



# Manchester Ship Canal

# Instructions to Vessels

Peel Ports Group

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# INTRODUCTION

The Port of Manchester, which includes port facilities at Manchester, Runcorn, Stanlow, Ellesmere Port and Queen Elizabeth II Dock, is connected by the 36 mile long Manchester Ship Canal which extends from the seaward entry locks in the River Mersey at Eastham to virtually the centre of Manchester.

The Port of Manchester accommodates ocean-going vessels, coasters, estuarial craft, barges passenger and pleasure craft.

The Port of Manchester handles all classes of goods, i.e. containerised general and bulk cargoes, hydro-carbons, liquid chemicals and liquefied gases.

The movement of vessels within the Port of Manchester are subject to regulation by the Port Operations Control system directed by the Harbour Master through the Port Operations Control Centre ("POCC") at Eastham. POCC Eastham co-ordinates vessels' entry and departure from the Port of Manchester via the Mersey Estuary in co-operation with Marine Operations Control Centre (MOCC) in Liverpool.

The Manchester Ship Canal Company Limited is the statutory harbour authority and competent harbour authority for the Port of Manchester.

## **MANNING OF VESSELS**

- 1 The Master or his Deputy must be on board whilst any cargo ballasting or tank cleaning operations are being carried out.
- 2 All vessels must at all times be adequately manned for fire-fighting and any other emergency purposes including handling moorings and shifting ship.
- 3 Fire-fighting equipment must be laid out ready for use aboard ship whilst the vessel is alongside the berth and an international coupling provided.

## **SAFE MEANS OF SHIP/SHORE ACCESS**

Under the terms of the Merchant Shipping (Means of Access) Regulations currently in force the Masters of British registered vessels are reminded that the responsibility for safe Ship/Shore access is placed upon them and the Master of a vessel not registered in the United Kingdom shall, when that ship is in port in the United Kingdom, ensure that no access equipment is carried on board which, if used, would be clearly hazardous to safety.

## **SPILLAGES**

In the event of a vessel spilling or leaking any material or liquid product into the canal or dock, whether during cargo operations or otherwise, then the Master is to inform the POCC Eastham via a VHF Radio Channel 14 immediately.

If any such spillage takes place during cargo handling operations, then the operations are to cease and immediate action must be taken to prevent further spillage.

## **SMOKING AND USE OF MOBILE TELEPHONES**

Smoking is strictly prohibited ashore except in designated places. Mobile telephones are strictly forbidden and restrictions apply throughout all terminals.

On board vessels, smoking and the use of naked lights or mobile telephones are prohibited, except in those places designated by the Master in consultation with the Terminal representative when the Ship/Shore Check List is being completed and will be the subject of periodic inspections by Port Security during the period that the vessel is alongside. Smoking notices specifying the designated places on board must be displayed in conspicuous places.

Irrespective of the grade of cargo, even if a vessel is certificated gas free, smoking and the use of naked lights or mobile telephones is strictly prohibited on all open decks whilst the vessel is alongside.

## **MATCHES AND LIGHTERS**

Under no circumstances are the crews of vessels to carry on their person within the dock and terminal complex, matches, lighters, inflammable liquid, or any other apparatus for causing ignition.

When joining or leaving a vessel ship's crews may transport matches or lighters in their luggage: however, matches must be of the safety type only.

## **SHIP REPAIRS**

### **HOT WORK**

Hot work may only be carried out with the written permission of the Harbour Master and subject to such conditions as he may prescribe. The Harbour Master reserves the right to inspect the location of any hot work both prior to permission being given and at any time thereafter.

All other repairs must be confined to cold work only.

## **IMMOBILISATION OF ENGINES**

Immobilisation of engines may only be carried out with the written permission of the Harbour Master, and then only during the period of the vessels legitimate stay alongside. Immobilisation is not allowed during Uranium Hexafluoride, Low Flash or Toxic Cargo Operations.

Permission for the immobilisation of a vessel's engines will only be granted providing that it does not interfere with the vessel's ability to:-

- 1 Carry out normal cargo handling operations (High Flash only)  
Nor
- 2 Impair the vessel's fire-fighting fitness  
Nor
- 3 Impair the vessel's ability to handle moorings.

## **COMMUNICATIONS**

### **RADIO**

Direct communication with POCC Eastham can be established on VHF Radio Channel 14, anywhere within the Port.

POCC Eastham      0151 327 4638                      (24 hours)

### **ACTION TO BE TAKEN IN THE EVENT OF FIRE OR EXPLOSION ON BOARD YOUR VESSEL**

- 1            Immediately suspend all cargo, ballasting or bunkering operations and be prepared to disconnect all shore cargo and bunker lines from the vessel's manifold
- 2            Inform the POCC Eastham via VHF radio channel 14 of the nature and extent of the emergency and the kind of shore assistance required
- 3            Simultaneously ensure that one of your crew actuates the manually operated fire alarm which is situated on the berth ashore
- 4            In addition your vessel should sound a prolonged succession of short blasts on her whistle or siren
- 5            Activate fire fighting parties on board

### **B      NOT ON BOARD YOUR VESSEL**

- 6            In the event of an alarm being sounded in connection with any emergency involving another vessel or for any other emergency within the terminal, then you should immediately suspend all cargo, ballasting or bunkering operations and be prepared to disconnect hoses.
- 7            If you observe a fire on another vessel or within the terminal you should raise an alarm as stipulated in paragraph 2 above and then carry out the requirements of paragraph 6

N.B. The general siren alarms are tested as follows

QEII Dock – at approximately 0845 hours every day

## **PORT WASTE RECEPTION**

Each berth operator provides reception facilities for ships waste. These must be used at all times. Any vessel found disposing of waste into the water or in non compliant receptacles will be liable to prosecution. Please note that recordable CCTV cameras exist at various locations throughout the port.

