

Pleasure Craft Transits on the Manchester Ship Canal

To book a pleasure craft transit on the Manchester Ship Canal, please follow this [LINK](#).

You must upload the following documents when making your booking:

1. A copy of your craft's insurance certificate valid on the intended transit date (which must include wreck recovery cover of at least £3,000,000).
2. A copy of your craft's Certificate of Seaworthiness, completed by an approved surveyor (the details of approved surveyors are provided in this pack).

Payment for the transit is required to complete the booking process. Details of our charges are available in the current edition of the *Schedule of Port Dues and Charges*, which can be viewed on our [website](#).

The following points must also be noted:

- Bookings for pleasure craft transits must be made with at least 48 hours' notice.
- No hire boats or shared ownership boats are allowed on the Manchester Ship Canal.
- For a transit to or from Manchester, you must supply details of your craft's aircraft (note that an overnight stop at Ellesmere Port will be treated as two separate transits).
- Pleasure craft must not enter the Manchester Ship Canal or navigate thereon without first obtaining permission from Eastham Port Control (VHF Channel 14 or by telephoning 0151 327 4638).
- During your transit of the Manchester Ship Canal, you must have on board your craft a working mobile telephone.
- We recommend that you have on board a working VHF radio/telephone (VHF channels 7 and 14). VHF R/T is required primarily to enable you to communicate with other vessels navigating on the Manchester Ship Canal.
- All craft intending to enter the Manchester Ship Canal from the River Mersey at Eastham must contact Eastham Port Control (by either VHF Channel 7 or by telephoning 0151 327 4638) when passing Bromborough Buoy.

Queries regarding pleasure craft transits must be emailed to msc-pleasurecraft@peelports.com.

Note: From June 2025, transits downbound from Mode Wheel Locks are limited to each Tuesday and transits upbound to Mode Wheel Locks are limited to each Thursday (in both cases, excluding Bank and National Holidays).

The Manchester Ship Canal Company Limited

Maritime Centre
Port of Liverpool,
L21 1LA

T : +44 (0)151 949 6000

W : www.peelports.com

The Manchester Ship Canal Company Limited (Registered No. 7438096 England). Registered Office: Maritime Centre, Port of Liverpool L21 1LA

Certificate of Seaworthiness (Pleasure Craft)

I hereby certify that the pleasure craft described below is, in my opinion, seaworthy and suitable for navigation on the Manchester Ship Canal (MCA Category B waters) and is equipped with the articles specified in the Third Schedule to the Manchester Ship Canal Act 1960 (see overleaf).

Name of Craft		Length OA (m)	
Description of Craft		Beam (m)	
Year Built		Draught (m)	
Propelled By		Airdraft (m) †	
Owner			
Owner's Address			
Email		Telephone	

† Airdraft details are required only for craft navigating above Weston Marsh Lock and the River Weaver

Surveyor's Name		Signature	
Qualification			
Survey Location		Survey Date	

If the pleasure craft is classified by Lloyd's Register of Shipping, or another society being a member of the International Association of Classification Societies, or is certificated by an MCA-approved certifying authority as a small vessel in commercial use, please provide copies of the relevant classification or certification documents.

The Manchester Ship Canal Company Limited (MSCC) reserves the right to inspect this pleasure craft to confirm any one or more of the follow: (a) that it is seaworthy; (b) that it is suitable for navigation on the Manchester Ship Canal; or (c) that it is equipped with the articles specified in the Third Schedule to the Manchester Ship Canal Act 1960.

This Certificate of Seaworthiness (Pleasure Craft) will remain valid for 12 months beginning on the survey date shown above, provided that ownership of the craft does not change. A change of ownership will invalidate this Certificate.

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Third Schedule to the Manchester Ship Canal Act 1960

Articles to be carried by a pleasure craft in the Harbour and Port of Manchester:

1. An adequate anchor and cable.
2. At least two warps, each being not less than fifty feet [15.24 metres] in length and of sufficient strength.
3. Such navigation lights and equipment for signalling by sound as will enable the pleasure craft to comply with the International Regulations for Preventing Collisions at Sea and with MSCC's byelaws.
4. At least two fire extinguishers of foam type approved by the Ministry of Transport and maintained in accordance with the Ministry's recommendations.
5. Sufficient life-saving apparatus for as many passengers and crew as the pleasure craft is designed to carry.
6. An Admiralty chart or other chart approved by MSCC for the harbour and adjacent waters.
7. A copy of MSCC's byelaws for the time being in force.
8. A current tidal almanac.

Note: In this context, a pleasure craft includes any vessel not used solely as a tug, dredger, pontoon, or craft engaging in maintaining waterways or docks, or wholly or mainly for the carriage of goods.

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Manchester Ship Canal Pleasure Craft Transit Notes

Pleasure Craft Navigational Information

All Craft must comply with the following conditions: -

1. The movement of all craft on the Manchester Ship Canal is subject to the requirements of MSC Act 1960, General Bye Laws 1963, and the Navigational Bye Laws 1982.
2. The Pleasure Craft Application Form must be completed and returned to the address shown at least 48 hours prior to the craft's entry or movement on the Canal.
3. Certificates of Seaworthiness are accepted on the understanding that the signatory is impartial and has no interest in the ownership or management of the craft.
4. No pleasure craft shall leave a berth or enter the Canal without obtaining clearance from Eastham Port Control. Clearance may be given either by Telephone or VHF communication.
5. The ETA or ETD must be advised to Eastham Port Control at least 24 hours in advance of the planned movement.
6. Craft fitted with R/T (VHF) equipment must communicate in accordance with MGN 324. For those without VHF equipment a Mobile Telephone must be used to communicate with Eastham Port Control. Mobile Telephones must always be to hand and on the loudest setting possible to ensure that Eastham Port Control can contact you at all times.
7. The movement of pleasure craft is restricted to daylight hours only.
8. There are no lay-by facilities on the Canal (particularly at Eastham). Weather and time permitting, arrivals and departures must be timed to clear Eastham Locks immediately upon arrival.
9. There are Low Flash berths and installations in the Stanlow/Ince, Runcorn and Partington sections of the Canal, and the use of naked lights and smoking is PROHIBITED in these areas. In the interests of safety, it is recommended that this requirement is observed throughout the passage.
10. No pleasure craft may remain on the Canal unattended.
11. Narrow boats generally have poor stability and little reserve buoyancy. They are not the ideal craft for navigation on the Canal, particularly when mixed with ocean going commercial vessels. Great care must be exercised when navigating narrow boats particularly when meeting or being overtaken. When possible, it is recommended that narrow boats travel in pairs and are lashed abreast, to improve stability and provide reliability should one engine break down.
12. The Canal should be used for through transit only, and pleasure craft are not to remain in the port longer than is necessary to complete their passage.

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13. In the interests of safety, pleasure craft carrying passengers must ensure that the numbers do not exceed certificated values, and do not compromise stability. The total number of passengers carried must not exceed 12 unless the craft has a valid passenger certificate.

N.B. A 'Passenger' is any person carried in a vessel (whether for a fare or not) who is not involved with the normal operation of the vessel.

14. Pleasure craft navigating on the Canal do so at their own risk. Any form of pollution observed or occurring from your own vessel must be reported immediately to Eastham Port Control.
15. Owners of pleasure craft must be aware of and have read all relevant Notices to Mariners for the Manchester Ship Canal. These notices can be viewed via the Company's website.

Pleasure Craft Transit Rules

- For every transit made on the Manchester Ship Canal by pleasure craft, the following must be received by the Harbour Master's department at least 48 hours prior to the planned Canal transit:
 1. A completed Transit Application Form (with the Certificate of Seaworthiness section completed by an approved surveyor)
 2. A copy of the craft's insurance certificate
 3. Full payment of the relevant Transit Fee
 4. Mobile Telephone Number for contact during the Canal transit
- No hire boats or shared ownership boats are allowed on the Canal
- For craft transiting to or from Manchester, the air-draught must be supplied prior to the date of transit
- No movements are to be made without the permission of Eastham Port Control

Port Operations Contact Information

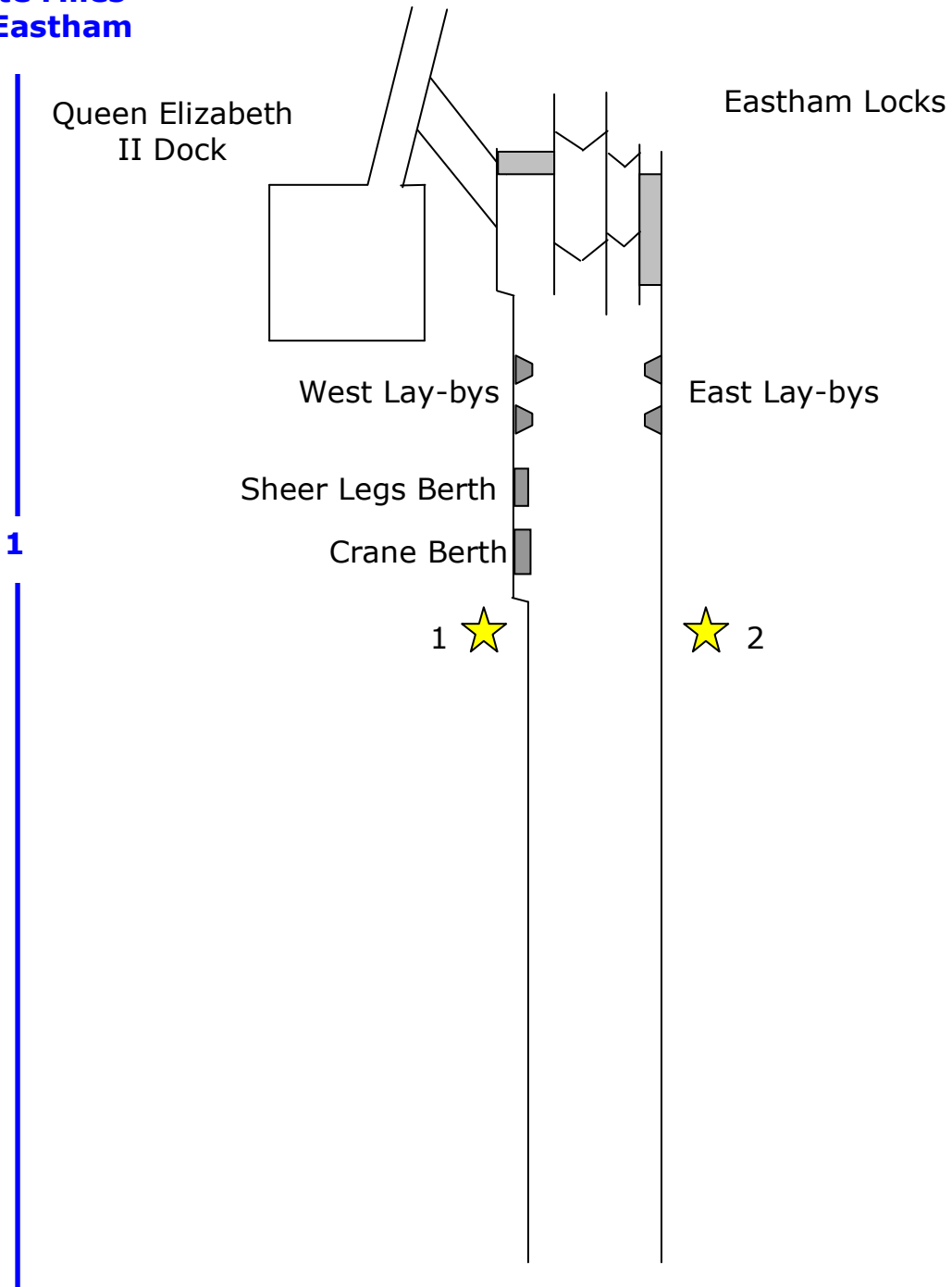
Eastham Port Control	0151 327 4638
Marine Supervisor	0151 327 2038

