

## NOTICE TO AGENTS, BERTH AND SHIP OPERATORS No.9 of 2017

### ULTRA LARGE CONTAINER SHIP WINDAGE AREA

In addition to Part E of the Code of Practice for Ship Towing Operations on the Thames 2015 the master of any container ship greater than 300m in length is required to submit the CALCULATED LATERAL WINDAGE AREA for their vessel. This will allow the pilot of the vessel to adequately assess the towing requirements in advance of boarding and dynamically risk assess the intended manoeuvre for higher winds.

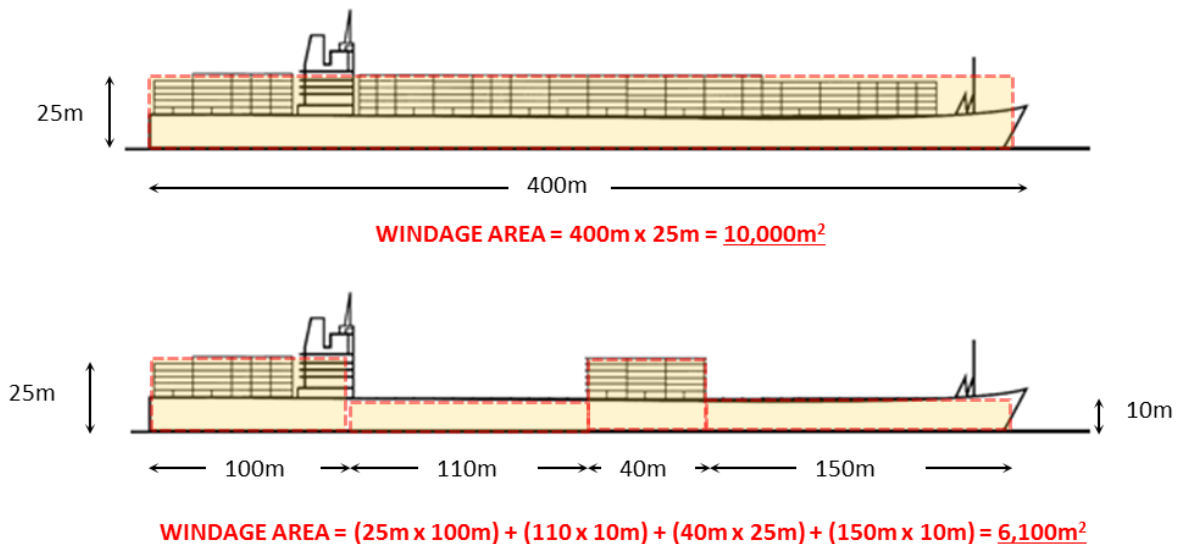


Figure 1 - Illustration of how different loading conditions can give different windage areas

The calculated figure is provided on the stability report that is produced for the current loaded condition.

On arrival into the port the lateral windage area can be taken from the previous port's departure loaded conditions and submitted by the agent through PISCES.

Prior to departing the berth the lateral windage area should be relayed to the pilot, via "London VTS" as soon as loading is completed. A pre-calculated lateral windage area can be provided in advance assuming there is no significant change to the loading plan.

**7 September  
2017**

Port of London Authority  
London River House, Royal Pier Road,  
Gravesend, Kent DA12 2BG

**BOB BAKER  
CHIEF HARBOUR MASTER**



Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the masters or persons in charge of their vessels or craft.  
TO RECEIVE FUTURE NOTICES TO MARINERS BY E-MAIL, PLEASE REGISTER VIA OUR WEBSITE [www.pla.co.uk](http://www.pla.co.uk)  
Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centres at Gravesend and Woolwich

