



# Port of Liverpool NAVIGATION GUIDELINES

# **PORT OF LIVERPOOL NAVIGATION GUIDELINES**

**These Guidelines are for advisory purposes and do not take precedence over, but are to be used in conjunction with, the Mersey Docks and Harbour Company Limited Acts, Byelaws and directions and are to complement Passage Planning.**

**Guideline No.1 Under Keel Clearance**

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**Guideline No.3 Pilotage of Large Vessels**

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## **Guideline 1. Under Keel Clearance**

Vessels entering or leaving the Port of Liverpool should do so after careful consideration of the dangers to navigation and only after the master is satisfied that there is sufficient under keel clearance for the vessel at all times.

### Tidal Waters

Mariners are advised that when determining safe under keel clearance consideration must be given to any special circumstances that may exist, including atmospheric conditions and wind direction that may result in a reduction to the height of tide and the effects of squat and interaction that may result in an increase in the draught of the vessel. It is recommended that vessels do not, other than in exceptional circumstances, operate in tidal waters if the under keel clearance is deemed to be less than sixty centimetres and that laden tankers for Tranmere and passenger vessels do not, other than in exceptional circumstances, navigate in tidal waters if the under keel clearance is deemed to be 10% or less of the vessels observed draught or if it is less than one metre.

### Non Tidal waters

Mariners are advised that when determining safe under keel clearance in non tidal waters consideration must be given to any special circumstance that may exist, including the actual impounded water level of the enclosed dock systems and the available depth of water.

## **Guideline 2. Restricted Visibility**

In addition to the General Directions:

Inward vessels requiring tug assistance to swing should consider carefully whether the probability of the visibility reducing to less than 2 cables is such that an abort should be considered before passing the Q1 Buoy.

**However, should a large vessel once committed to entering the Approach Channel experience a further reduction in visibility, then it must be understood that while the tugs will endeavour to assist they will have great difficulty in making fast safely**

Mersey Ferries must, when visibility between the ferry stages is below 1 nautical mile, establish contact with Liverpool VTS on VHF Ch12 on leaving Liverpool, Seacombe and Wallasey Stages. Mersey Ferries should consider suspending services when visibility between the ferry stages is less than 2 cables.

## **Guideline No.3 Pilotage of Large vessels**

All vessels over 100,000 DWT are to be provided with a Second Pilot.

Additionally, if a nominated Pilot considers it necessary in the interests of safety, a vessel of less than 100,000 DWT may be required to have a Second Pilot.

(See: Pilotage Act 1987 section 7 (2) (c))

All Second Pilots must have equivalent or higher authorisation than the First Pilot. Some vessels may be of such a design that a Second Pilot is required.

## **Guideline No.4 Tugs and Tows**

When manning a tug and tow, the Class of Pilot shall be determined by the overall maximum length of the tug and tow combined. The towage operation should be carried out in daylight unless by agreement with the manned Pilot. Dead Ship Tows can only be conducted in daylight

All dead tows of 82m or over in overall length will be subject to an Authorised Pilot's Consultation. The request for a Pilot consultation should be made by the submission of the online application form for a Dead Tow to Navigate in the Port of Liverpool 48 hours prior to the tow first manoeuvring in the Port of Liverpool

### **Guideline No.5 Alfred Lock: Compulsory Consultation**

Any vessel exceeding 82m in length intending to depart Alfred Lock on the ebb will require a compulsory consultation with a Pilot.

Any vessel inbound to Alfred on the ebb will require a compulsory consultation with a pilot  
Vessels arriving or departing Cammell Lairds facilities require a Pilot consultation

### **Guideline No.6 Boarding of Large Vessels at the BAR**

As a general rule the boarding of vessels over 200m in length or constrained by their draft at the Bar boarding station shall be when they are heading in a westerly direction (away from the approach channel). All other vessels should not be permitted to pass the Bar inward bound unless a Pilot has been boarded. This is to allow sufficient time for a comprehensive Pilot / Master exchange.

Vessels should continue to listen on channel 11 until the Pilot has been safely boarded or disembarked and the launch is safely clear of the vessel.

### **Guideline No.7 Tug Provision for Swinging in the River Mersey**

Vessels that require a tug to assist in a swing in the river shall ensure that a tug is available in the river prior to the vessel committing to the inward passage of the approach channels.

Cruise vessels over 180 meters in length shall always have a tug available for a swing in the river.

### **Guideline No.8 Clear Channel**

Vessels over 200m in length or constrained by their draft shall be given a clear channel between Formby and Crosby safe water marks. Co-ordination of such a requirement shall be between the Pilots and Pilotage Exemption Certificate holder or Master.

VTS will provide information to the vessels and can provide prediction information.

### **Guideline No.9 Towage**

Towage is organised in the Port of Liverpool on a commercial basis.