VHF R/T Information

VHF Call Sign: 'Eastham Port Control'	Docking instruction can be obtained on Ch.7 when approaching from the Mersey Estuary.
VHF Channel 7	Eastham Port Control operates in conjunction with Mersey VTS.
VHF Call Sign: 'Eastham Port Control'	Vessels within the Canal or wishing to transit upon the Canal must contact Eastham Port Control on Ch.14 for permission to enter the Canal and for transit instructions.
VHF Channel 14	All vessels transiting the Canal must keep a continuous listening watch on Ch.14.

The Manchester Ship Canal in Diagrammatic Plans

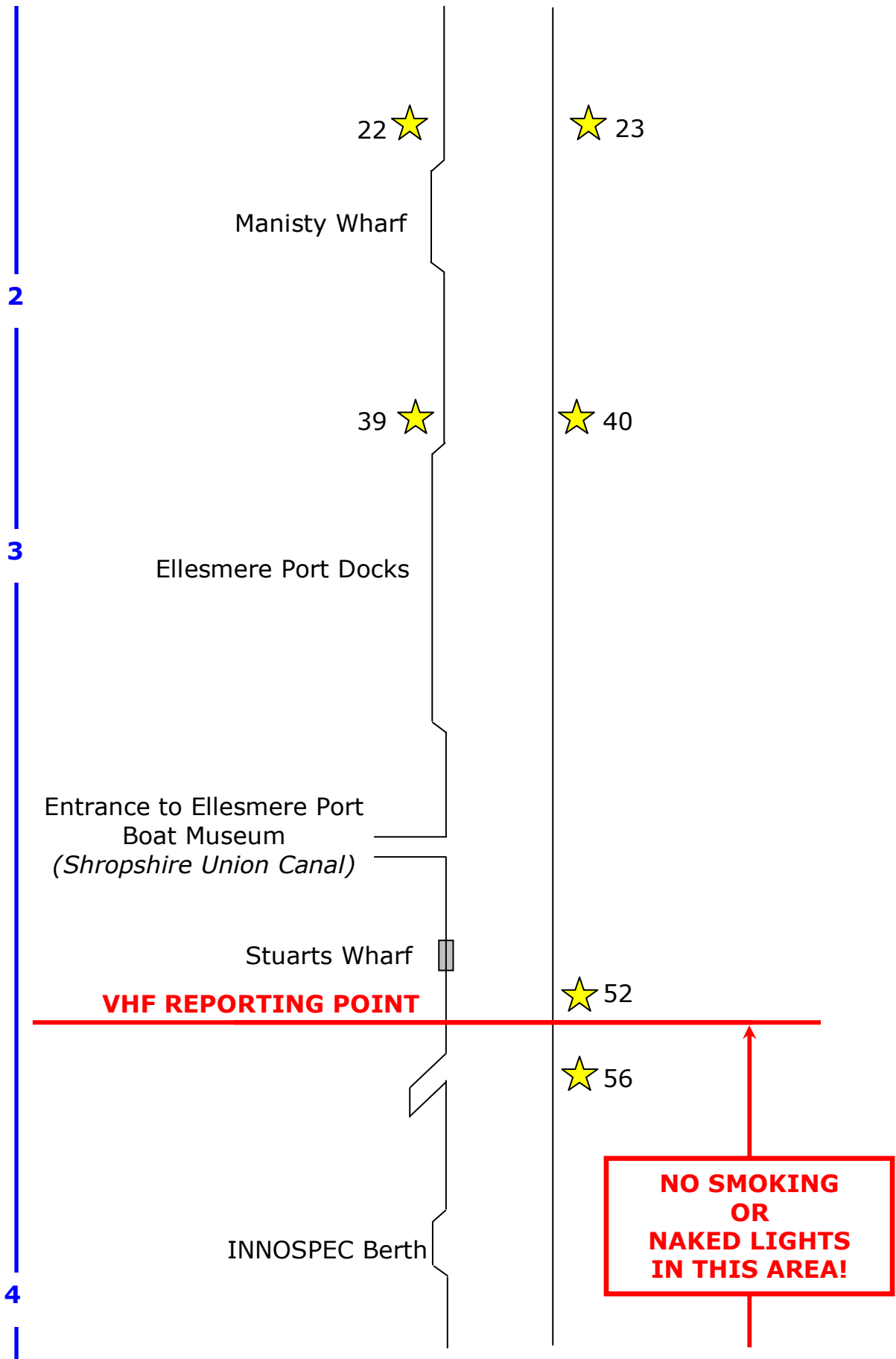
**Statute Miles
from Eastham**



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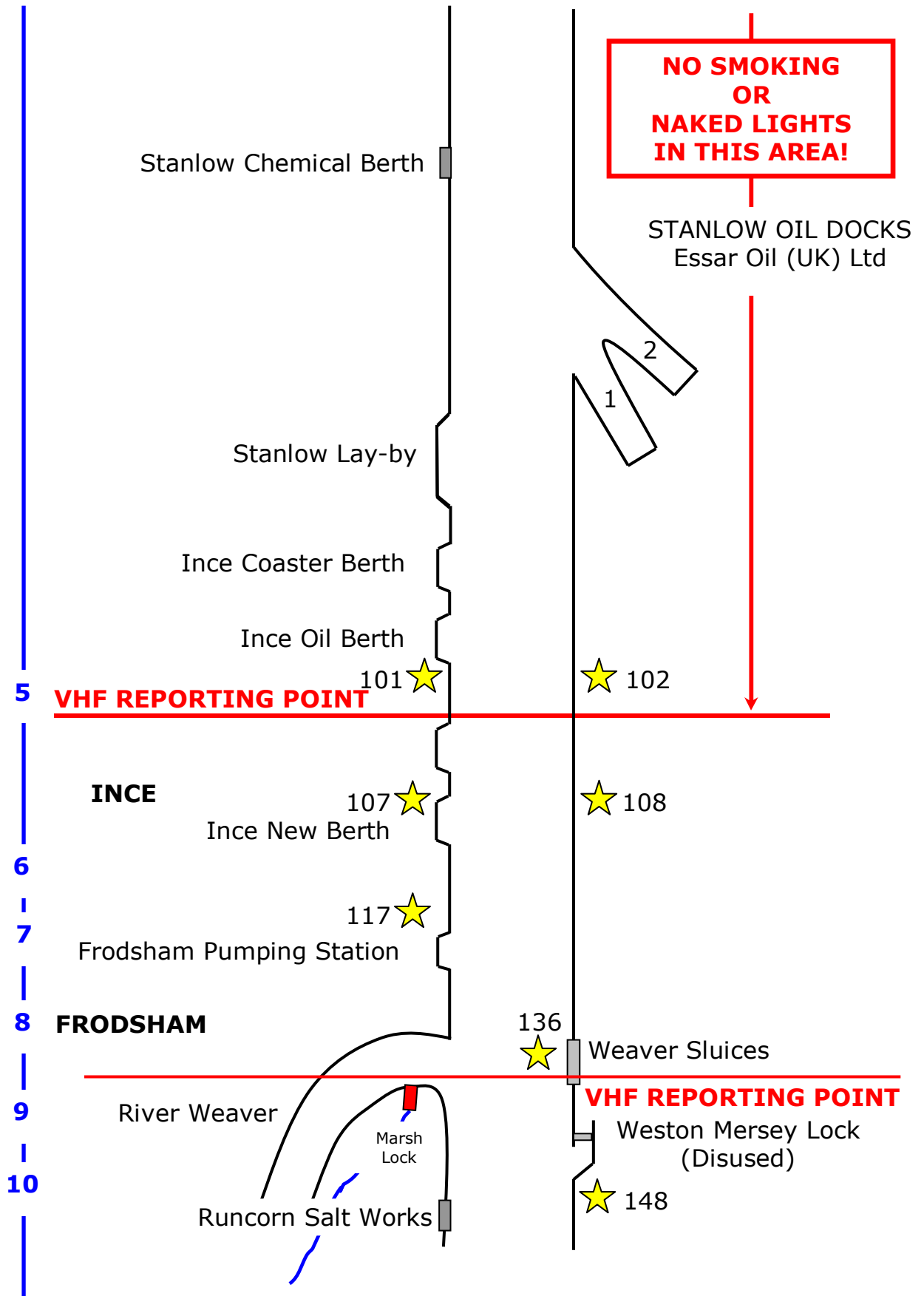
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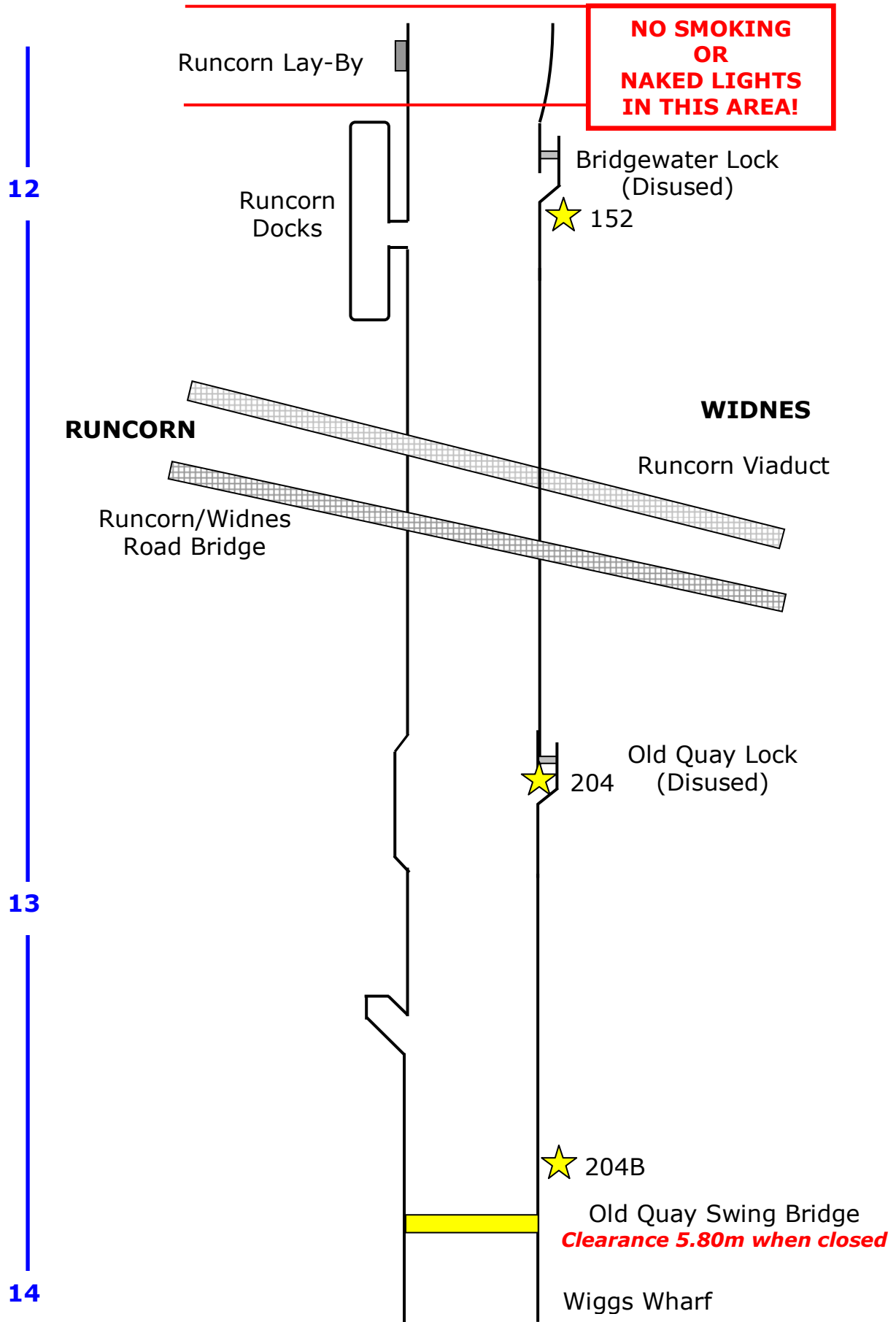
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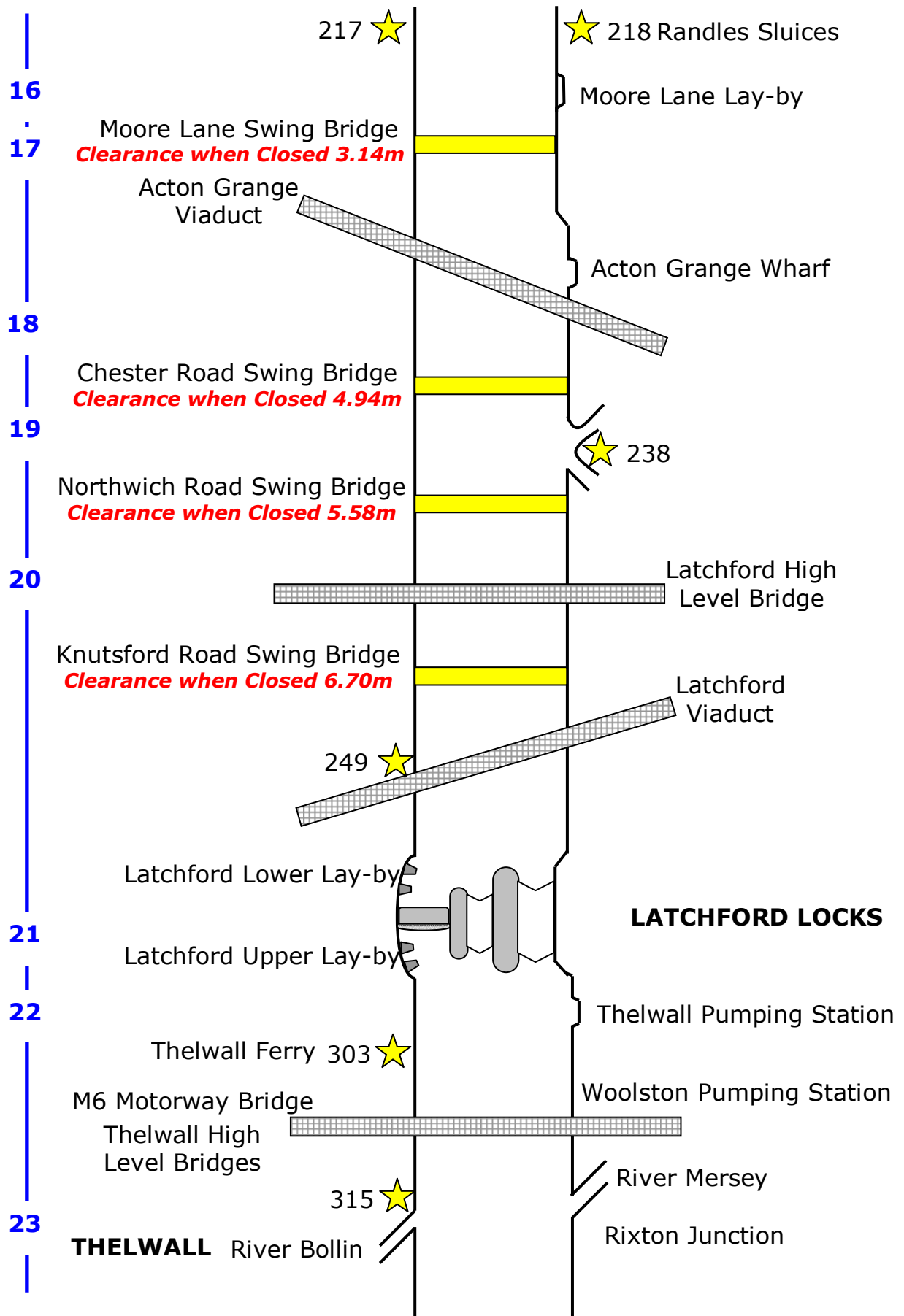