# **CODE OF PRACTICE FOR VESSELS LOADING, DISCHARGING OR TRANSFERRING BULK LIQUIDS, CHEMICALS OR GASES ANYWHERE WITHIN THE PORT OF MANCHESTER**

To The Master MV..... Date .....20....

## **SAFETY REQUIREMENTS**

Responsibility for the safe conduct of operations on board your vessel whilst alongside rests with you as Master. Nevertheless since The Manchester Ship Canal Company Limited ("MSCC") personnel, property and other shipping may suffer serious damage in the event of an accident aboard your vessel, we wish, before operations commence, to seek your full co-operation and understanding in relation to the safety requirements set out in the ship/shore Safety Checklist presented to you for completion by the terminal representative with the authority of MSCC. We therefore expect you and all under your command to adhere strictly to them throughout your stay alongside this terminal. We, for our part, will ensure that our personnel do likewise and co-operate fully with you in the mutual interest of safe and efficient operation.

In order to ensure ourselves of your compliance with these safety requirements, we shall from time to time, instruct an officer of the Port Security or other authorised members of our staff to visit your ship and after reporting to you or your deputy, join one of your officers in a routine inspection of cargo decks and accommodation spaces.

If we observe an infringement of any safety requirements on your vessel we shall bring this immediately to the attention of yourself or your deputy for corrective action.

If such action is not taken within a reasonable time we shall adopt such measures as appear to us most appropriate to deal with the situation and shall notify you accordingly.

If you observe any infringement of the safety requirements by terminal staff, whether on the dockside or on board your vessel, please bring this to the notice of a MSCC official. Should you feel that any immediate threat to the safety of your vessel arises from any action on our part, or equipment under our control, you are fully entitled to demand an immediate cessation of operations.

In the interests of everyone, we reserve the right in the event of continued or flagrant disregard of these safety requirements by any vessel, to stop all operations and to order that vessel off the berth for appropriate action to be taken by the charterer's and owners concerned.

**Captain S F Gallimore**  
**Harbour Master**  
**The Manchester Ship Canal Company Limited**

# **CODE OF PRACTICE FOR VESSELS TANK CLEANING**

A Code of Practice to enable vessels to tank-clean after discharge of petroleum and chemical products.

## **GAS FREEING IS NOT ALLOWED WHILST VESSEL IS WITHIN PORT LIMITS**

The Code is based upon the International Safety Guide for Oil Tankers and Terminals (ISGOTT) and must be complied with.

- 1 The permission of the Harbour Master must be obtained before commencement of tank cleaning.
- 2 The Master of the vessel concerned and where appropriate the Berth Operator, must ensure that a responsible officer supervises all tank cleaning operations.
- 3 Vessels using designated berths for Tank Cleaning must comply with Manchester Ship Canal Bye-Laws and any relevant Code of Practice,
- 4 Tank lids and openings must not be opened prior to the commencement of operations.
- 5 Prior to and during the whole of the operation the appropriate ISGOTT Safety Guide recommendations must be observed.
- 6 When operations have been completed tank lids and openings must be closed and secured.
- 7 In adverse conditions the operations may be suspended on the direction of the Shore Authority.

Additionally, for the chemical products as defined in the IMO "Codes for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk" certain other precautions are required.

When a tank has contained Benzene, or Styrene: the high level fan-assisted stack at Stanlow Island is to be used for gas freeing. Procedure and use of "Stack" is to be decided prior to commencement of operations enabling observance of HSE. EH/40 "Occupational Exposure Standards and Maximum Exposure Limits".

**Captain S F Gallimore**  
**Harbour Master**  
**The Manchester Ship Canal Company Limited**

# Mooring Handling within the Manchester Ship Canal

- Exceptionally heavy ropes, wires and moorings with joining shackles are forbidden
- When entering the locks, a single forward spring line should be sent ashore first, to check the vessels progress followed by the remaining lines one at a time. The general mooring arrangement for vessels transiting the locks is one fwd spring + headline and one aft spring + stern line.
- When berthing alongside canal berths - **UNDER NO CIRCUMSTANCES WHATSOEVER are three mooring lines to be run on one heaving line. This practise is totally unacceptable in terms of manual handling rules.**
- All ships visiting the canal should ensure their heaving lines are fit for purpose, in good condition, of sufficient length and are of no less than **10mm** diameter

Ships ignoring this directive will be reported to owners and charterers and necessary steps taken to ensure future compliance