Vessel's owners contract towage companies to assist their passage in and out of the Port. It is left to the tug operator's judgement to provide the tug capacity to suit the contracts he has or is likely to be required to service, having regard to the Port traffic.

If for any reason the provision of tugs is not enough for the effective management of relevant risk, the Harbour Master will identify other means of doing so. This may include imposing restrictions on harbour operations and the contacting in of other tug provision.

Except in circumstances directed by the Harbour Master the use of tugs for berthing, unberthing and escorting is a matter for the Master and for the agreement of the Pilot, where embarked. Except where directed by the Harbour Master, it is the wishes of the Master and the professional judgment of the Pilot using a dynamic risk assessment that will set the level of tug provision.

Only tugs registered as per the Mersey Docks and Harbour Board Act 1945, section 48 and of an appropriate flag state will be allowed to operate in the Port of Liverpool.

The Harbour Master shall in conjunction with the towage companies produce a handbook on towage best practice and information sheets on tugs operating in the Port of Liverpool for the use of Pilots and Pilotage Exemption Certificate holders that may use tug provision.

## **Guideline No.10 River Event Pilot**

All public events on the River Mersey that may affect the safety of navigation of other port users shall employ the services of an Event Pilot. On application a Pilot will be nominated to assist in the organisation of traffic on the river during the event and act as liaison for other vessels, the VTS and the event organisers.

The Event Pilot should be stationed onboard a craft supplied by the organisers of the relevant event.

## **Guideline No. 11 Bunkering**

Only those barges that are registered with MDHC can undertake bunkering operations as per the Mersey Docks and Harbour Board Act 1945, section 48 and which shall have been surveyed by an MDHC approved surveyor as to be seaworthy and fit for purpose for which they were built or fitted or intended or likely to be used or classed by a MDHC recognised Classification Society.

MDHC has produced "Guidance Notes for Vessels Bunkering Operations in the Port of Liverpool" and a "Code of Practice for Bunkering Operations during Load/Discharge Operations of AFS".

Vessels receiving bunkers shall comply with their safety management systems and refer to their SOPEP manual.

Bunker companies shall complete a safety checklist prior to any transfer of oil.  
Copies of Safety Checklists shall be held by the bunker barge, the vessel being bunkered and the berth operator

Bunkering can only take place with the agreement of the berth operator, vessel and the bunker operator.

Prior to commencing bunkering operation permission shall be obtained from the Harbour Master by contacting the nearest Dock Masters Office.

The Harbour Master and the MDHC safety department may issue special instructions with regard to bunkering from time to time.

Bunkering operations shall be discussed at the pre-arrival meeting for OBO's as stated in the Vessels Arrival Pack

All bunker companies shall confirm compliance annually as to their fitness to operate.

In visibility of less than 2 cables bunkering operations alongside shall cease when another vessel is due to pass.

## **Guideline No.12 De-ballasting**

It is an offence for vessels to permit any substance which might cause damage to the conservancy of the Port to enter its waters. (Mersey Docks and Harbour Board Act 1971 Section 10). Therefore unless the Master is confident his ballast water is such as not to cause such damage de-ballasting should not take place.

## **Guideline No.13 Vessel Clearances**

In the River Mersey and Approaches vessels over 200m in length or constrained by their draft should as far as is practicable be given clearances of 5 cables ahead and 2.5 cables astern such that they are not impeded on their passage

#### **Guideline No.14 Approaches to Quays and Passageway Transits.**

Those that have conduct of vessels should note that whilst manoeuvring in the internal dock system due attention should be paid to passing through passageways as far to the centre as possible taking leeway into account, fully utilising the attendant tugs for positioning and changes in speed and that due allowance should be made to the closing aspect of quays and passageway walls with regard to oversailing. Note should be made of the changing port architecture with regard to leeway allowances.

#### **Guideline No.15 River Entrance Arrivals**

All vessels that are scheduled for a timed river entrance arrival should ensure their Passage Plans allow for sufficient time to slow their speed and set their vessel for a safe river entrance approach taking into account the tide, weather, traffic and whilst giving due consideration to other port users. The decision to use tugs to assist any approach should be made within the passage plan and over reliance on the use of dynamic risk assessment should be avoided.

In addition deep drafted vessels in relation to any particular tide should not as far as possible be booked for an inward lock later than 30 minutes to High Water

#### **Guideline No.16 River Entrance Gates / Caissons**

All vessels arriving or departing a river entrance shall only cross the entrance sill once all the gates/caissons are fully retracted into their recesses and permission is given to proceed by the relevant Dockmaster via VHF radio. Three vertical fixed docking lights, green when open to river traffic and red when closed are used to provide a visual indication.

**Captain S.F. Gallimore**  
**Harbour Master**

**1<sup>st</sup> January 2013**