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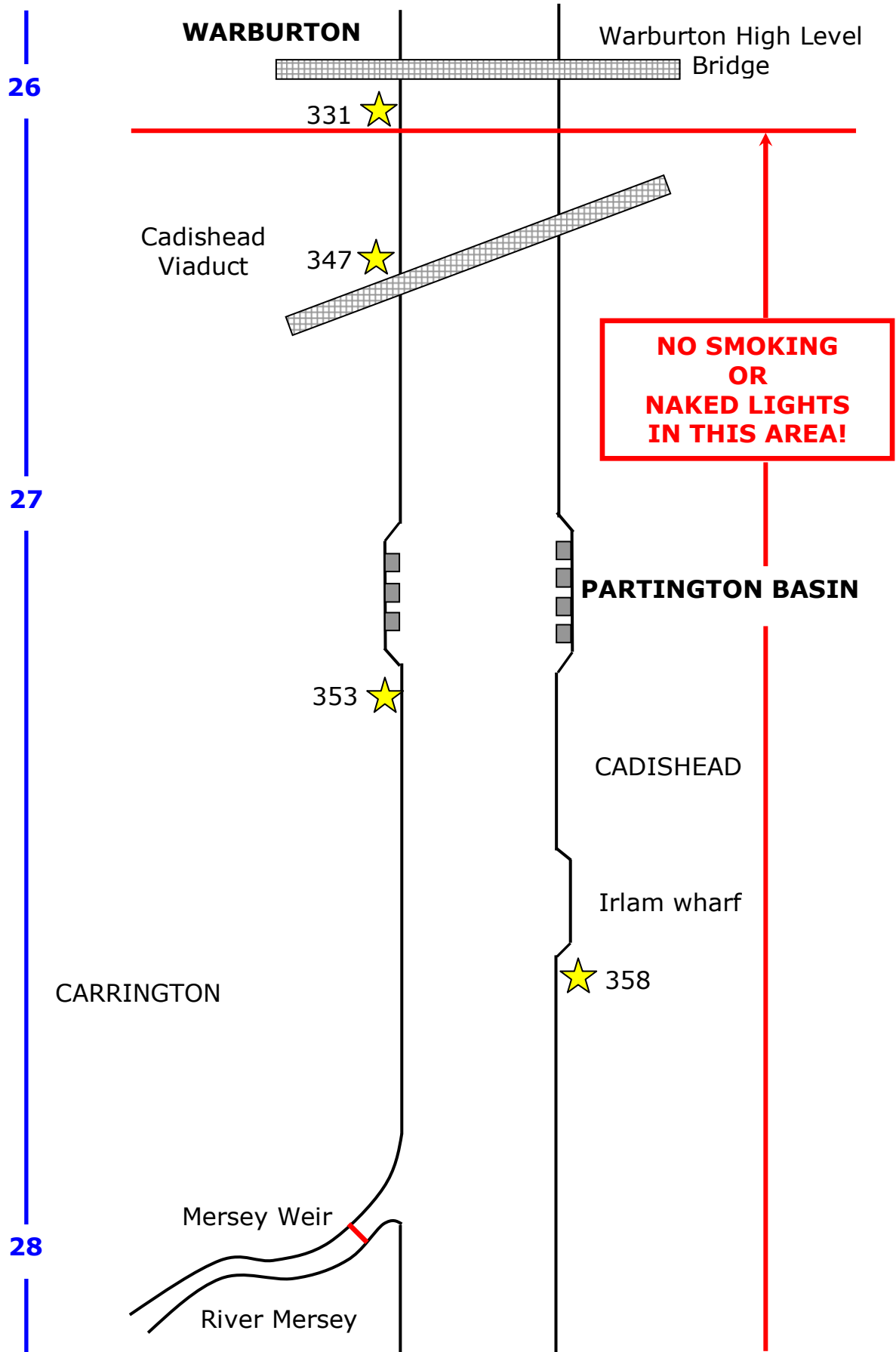
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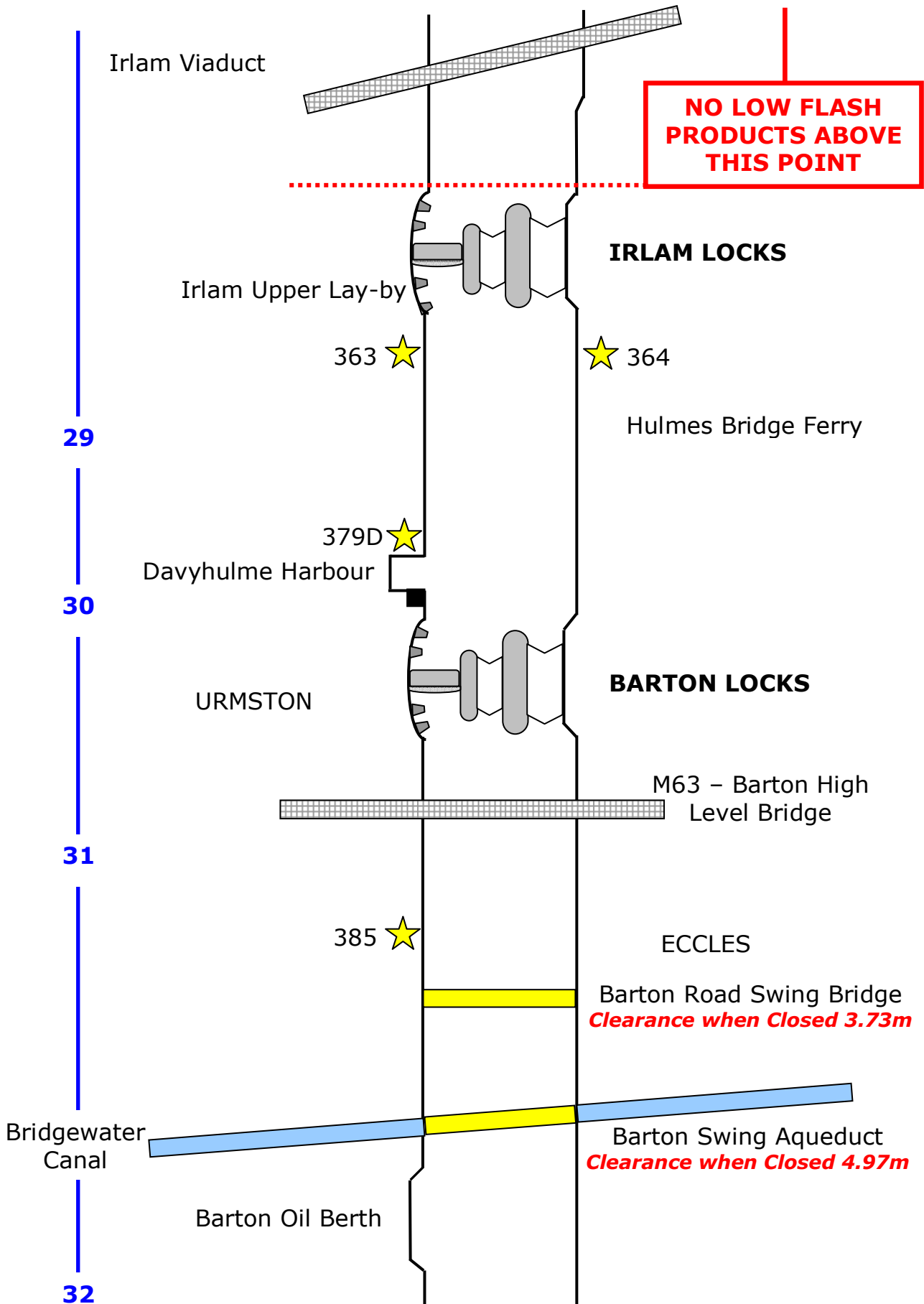
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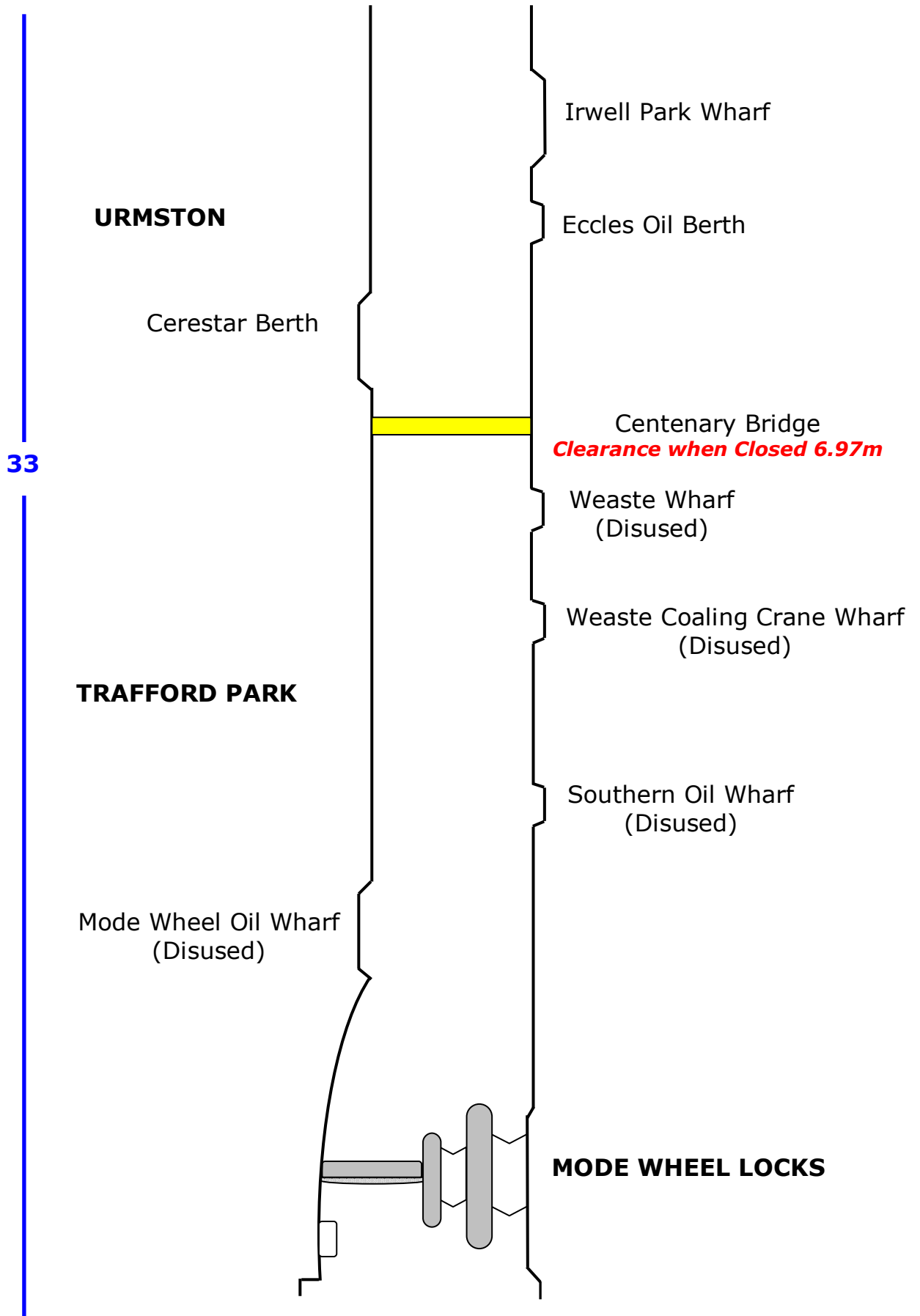
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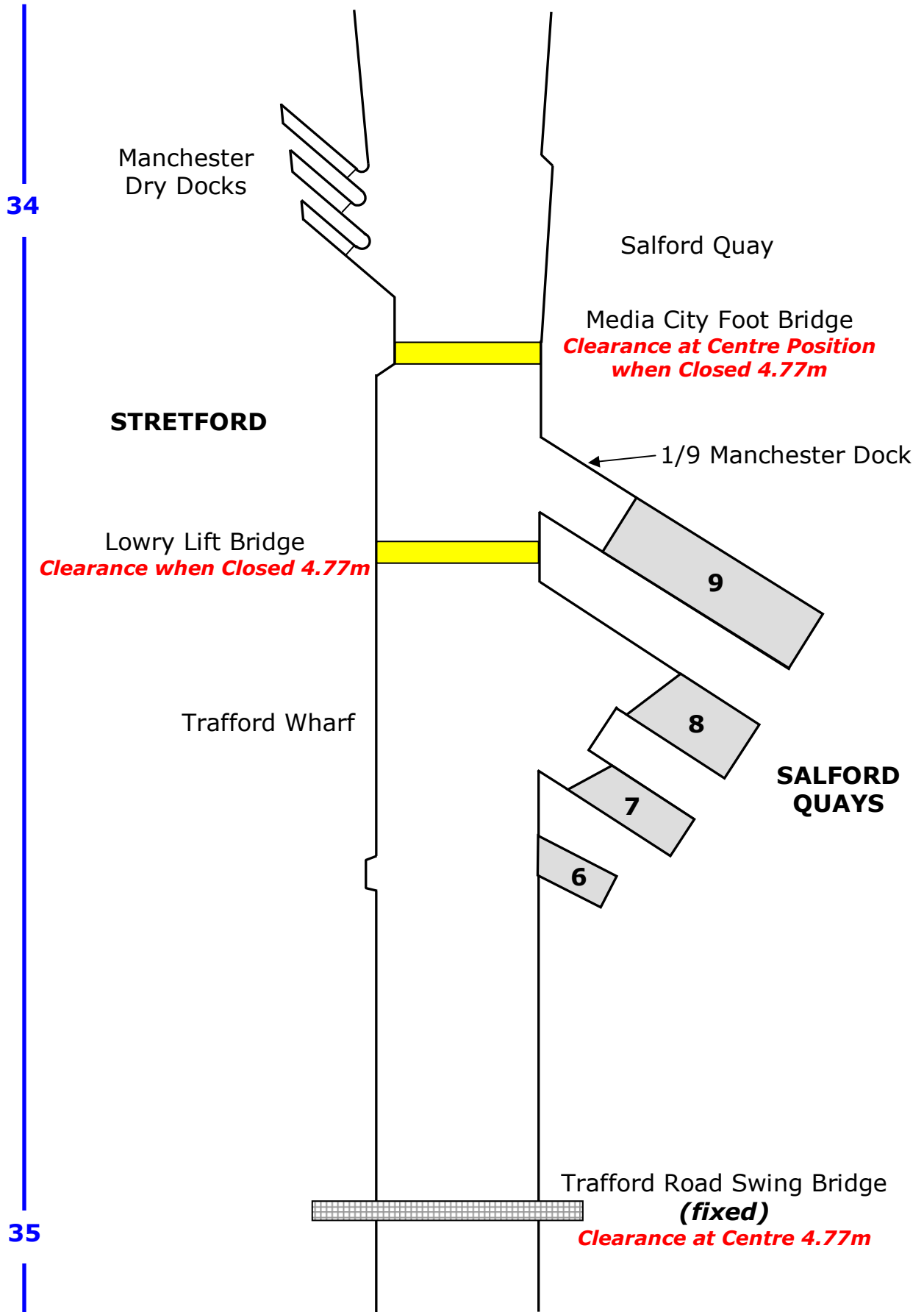
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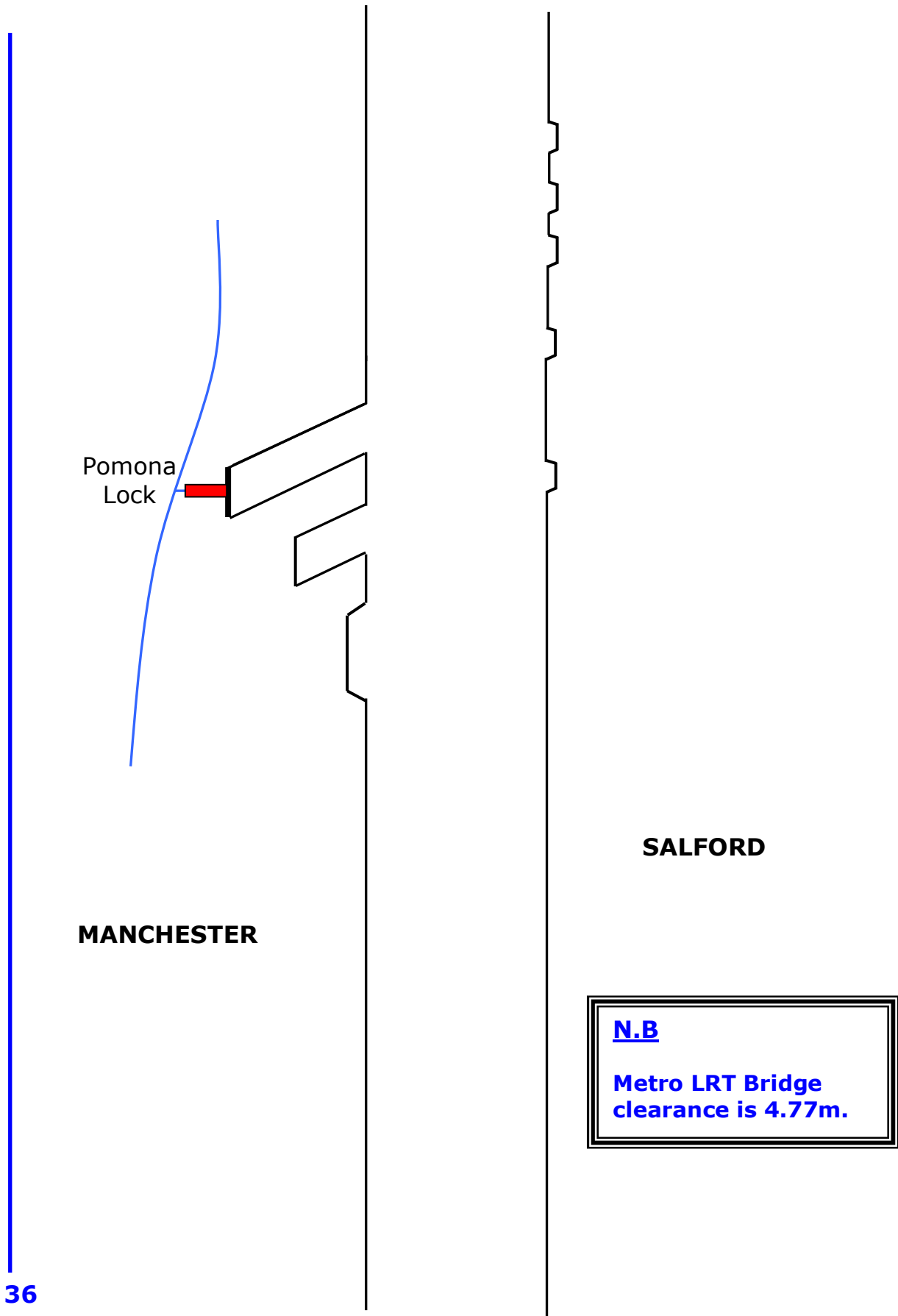


