



## **Notice to Mariners**

**4 of 2025**

**Caution when underway and passed moored vessels at Tom Roes Point terminal,  
Premier Periclase, Flogas hydrocarbon terminal and Fishmeal jetty**

**To all Ships Masters, Pilots, Dredger and Workboat Skippers, Fishermen & Ships  
Agents**

Ships Masters, Pilots, Dredger & Workboat Skippers and Fishermen are reminded of the effects of ship wash and hydrodynamic action to moored vessels and in particular moored vessels working with a fixed shore side loading conveyor and/or flexible hose. Moored vessels may range on the berth due to the wash from the passing vessel thus making contact with an adjacent moored vessel or contact the fixed loading conveyor. Vessels may also be sucked off the berth stretching flexible hoses used for the transfer of cargo.

Passing vessels should reduce their speed to a safe minimum maneuvering speed while passing moored vessels at the Tom Roes Point terminal, Premier Periclase, Flogas hydrocarbon terminal and Fishmeal jetty (ref: British Admiralty Chart 1431).

Masters of vessels moored and in particular moored at the Tom Roes Point terminal and Flogas hydrocarbon terminal are reminded that other vessels will pass these terminals in both loaded and ballast conditions. Passing vessels must maintain a safe speed to maintain steerage considering the vessels manoeuvring characteristics, weather and tidal conditions. Masters of moored vessels should ensure that the ships moorings are in good condition, are tended to at all times taking account of passing vessels, the falling/rising tides, changes of ships draft due to loading/discharge and should maintain the vessel tight alongside the quay at all times.

Masters of vessels moored may also consider the use of the appropriate signals as prescribed in the International Code of Signals for passing vessels to reduce their speeds.

Capt. Laurence Kirwan  
Harbourmaster & Pilotage Superintendent  
01.01.25