. 07/12

Dated 28th December 2012

PORTSMOUTH INTERNATIONAL CRUISE and FERRY PORT

Use of Main Engines & Bow Thrusters by RoRo Ferries whilst alongside Berths

1. **NOTICE IS HEREBY GIVEN** by the Harbour Master of Portsmouth International Port that the following rules should be observed by all Masters of ships whilst alongside berths at the Cruise and Ferry Port (CFP).
2. **Testing Manoeuvring Equipment.** This Notice also applies to requests to test manoeuvring equipment after repairs etc.
3. **Bad Weather.** Under certain very stormy weather conditions the Master may wish to use Main Engine power assistance/Bow Thruster to help to keep the vessel safely alongside. The port rules for use of manoeuvring equipment for this purpose are as follows.
 - i. The placement of Additional Mooring Lines should be considered as the first option.
 - ii. The Assistance of a tug should be considered as the second option.

Additionally the Master may consider the use of the following:

iii. Use of Bow Thruster

This is only permissible once all of the following actions have been taken.

- a. "Portsmouth Harbour Radio" VHF CH 11, must be advised before use and again upon completion.
- b. The port's passenger gangways must be withdrawn to shore.

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iv. **Use of Main Engine with Propellers Clutched OUT (Not Turning)**

Some vessels may require extra power as generated through a shaft alternator. The use of the main engine with the propellers clutched OUT **is only permissible once all of the following actions have been taken.**

- a. "Portsmouth Harbour Radio" VHF CH 11, must be advised before use and again upon completion.
- b. The port's passenger gangways **must be withdrawn** to shore.

v. **Use of Main Engine with Propellers Clutched IN (Turning)**

The use of the main engine with the propellers clutched IN is **only permissible once all of the following actions have been taken.**

- a. A request has been made through "Portsmouth Harbour Radio" VHF CH 11.
- b. The port passenger gangways **must be withdrawn** to shore.
- c. The ships **vehicle ramp must be lifted** from the Linkspan and secured away, and the **ships shell door closed.**
- d. **Auto tension winches** must be backed up by mooring lines secured on the ships bits to counter the tendency of the winches releasing the tension as the weight increases. Serious consideration should be made to taking some of them out of tension and apply the brakes hard on, see Portsmouth International Port [LNTM 06/12](#).
- e. The **minimum power necessary is applied to the thrust** to assist in keeping the vessel alongside. If more thrust than this is needed then, due to the danger of seabed erosion caused by the use of excessive thrust over a prolonged time period, **a tug must be summoned to push the vessel alongside and the main engine thrust stopped.**

"Portsmouth Harbour Radio" VHF CH 11 must be advised upon completion of testing machinery plant or the operation of manoeuvring equipment is no longer necessary to keep the vessel alongside.

Captain Rupert Taylor

Harbour Master

Portsmouth International Port