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Navigation Byelaws 1982



NOTICE

The Manchester Ship Canal Company Ltd. Do not hake any charge of or any responsibility whatever in respect of any vessel in 'The Harbour' (which includes the harbour and Port of Manchester and The Manchester Ship Canal and other water and works of the Company as defined in the Company's Bye-Laws), every vessel being at the sole risk of the owners, who alone are responsible for the safety and security of their vessels and moorings and also for any damage done by their vessels or servants to the premises or property of the Company or to vessels or goods in or upon any part of the Company's premises.

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Further copies of these Bye-laws can be obtained from the Harbour Master, Eastham Locks, Queen Elizabeth II Dock, Eastham, Wirral CH62 0BB.

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HARBOUR AND PORT OF MANCHESTER NAVIGATION BYE-LAWS 1982

The Manchester Ship Canal Company Ltd, in exercise of its powers under: -

- a) Section 83 of the Harbour, Docks and Piers Clauses Act 1847 as incorporated with the Manchester Ship Canal Acts 1885 to 1966 and article 4 of the Manchester Ship Canal Revision Order 1970;
- b) Section 198 of the Manchester Ship Canal Act 1896 and amended by section 19(1) of the Manchester Ship Canal Act 1966

And all other powers enabling them in that behalf, hereby making the following bye-laws.

PART 1 – GENERAL

1

Title and commencement	These bye-laws may be cited as the Harbour and Port of Manchester Navigation Bye-Laws 1981 and shall come into operation on the expiration of 28 days from the date of confirmation thereof by the Minister for Transport from which date the Harbour and Port of Manchester Bye-Laws 1963 number 3 to 51 inclusive and the schedule of signals thereto are hereby revoked.
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2

Application	These bye-laws shall unless otherwise stated herein, apply to all and any parts of the harbour as defined in bye-law 3 hereof.
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3

Interpretation	<p>In these bye-laws the following words and expressions have the following meanings (except where the subject or the context requires otherwise): -</p> <p>“Barge” includes barge, lighter, flat, float, keel, narrow boat and all craft of similar kind;</p> <p>“Canal” means that part of the harbour comprising the Manchester Ship Canal and so much of the River Irwell as lies to the westward of Hunt’s Bank in the City of Manchester, and includes the locks and docks;</p> <p>“Collision Regulations” has the meaning assigned to that expression by section 418 of the Manchester Shipping Act 1984;</p>
----------------	--

“The company” means The Manchester Ship Canal Company Ltd.

“the harbour” means the harbour and port of Manchester as constituted by the Manchester Ship Canal Act, 1885, and extended by the Manchester Ship Canal Act, 1949, and the Manchester Ship Canal Act 1960 which said harbour and port comprises the Manchester Ship Canal, all works constructed under the powers of the said Act of 1949, including Queen Elizabeth II Dock, so much of the Eastham Channel and the banks and foreshore thereof as is situated between the Eastham Locks and as imaginary straight line from the foreshore at right-angles to the line of the dolphins on the east side of the said Eastham Channel such line of the said dolphins and so much of the navigable waters of the rivers Mersey and Irwell as lie between Hunt’s Bank in the city of Manchester and Warrington Bridge in the County of Cheshire and channels, canals, cuts, wharves, berths, lay-byes, jetties, docks and works within those limits and Runcorn docks;

“Harbour Master” means the officer appointed by the company from time to time to execute the office of harbour master, and includes his assistants and subordinates in so far as such assistants and subordinates are, or may be, duly authorised to act on his behalf and any permission or instruction communicated by his assistants and subordinates orally or by V.H.F. Radio;

“Lock Master” include the assistants and subordinates of each such officer in so far as such assistants and subordinates are, or may be, duly authorised to act on his behalf;

“Master” when used in relations to any vessel, means the person lawfully or unlawfully having the command or charge or management of a vessel for the time being;

“navigation” includes a vessel, ship, lighter, keel, barge, boat, raft, pontoon, and craft of any kind how-so-ever propelled or moved.

4

Measures
required by
special
circumstances

In obeying and construing any of the flowing bye-laws under the heading of Navigation due regard shall be had to special exigencies of navigation and dangers of collision which may render a departure from such bye-laws necessary in order to avoid immediate danger.

5

Penalties

- (a) Any person who offends against any of these bye-laws shall be liable for every offence to a penalty not exceeding £20 providing that a person who offends against bye-law 36 shall be liable for every offence to a penalty not exceeding £50.
- (b) Where commission by any person or an offence under these bye-law is due to the act or default of some other person, that other person shall be guilty of the offence; and a person may be charged with and convicted of the offence by virtue of this bye-law whether or not proceedings for the offence are taken against any other person.
- (c) In any proceeding for an offence under these bye-laws, it shall be a defence for person charged to prove: -
 - I. That he took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence;
 - or
 - II. That he had a reasonable excuse for his act or failure to act.
- (d) If in any case the defence provided by paragraph (C) (I) of this bye-law involves the allegation that the commission of the offence was due to the act or default of another person, the person charged shall not, without leave of the court be entitled to rely on that defence unless, within a period ending seven clear days before the hearing, he has served on the prosecutor a notice in writing giving such information identifying or assisting in the identification of that person as was then in his possession.

