

Permanent Notice to Mariners No 10

La Collette Tanker Berth Limitations

1. Dimensions

The basin is 130m in length, 90m wide (to the base of foundations on the north side) and has a maintained depth of 5.0m. The quay is 57m in length fitted with yokahama fenders. The berth orientation is 113° / 293° and can become exposed to strong winds from W to NW.

2. Mooring Arrangements

Vessels are required to use their own springs both forward and aft. Two head lines and two stern lines as well as a single breast line fore and aft are provided from ashore. These are inspected and changed at regular intervals.

3. Gangway

There is a powerlift gangway located on the western end of the berth. There are three landing stage levels on the eastern end of the berth each provided with its own gangway. The terminal operators require two separate means of access/egress and where vessels cannot accommodate both gangways a safety boat is provided by the harbour authority.

4. Berthing Manoeuvres

All vessels using this berth must be fitted with an operational bow thruster. Vessels of under 80m in length (mainly LPG vessels) are usually turned short round to starboard inside the basin. Most other vessels are stopped off the basin entrance, swung to port and stern boarded towards the berth.

5. Use of Tugs

The Harbour Authority recommend the use of a tug when the wind speed is above the following limits. This will be assessed by the Duty Pilot on a case by case basis and will be dependent on the manoeuvring characteristics of the vessel.

Quadrant	Single Screw Vessels	Twin Screw Vessels
NORTH - EAST	25 KNOTS	30 KNOTS
SOUTH - EAST	20 KNOTS	25 KNOTS
SOUTH - WEST	20 KNOTS	20 KNOTS
NORTH - WEST	20 KNOTS	20 KNOTS

While this table give guidance to vessels arriving on this quay, it may also apply to any vessel berthing starboard side too, bow east for both arrivals and departures.

6. Environmental and Operating Considerations and Limitations

a. Tidal Limitations

The range of tide at St Helier varies from 4.0m (neaps) to 12.0m (springs). The berth is dredged to a maintained depth of 5.0m, with 2.7m at the entrance. The minimum depth in the Small Road is maintained at 2.4m. Tankers drawing less than 6.0m can usually enter and leave at any time on neap tides. There are restrictions that apply to vessels arriving and departing on spring tides.

b. Tidal flow

On tides when the high water is greater than 10 m above datum, the current across the entrance becomes too strong to enter the tanker basin safely once the tide rises above 4.9m.

c. Minimum UKC

The port requires a minimum of 1.0m UKC for the approach. UKC alongside at the berth is at the vessel operator's discretion; deeper draught vessels may need to plan to reduce its draft accordingly to maintain the required UKC over low water.

d. Weather Limitations

During periods of when there is a large swell vessels can experience movement alongside the berth above half tide, mooring ropes can part and pumping operations can be stopped if this movement becomes excessive. Large swells have a greater impact on the berth at high water springs than at neaps.

7. Scheduling

In order to reduce the impact of the environmental and operating considerations and limitations listed above, vessel operators are recommended to plan calls toward neap tides. Should operations be planned at other times, vessels drawing more than 6.0m should plan to berth between HW and the latest time on the ebb tide permitted by their draught.



Captain Philip Buckley
Jersey Harbourmaster

12 October 2016