PART 2 – NAVIGATION

6

Application of
Collision
Regulation and
Compliance with
bye-laws

- (a) Insofar as the rules contained in the First Schedule to the Collision Regulation and Distress Signals Order 1977 do not apply within the harbour by virtue of Rule 1 (a) of the said First Schedule, the like rules shall so apply as part of these bye-laws but subject to the other provisions of these bye-laws and references in these bye-laws to the Collision Regulations shall include references to the said rules as applied by this bye-law.
- (b) Without prejudice to any bye-law which expressly imposes a duty on the master of a vessel, the vessel shall obey these bye-laws and if any master fails to do so he shall be guilty of an offence.
- (c) Notwithstanding the rules concerning lights contained in the Collision Regulations wherever vessels have to lower their masts in order to pass under the swing bridges the masthead light may, during this process but no longer than is necessary therefore, be exhibited at the highest convenient part of the vessel above and in line with the stem.

7

Power of
harbour master
to inspect

The master of any vessel in the harbour afford him every reasonable facility to enable him to examine the state of repair and condition of that vessel.

8

Declaration of defects etc.

- (a) No vessel shall enter the harbour having in her any defect conditions or state of affairs which might affect the safe navigation of such vessel within the harbour or endanger other vessels or property therein unless
 - (i) her master shall have first declared to the harbour master such defect condition or state of affairs in her and;
 - (ii) the harbour master shall have thereafter granted permission for such vessel to enter.
- (b) If in any vessel within the harbour any defect condition or state of affairs arises which might affect the safe navigation of the vessel or endanger other vessels or property the master shall forthwith give notice thereof to the harbour master.
- (c) The master of any vessel in which such defect condition or state of affairs exists shall observe and carry into effect such precautions as may then or thereafter in respect of that particular vessel be prescribed by the harbour master for the purpose of safety and no such vessel shall proceed from a safe position in the harbour except with the permission of the harbour master and such conditions as he may prescribe.

9

Vessel to be navigated with care

- (a) Vessel shall at all times be navigated with care and caution and in such manner as will not involve risk of collision or endanger other vessels or their moorings or cause damage thereto, or to the banks of the canal or to any part of the company's property.
- (b) The master of a vessel, when approaching a lock or when approaching or abreast of small craft, floating cranes or elevators, vessels moored or employed in dredging or special work, or any point within or on the banks of the canal where construction, repair or salvage work is in progress or in preparation, shall exercise special care and caution and reduce speed to dead slow or if necessary stop altogether.

10

signals All vessels within the harbour shall carry, use, observe and comply with signals in accordance with these bye-laws and the schedule hereto.

11

- Declaration of draught, cargo etc.
- (a) The master of every vessel, whether in the harbour or intending to enter shall when requested by the harbour master declare her draught, the height of her masts and funnels above water level, nature of her cargo, and the number of passengers on board, and give such other particulars as the harbour master may require for the purpose of ensuring safe navigation.
- (b) No vessel shall alter her draughts while on passage in the harbour without prior notice to the harbour master.

12

Projections over side of vessel Except so far as may be necessary for the purpose of the loading or discharging of cargo or the embarkation or disembarkation of persons all vessels shall have their anchors hove up close into the hawse pipes and all boats, derricks, booms, ladders, and other movable projections swung inboard so that nothing projects over the vessel's side except fenders.

13

Speed Masters of vessels shall observe and comply with all "Dead Slow" notices displayed at various points along the canal.

14

- Swinging of vessels
- (a) No vessel shall be swung when or where such action may involve danger by reason of the approach or an oncoming vessel.
- (b) Before swinging his vessel in sight of an oncoming vessel the master shall signal in the manner prescribed in part 1 of this schedule hereto.

15

Small Craft Wherever the slopes of the canal will permit, barges and other small craft shall be kept entirely out of the track of sea-going vessels.

16

Duty to ascertain what traffic will be encountered

No vessel (except tugs assisting) shall leave any Lock until the master has ascertained from the lock master what traffic is moving in the next section of the canal.

17

Confirmation of orders telegraphed to engine-room in emergency

In any case of emergency every order telegraphed to the engine room shall be confirmed forthwith by telephone or other means of communication direct from the bridge to engine-room

18

Vessels Meeting

When two vessels are proceeding in opposite directions and about to meet are approaching a dredger or stationary vessel at any place in the canal where it is not prudent or seamanlike for them to attempt to pass each other, the inward-bound vessel shall give way until passed by the outward-bound vessel, except that in the tidal portion of the canal when the stream is running up the canal the outward-bound vessel shall give way until passed by the vessel inward-bound.

19

Vessels following

When one vessel is following another without the intention of passing she shall not approach nearer to the leading vessel than two hundred metres.

20

Vessels Overtaking

- (a) No vessel shall attempt to overtake another vessel before that vessel has signalled her agreement to be overtaken.
- (b) Except with the permission of the harbour master no vessel shall overtake another within four hundred metres of any lock or swing bridge which she is approaching in the opposite direction or near any place where it is not prudent or seamanlike to overtake.
- (c) Within prejudice to bye-law-6 every vessel when being overtaken shall keep to her own starboard side and the overtaking vessel shall pass on the port side of the vessel being overtaken

21

Vessels
Approaching
masting crane

Whenever the signal prescribed in the schedule hereto is exhibited at the masting crane berth at Eastham all approaching vessels shall proceed at the minimum speed practicable and shall be brought to a standstill if so instructed by the company's servant in charge of the operation.

22

Vessels
Approaching
a Dredger

Every vessel approaching a dredger at work in a position for working shall give timely notice by signalling in the manner prescribed in the schedule hereto and no vessel shall attempt to pass a dredger on the side where an obstruction exists.

23

Vessels
approaching
Stanlow
and Ince

Vessels approaching and passing the oil docks and wharves at Stanlow and Ince shall proceed at dead slow speed through the water and shall stop altogether if so directed by the harbour master.

24

Signal at Ince
Tying-up Berth

Vessels outward bound shall not proceed past Ince Tying-up Berth when the Ince signal, as prescribed in the schedule hereto, is exhibited.

25

Vessels
approaching
Runcorn or
Weston Point
Docks.

- (a) All vessels when entering or leaving or when approaching or passing the entrances to Runcorn and Weston Point Docks shall proceed with caution and at dead slow speed through the water if necessary stop.
- (b) The master of every vessel shall be prepared to receive instructions from the harbour master when passing Ellesmere Port, Stanlow Oil Docks, Weston Point and each swing-bridge and Locks.

26

Vessels
approaching
fixed objects

- (a) To avoid risk to the masts or funnels of his vessel fouling the fixed bridges or overhead wires , the master of very vessel shall satisfy himself that there is cleat headroom beneath them
- (b) No vessel shall hoist any mast spar derrick or crane while navigating the canal between Manchester Dry Dock and Runcorn railway viaduct.

27

Vessel
approaching
Ferries

Vessels shall approach the ferries at Stanlow, Thelwall, Cadished, Partington and Hulme's Bridge with caution and at dead slow speed through the water.

28

Vessels
Approaching
Partington Basin

All vessel when approaching or passing Partington Basin shall proceed at dead slow speed through the water and shall be prepared at all times to stop or to tie up if directed by the harbour master

29

Regulations of
Towing

- (a) Except with the permission of the harbour master, tow lines shall not exceed 15metres in length on the canal. When more than one vessel is towed the stern of the hindmost shall not be distant more than 150 from the bow of the vessel towing when between Eastham and Modewheel Locks.
- (b) Trains of vessels towed abreast shall not exceed 12 metres in width and shall be properly secured by breast ropes.
- (c) When vessels are towed in single line the tow rope shall, wherever safe and practicable, be made fast on the port bow of the vessels towed.

When forming part of a train, vessels with masts shall be in front of vessels without masts, and vessels with fixed masts, if any, shall be nearest to the vessel towing, so that the closing of swing bridges may be expedited.

30

Casting off of vessels in tow

Except to meet sudden exigencies of navigation or when the harbour master so permits or directs: -

- I. no person shall cast off any barge which is being towed unless instructed to do so by the master of the vessel towing;
- II. no barge shall be cast off when it is not in a proper position to make a safe berth, or when traffic is passing or is likely to pass while it is under way; and
- III. no person shall cast off from a tug or any vessel other than a barge unless instructed to do so by the master of such vessel.

31

Signals at swing bridges

Vessels approaching a swing bridge which required to be swung open for their passage shall give timely notice by signalling in the manner prescribe in part 1 of the schedule hereto.

NOTE The signals at the swing bridges are those given in part II(c) of the schedule.

32

Order of locking etc. to be determined by lock master

- (a) Vessels shall enter and leave and take up positions in any lock or alongside and lock wall in accordance with the directions of the lock master.
- (b) Except with the permission of the harbour master no vessel shall remain in any lock without reasonable cause.

33

Signals at locks

- (a) No vessels shall make to enter any lock unless signalled so to do in accordance with the schedule hereto. When signalling to enter a vessel shall then proceed to enter the lock which has signalled her.
- (b) A vessel intending to enter a lock in the harbour and finding the signal against her shall signal in accordance with the schedule hereto.

34

Vessel not to
impede the lock
entrance

Except with the permission of the harbour master no vessel shall approach so near any lock as to impede the entrance to or depart from such lock of any other vessel.

35

Use of Locks

- (a) When entering a lock every vessel, other than tugs assisting shall be brought up before her bows have reached the appropriate "stop" notice boards on the lock wall. For the purpose of this bye-law a vessel shall be deemed to be brought up if her speed is such that she can be brought up safely to a standstill at any moment by means of her own ropes, with her propeller either stopped or in neutral.
- (b) When a vessel has a tug ahead she may be assisted by it in proceeding along the lock after being brought up, but only at such speed as will permit her to be brought up safely to a stand still at any moment by means of her own ropes. When a vessel has no tug ahead or if necessary may use her engine, but only so that the speed of the vessel shall permit of her being brought up safely to a standstill at any moment by means of her own ropes, with her propeller either stopped or in neutral.
- (c) In the case of an outward bound vessel entering the large lock at Barton, Latchford Locks, the leading jetty on the north side of the canal shall, so far as practicable, be made use of for the purpose of bringing up.

NOTE – The appropriate "stop" notice board is, at the large locks, situated approximately 90metres and, at the small locks, approximately 60metres from the pierhead which the vessel passes on entering the lock.

The notice boards are marked "90 metres stop" and "60 metre stop" respectively in red figures and letter on a white background.

36

Mooring in River
Mersey or
determined by
Lock Master

Except with the permission of the harbour master, vessels shall not moor or anchor in any part of the River Mersey or the estuary thereof which forms the access to any of the entrance locks to harbour at Eastham.

37

Mooring Signals Every vessel moored in the canal at a place where traffic passes shall signal as prescribed in part II of the schedule hereto

38

- Regulations for vessels at mooring
- (a) Every vessel moored in the harbour shall be well and sufficiently moored and the mooring shall be carefully attended during the passing of any other vessel.
 - (b) A vessel moored in the canal at a place where traffic passes shall not, except with the permission of the harbour master, use floodlighting on the side of the vessel adjacent to the fairway or display any other illumination of such a character or in such manner as to interfere with the safe navigation of other vessels along the fairway.
 - (c) No rope, chain or other tackle shall be made fast from any vessel to the pillars or other part of any shed or to the rails, railway wagons, cranes or any other property within the company's premises except the proper bollards, mooring post or rings.

39

Use of engines at moorings

When a vessel is moored, her propeller shall not be set in motion for the purpose of an engine trial except with the written permission of the harbour master and on such conditions as he may impose. Suitable lookouts shall be maintained forward and aft. When a propeller has been set in motion, it shall be stopped on the approach of another vessel and shall remain stopped until such vessel has passed and is clear.

40

Vessels to use their own ropes and fenders

When navigating within the harbour all vessels shall provide and use good and sufficient rope or warps of their own, with heaving lines ready bent on their check or mooring ropes, which shall be kept ready to send ashore when required. Such fenders as may be necessary shall be provided by the vessel and shall be of such material as will not sink if lost overboard.

41

Vessels to be properly ballasted

The master of every vessel shall regulate loading or ballasting of his vessel so that the vessel shall be kept at all times so loaded or ballasted as to be safely navigated or moored in the harbour.

42

Competent person to be on board

Except with the permission of the harbour master every vessel moored in the harbour shall have a competent watchman on board both day and night and in addition every sea-going vessel shall have on board a responsible officer in charge.

43

Vessels to be kept in a moveable condition

Except with the permission of the harbour master to the contrary the master of every vessel shall keep such vessel in such condition as to be capable of being safely moved at any time by means of its own propulsion machinery

44

Vessels leaving a berth

- (a) No vessel shall leave her berth in the harbour without the permission of the harbour master and the master of every vessel shall give reasonable notice to the harbour master of the time when his vessel is intending to leave her berth.
- (b) As shortly as is practicable before leaving the berth the master shall inform the harbour master that he is about to leave and shall ascertain from him what traffic is expected to be moving along that length of the canal which the vessel is to navigate.
- (c) Notwithstanding any permission which may be given by the harbour master no vessel shall leave her berth at a time when such action is likely to involve danger by reason of the approach of any on-coming vessel or the proximity of any other vessel under way or getting under way.

45

Sculling, sailing, small boats etc. prohibited

No person shall scull, sail or row and small boats or gig or other small vessel in the harbour except with the permission of the harbour master.

46

Timber not to be floated without consent

Timber or other merchandise shall not be discharged into the waters of the harbour without the permission of the harbour master.

47

Steps to be taken to prevent material from falling into the harbour

If, during the loading, discharging, or repair of a vessel (or any part of her), material is liable to fall into the harbour, the master shall throughout provide canvas or other protection of such a kind and so secured from and to the vessel's side as effectually to prevent such fall.

48

Material discharged by accident etc, to be reported

When by accident or otherwise any rope or fender or any material of any kind whatsoever falls overboard or is discharged into the harbour, the circumstances and the position, nature, and quantity of the material shall be immediately reported to the harbour master, or at the first lock or swing bridge passed.

49

Obstruction or other danger in the canal to be reported

An efficient look-out shall be kept on board all vessels navigating the canal, and any obstruction or danger to navigation, such as timber or other articles observed in the canal, or damaged buoys or perches, shall be reported at the first lock or swing bridge passed.

50

Sunken Vessels

The master of any vessel which sinks or runs aground or becomes disabled in the harbour shall immediately notify the harbour master.

51

Mishap to or damage by a vessel to be reported

If any vessel does or receives damage of any kind while in the harbour or is involved in any accident therein, in which damage may have been received or caused the master shall immediately notify the harbour master.

52

Waste water

Condensing or waste water from vessels shall not be discharged onto the dock quays or onto the top lock walls or jetties.

The COMMON SEAL of the MANCHESTER SHIP CANAL COMPANY was hereunto affixed on the 7th day of JUNE 1982, in the presence of: -

R. K. Jones *Assistant Secretary*

The foregoing Bye-Laws are here-by confirmed by the Secretary of State for Transport.

Signed by authority of the Secretary of State this 21st day of September 1982.

SCHEDULE OF SIGNALS

I. SOUND SIGNALS

Number of Blasts	Meaning of Signal
1. One Prolonged <i>(when Inward bound)</i> One Prolonged and One Short <i>(When outward bound)</i>	To call attention generally, e.g. when <ol style="list-style-type: none"> i. Approaching another vessel; ii. Approaching or passing a lock; iii. Approaching a swingbridge which is required to be opened; iv. Approach a bend, or v. At intervals of not more than two minutes when navigating in or near an area of restricted visibility.
2. One Prolonged and Two Short	(To stern tug) – “Pull on port quarter”
3. One Prolonged and Three Short	(To stern tug) – “Pull on Starboard quarter”
4. One Very Short <i>(1/2 second duration)</i>	(To forward tug when getting underway) – “Ready to go head” (To stern tug) – “cancel last signal”
5. Three Short	(To stern tug) – “Pull Astern”
6. Four Short	(a) (To tugs) – “Hold ship in position”
7. One Prolonged, One Short and One Prolonged	(To stern tug) – “ Am about to pass another vessel”
8. Four Short and One Prolonged	“ Vessel temporarily out of control”
9. One Prolonged, Two Short and One Prolonged	“About to Swing2
10. One Very Long of not less than 8 seconds duration ...	“Have completed swinging”
11. Three Prolonged and Three Short	“Attendance of boatman is required”

The following signals shall be given by means of MOUTH WHISTLE: -

Number of Blasts	Meaning of Signal
12. One Prolonged and Two Short	(To forward tug) – “ Pull in port bow”
13. One Prolonged and Three Short	(To forward tug) – “Pull on starboard bow”
14. One Short	(To forward tug) – “Cancel last signal”

II. OTHER SIGNALS

BY DAY (i.e. Between Sunrise and Sunset)	Meaning of Signal	BY NIGHT (i.e. Between Sunset and Sunrise)
15. Pennant half-mast	Vessel moored in the canal where traffic passes	(a) Two white lights on off side, one forward and one aft where best seen (b) On craft less than 50 metres long – one white light on off side where best seen.
16.	Tug engaged in towing	As prescribed by rule 24 of the Collision Regulations except that no towing light need be shown above the stern light
17. Blue flashing light at Eastham Crane Berth	Masting Crane operations in progress (see bye-law 21)	Blue flashing light at Eastham crane berth
18. One white flashing light over one red flashing light at Ince	Outward bound vessels shall not proceed beyond Ice tying-up berth (See bye-law 21)	One white flashing light over one red flashing light at Ince

(b) Locks		
BY DAY (i.e. Between Sunrise and Sunset)	Meaning of Signal	BY NIGHT (i.e. Between Sunset and Sunrise)
<p>19. AT EASTHAM LOCKS Vessels inward bound</p> <p>(a) White light occulting every two seconds</p>	Lock available	White light occulting every two seconds
<p>(a) Red light occulting every two seconds</p>	Lock not available	Red light occulting every two seconds
<p>(c) Green light occulting every two seconds</p>	Lock gates open. Water in the Mersey and canal on the same level.	Green light occulting every two seconds
<p>(d) Two white circular shapes 1.2 metres in diameter spaced 2.4 metres apart on a horizontal plane at a height of 15.7 metres above Mean High Water Springs</p>	Emergency signal to inward bound vessels: large lock inoperative	One amber flashing visible from seaward (two seconds flash, four seconds lapse) at a height of 17.5 metres above Mean High Water Springs and having a visibility of five miles
<p>Vessels outward bound</p> <p>(e) White flashing light</p> <p>(f) Red flashing light</p> <p>(g) Green fixed light</p>	<p>Lock available</p> <p>Lock not available</p> <p>Lock gates open. (Water in the Mersey and canal on the same level).</p>	<p>White flashing light</p> <p>Red flashing light</p> <p>Green fixed light</p>

(b) Locks		
BY DAY (i.e. Between Sunrise and Sunset)	Meaning of Signal	BY NIGHT (i.e. Between Sunset and Sunrise)
<p>20. AT QUEEN ELIZABETH II LOCKS</p> <p>(a) Three fixed green lights in triangular form on outer bullnose</p>	Lock available	Three fixed green lights in triangular form on outer bullnose
<p>(b) Three fixed red lights in triangular form on outer bullnose</p>	Lock not available	Three fixed red lights in triangular form on outer bullnose
<p>(c) Three flashing red lights in triangular form on outer Bullnose</p>	Lock not available and lock sluicing operation	Three flashing red lights in triangular form on outer bullnose
<p>21. AT LOCKS OTHER THAN EASTHAM AND QUEEN ELIZABETH II LOCK</p> <p>(a) White flashing light</p> <p>(b) Red flashing light</p>	<p>Lock available</p> <p>Lock not available</p>	<p>White flashing light</p> <p>Red flashing light</p>

(c) Swingbridges

22. BRIDGE CLOSED

A red fixed light exhibited from the side structure of the bridge and positioned immediately over the centre of the fairway,

When the red fixed light is shown over the centre on the fairway no vessel shall approach except small craft able to pass safely under the bridge.

23. BRIDGE OPEN

In addition to the red fixed light (section 22) which will appear at the side of the fairway to which the bridge is swung an additional red fixed light showing in one direction and a green flashing light showing in the opposite direction.

This additional light is positioned at the top centre of the bridge structure at all swing bridges except Barton Road Swingbridge where it is displayed from a post at each extremity of the bridge island.

When two red fixed lights are shown at the side of the fairway the bridge is swung for another vessel proceeding in the opposite direction and the vessel signalled by two fixed lights shall not attempt to pass the bridge but shall keep a reasonable distance away from it and make room for the safe passage of the vessel proceeding in the opposite direction.

When the red fixed light and the green flashing light are shown at the side of the fairway the bridge is open for the passage of the vessel signalled thereby and she may proceed.

No vessel shall proceed to pass a swingbridge until the bridge is seen to be completely swung open and the green flashing light is seen in addition to the red fixed light, whereupon she may proceed with caution.

24. BRIDGE OPEN

A red flashing light in addition to or in place of signals 22 and 23 to indicate a bridge failure or other emergency.

The red flashing light indicates that the bridge cannot be fully open due to mechanical fault or other cause and no vessel shall approach from either direction until the signal is cancelled whereupon a vessel may proceed with caution when signalled accordingly.

BRIDGE CLOSED (Do not approach)	BRIDGE OPEN (Do not approach)	BRIDGE OPEN (Proceed with caution)
RED FIXED LIGHT Over centre of fairway	RED FIXED LIGHT and RED FIXED LIGHT at side of fairway	GREEN FLASHING LIGHT and RED FIXED LIGHT at side of fairway
EMERGENCY SIGNAL in any position – RED FLASHING LIGHT		

NOTE: Except in time of flood or high tide or with the permission of the harbour master no swingbridge will be swung for vessels which are fitted with appliance for lowering their masts and/or funnels to enable them to pass safely under the bridges.

**Extracts from the Harbour, Docks, and Piers Clauses
Act, 1847 and from the Manchester Ship
Canal Acts 1950, 1956 and 1960.**

The Harbour Clauses Act, 1847: -

- Powers of
Harbour,
Dock or Pier
Master
52. – The Harbour Master may give directions fro all or any of the following purposes : (that is to say) –
- For regulating the time at which and the manner in which any vessel shall enter in, go out of, or lie in or at the Harbour, Dock, or Pier and within the prescribed limits, if any, and its position , mooring or unmooring, placing and removing, whilst therein;
 - For regulating the position in which any vessel shall take in or discharge its cargo or any part thereof, or shall take in or land its passengers, or shall take in or deliver ballast within or on the Harbour, Dock or Pier;
 - For Regulating the manner in which any vessel entering the Harbour or Dock or coming to the Pier shall be dismantled, as well for the safety of such vessel as for preventing injury to other vessels, and to the Harbour, Dock, or Pier, and keeping the same clear.
 - For removing unserviceable vessels, and other obstructions from the Harbour, Dock, or Pier, and keeping the same clear;
 - For regulating the quality of ballast or dead weight in the hold which each vessel in or at the Harbour, Dock, or Pier shall have during the delivery of her cargo, or after having discharged the same;
- Provided always that nothing in this or the Special Act contained shall regulate such vessel according to the directions of the Harbour Master to do or cause to be done any act in any way repugnant to or inconsistent with any Law relating to the Customs, or any Regulation of the Commissioners of Her Majesty’s Customs.

Penalty on Shipmasters not complying with Directions of the Harbour Master

53. – The Master of every vessel within the Harbour or Dock, or at or near the Pier, or within the prescribed limits, if any, shall regulate such vessel according to the directions of the Harbour Master, made in conformity with this and the Special Act; and any Master of a vessel, who, after notice of any such direction by the Harbour Master served upon him, shall not forthwith regulate such vessel according to such directions, shall be liable to a penalty not exceeding Twenty Pounds.

The Manchester Ship Canal Act 1950: -

Orders of the Harbour Master need not be in writing

27. – Section 53 of the Harbours Act 1847 in it's application to the Company and the Harbour Master shall not construed to require the Harbour Master to serve a notice in writing of his directions upon the Master of a vessel but such directions may be given verbally or otherwise communicated to such master but a notice which is not in writing shall not be deemed to be sufficient unless in the opinion of the court before whom any case may be heard it was not reasonably practicable to serve a written notice on the Master of a vessel.

The Manchester Ship Canal Act 1956: -

Extension of powers of Harbour Master

51. – Section 52 of the Harbours Act 1847 in its application to the Company and the Harbour Master shall extend so as to empower the Harbour Master to prohibit the entry into the Harbour of vessels designed to carry liquid cargos in bulk if the entry is only for the purpose of cleaning their tanks.

The Manchester Ship Canal Act, 1956 as amended by The Manchester Ship Canal Act, 1962: -

Estuarial
vessels, tugs,
and barges not
to use harbour
unless
registered.

53. – (1) On and after the first day of January nineteen hundred and (sixty three) it shall not be lawful without the written permission of the Company of any estuarial vessel or tug or barge to enter or use the Harbour or to be worked or navigated therein unless it is for the time being registered by the Company.

(2) The Company shall as soon as practicable after the receipt of an application in a form prescribed by them register any estuarial vessel tug or barge –

i) Which is classed by Lloyds Register of Shipping and Aircraft or the British Corporation Register if Shipping and Aircraft or the British Committee of the Bureau Veritas; or

ii) In respect of which there shall be produced to the Company a certificate in a form prescribed by the Company and made by any surveyor of shipping for the time being approved by the Company that the estuarial vessel tug or barge is seaworthy and suitable for the purpose for which the same is built designed or fitted or intended or likely to be used.

(3) If at any time it shall appear to the Company that any estuarial vessel tug or barge which has been registered pursuant to subsection (2) of this section may have become unseaworthy or unsuitable of the purpose for which the same is used or for which it is built designed or fitted or intended or likely to be used the Company may after sending by registered post addressed to the owner of such estuarial tug or barge at the address of such owner last notified to the Company notice of their intention so to do cancel the registration of the estuarial vessel tug or barge unless with in one month from the sending of such notice there shall be produced to the Company –

- i) a certificate that the estuarial vessel tug or barge has remained classed by Lloyds Register of Shipping the British Corporation Register of Shipping and Aircraft or the British Committee of the Bureau Veritas; or
 - ii) a certificate in a form prescribed by the Company and made by any Surveyor of shipping for the time being approved by the Company that the estuarial vessel tug or barge is seaworthy and suitable for the purpose for which the same is used or for which it is built designed or fitted or intended or likely to be used.
- (4) If any estuarial vessel tug or barge shall enter or use the Harbour or be worked or navigated therein in contravention of the provisions of subsection (1) of this section the owner of such estuarial vessel tug or barge shall for every offence be liable to a penalty not exceeding fifty pounds.
- (5) All offences against this section and all penalties imposed or recoverable under this section may be prosecuted or recovered in a summary manner.
- (6) In this Section –

“barge” includes a lighter flat or other like vessels.

“Estuarial vessels” means a vessel having a carrying capacity not exceeding one thousand two hundred and fifty tons which does not normally go to sea but does include pleasure craft as defined in Section 2 (Interpretation) of the (Manchester Ship Canal) act 1960;

“Tug” means any Bessel built designed or fitted for purpose of towing ships or barges and includes a tender;

“Surveyor of Ships” includes a surveyor or builder of tugs or barges.

The Manchester Ship Canal Act 1960: -

Pleasure Craft

8. – (1) Section 52 of the Harbours Act 1847 as incorporated with the Manchester Ship Canal Act 1885 to 1960 in its application to the Company and the Harbour Master shall notwithstanding the provisions of section 33 of the Harbour Clauses Act 1847 as also so incorporated extend so as to empower the Harbour Master to prohibit a pleasure craft from entering the Harbour unless the following conditions have been or will be complied with: -

(a) notice in writing of the date and time on which it is proposed to enter the Harbour and of the intended movement of the pleasure craft in the Harbour has been given to the Harbour Master not less than forty-eight hours before the time of entry: -

(b) on or before the giving of the said notice there has been produced to the Harbour Master

i) (A) a passenger steamer's certificate issued by the Ministry of Transport under Part III of the Merchant Shipping Act 1894 or a certificate showing that the pleasure craft is of the time being classed by Lloyds Register of Shipping or some other classification society approved by the Company; or

(B) a certificate given within the previous twelve months by a surveyor of shipping who is either a member or an associate member of the Institute of Naval Architects or is approved by the Company or by a boat builder who is either a member of the Ship and Boat builders' National Federation or is approved by the Company that the pleasure craft is seaworthy and suitable for navigation on the Canal; and

(ii) a certificate that the owner is insured in respect of the pleasure craft with an insurer approved by the Company against third party liability in a sum of not less than fifty thousand pounds.

(C) during such time as the pleasure craft is in the Harbour it is –

- i) equipped with the articles specified in the Third Schedule to this Act; and
- ii) in charge of a person over twenty-one years of age who has such experience on navigation as will enable him to navigate in the Harbour with reasonable competence.

(2) Notwithstanding the provisions of subsection (1) of this section if the Harbour Master is of the opinion that the entry into or movement of the pleasure craft in the Harbour at the date and time specified in a notice given under paragraph (a) of subsection (1) of this section would or would be likely to cause such interference with commercial traffic in the Harbour as to make it necessary for such entry or movement not to take place at the date or time so specified he may postpone such entry or movement for such period as he considers to be necessary to avoid interference with commercial traffic and shall thereupon notify the Master of the pleasure craft of a date and time as soon thereafter as is reasonable when the pleasure craft may enter the Harbour or move within it.

(3) Subsection (1) of this section shall not apply to a pleasure craft requiring to enter the Harbour from the river Mersey owing to stress of weather or other emergency.

Schedule

1. An adequate anchor and cable.
2. At least two warps each being not less than fifty feet in length.
3. Such navigation lights and equipment for signalling by sound as will enable the pleasure craft to comply with the International Regulations for Preventing Collisions at Sea and comply with the Company's byelaws.
4. At least two fire extinguishers of a foam type approved by the Ministry of Transport and maintained in accordance with the Ministry's recommendations.
5. Sufficient life-saving apparatus for as many passengers and crew as the pleasure craft is designed to carry.
6. An admiralty chart or other chart approved by the Company for the Harbour and adjacent waters.
7. A copy of the Company's bye-laws for the time being in force.
8. A current tidal Almanac.