Port of Liverpool

Boatmans License

Local knowledge endorsement Pack

Peel Ports Group
BOATMASTER’S LICENCE – LOCAL KNOWLEDGE
APPLICATION FORM

Surname: .................................................................
Given Names: ...........................................................

Address: ........................................................................
........................................................................
........................................................................
........................................................................

Subject to payment of the non-refundable examination fee of £50, I apply to undertake the Local Knowledge Endorsement exam as described in Marine Guidance Note (MGN) 334 (M).

Signed:……………………………….    Date:………………………..

Upon receipt of the examination fee, an information pack will be sent to the address above. You should then contact the Deputy Harbour Master 0151 949 6114 to arrange an examination time.

The examination is in oral format and will last approximately 30 minutes. A certificate will be issued to successful candidates. If the required standard is not met, then the candidate needs to re-apply by submitting a new Application Form (including a non-refundable £50 examination fee).

Applications should be addressed to:
Deputy Harbour Master
The Mersey Docks and Harbour Company Limited
Maritime Centre
Port of Liverpool   L21 1LA

Payments by Cheque
Please make cheques payable to The Mersey Docks and Harbour Company Limited

Payments by Credit/Debit Card
Please charge my: VISA ☐ MASTERCARD ☐ ELECTRON CARD ☐ (no other cards accepted)

Card Number: .................................................................

Expiry Date: .................................................................Security Code: .................................................................

Name and address of cardholder (if different from above):

Signature: .................................................................
NOTICE TO MARINERS

NO.19 – 2011  RIVER MERSEY AND PORT OF LIVERPOOL

RADIO COMMUNICATIONS ON THE PORT OF LIVERPOOL

1. Notice is hereby given that at 2400 hours on 31st December 2011, the following marine Operations Radio Communications procedures will become effective.

2. Transmissions on Marine Operations VHF Channels must be restricted to the movement and the safety of ships, and in emergency, to the safety of persons. Transmissions of a personal character cannot be accepted.

3. Vessels should establish contact by VHF Radio with the Marine Operations Control call sign “MERSEY VTS” before sailing and inward bound when within the VHF radio range, preferably when rounding the “Skerries” at Anglesey and not later than when in the vicinity of the Bar Lighted Buoy.

4. HARBOUR RADAR
   The Liverpool Port Radar is fed by data from several radar heads and provides radar coverage extending seawards over Liverpool Bay to Anglesey, North Wales and in the River Mersey as far south at the approaches to the Manchester Ship Canal and Garston Docks. Radar signals are transmitted by Fibre Optic Link to the “Mersey VTS” situated in the Mersey Docks & Harbour Company Limited headquarters at Seaforth.

5. A general Situation and Movement Statement, giving all intended movements inwards and outwards for the Port of Liverpool, Alfred, Eastham, QE II, Garston, Tranmere Oil Stages, Mersey Wharf, Liverpool Cruise Terminal, Canning Entrance and Cammell Lairds and approximate times at the dock entrance stage or wharf, together with a list of Local Navigation Warnings in force, latest weather reports and area forecast, is broadcast on Channel 9 at three hours before each high water. This full statement is repeated with any amendments at two hours before each high water.

Any local Navigation Warnings, Gale Warnings and Amendments to Gale Warnings are broadcast on receipt, on Channel 12.

Weather updates are recorded on tape and are available through a dedicated telephone line 0151 949 6095 (NtoM 3/2007 refers).
6. DOCKING INSTRUCTIONS

The VHF radio Stations at the Marine Operations Control Centre are provided to facilitate docking and berthing operations and to provide direct communication between the Dock Master and a vessel. The Range of these stations is limited to a distance of six to eight miles. The positions of these stations are as shown on the sketch plan below.

7. TUG COMMUNICATION

Channels 8 and 10 and 72 at Tranmere Oil Stages are reserved for tug communications and should not be used for any other purpose. Due to the heavy working of these Channels, especially at tide time, and in order to minimise interference, vessels and their tugs when communicating to one another on VHF R/T, should, when possible, transmit on reduced power.

8. LARGE VESSELS SWINGING

Vessels of 150 metres or over in length intending to swing in the river should give advance notice of at least 10 minutes to Mersey VTS of their intentions so that Mersey VTS can broadcast on Channel 12 a swinging warning to all ships.

<table>
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<tr>
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<th>Call Sign</th>
<th>Hague Channel Number</th>
<th>Remarks</th>
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<td>12</td>
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<td>18</td>
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<td></td>
<td></td>
<td></td>
<td>A continuous watch is kept on Channels 16 &amp; 12 at Marine Operations Control</td>
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<td>Langton Dock Master's Office</td>
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<td>37</td>
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10. **LOCAL PRIORITY MESSAGES**

A vessel which has an urgent message to transmit to Mersey VTS concerning urgent navigational matters and which message should receive priority over normal Marine Operations Radio Communications, should indicate the urgency Centre with the spoken word “PRIORITY” i.e. “PRIORITY MERSEY VTs” repeated three times followed by normal procedure.

11. In special circumstances such as the launch of a vessel or in an emergency such as a wreck, it may be necessary temporarily to establish a patrol for the control of traffic. Vessels will be warned of the existence of any such patrol by Mersey VTS and any such patrol vessels or launches will maintain a listening watch on Channel 12 and communicate with other vessels on Channel 6.

12. **CONDITIONS**

This service is offered and will be rendered only on the condition that neither the Company nor any of its servants or agents shall be liable to any person whatsoever for loss or damage of any kind whatsoever caused or arising whether as a result of negligence or otherwise or as a result of non availability of the service.

13. This notice should be read in conjunction with the current issue of the General Directions for Navigation in the Port of Liverpool.

14. Notice to Mariners No. 15 of 1993 will hereby be cancelled on the 31st Day of December 2011 at 2400 hours.

**Captain S.F. Gallimore**  
**Harbour Master**  
14th December 2011
APPENDIX 1

RADIO PROCEDURE

1. PREPARATION
   Before transmitting, think about the subjects which have to be communicated and, if necessary, prepare written notes to avoid unnecessary interruptions and ensure that no valuable time is wasted on Channel 12 or 16.

2. LISTENING
   Listen before commencing to transmit to make certain that the channel is not already in use. This will avoid unnecessary and irritating interference.

3. DISCIPLINE
   VHF equipment should be used correctly and in accordance with the Radio Regulations. The following in particular should be avoided:
   (a) calling on channel 16 for purpose other than distress, urgency and very brief safety communications when channel 12 is available;
   (b) communication on channel 70 other than for Digital Selective Calling.
   (c) communications not related to safety and navigation on Marine operation channel 12;
   (d) non-essential transmissions, e.g. needless and superfluous signals and correspondence;
   (e) transmitting without correct identification;
   (f) occupation of one particular channel under poor conditions;
   (g) use of offensive language.

4. REPETITION
   Repetition of words and phrases should be avoided unless specifically requested by the receiving station.

5. POWER REDUCTION
   When possible, the lowest transmitter power necessary for satisfactory communication should be used.

6. COMMUNICATIONS WITH MERSEY VTS
   Instructions given on communication matters by Mersey VTS should be obeyed. Communications should be carried out on the channel indicated by the Mersey VTS. When a change of channel is requested, this should be acknowledged by the ship. On receiving instructions from Mersey VTS to stop transmitting, no further communications should be made until otherwise notified (Mersey VTS may be receiving distress of safety messages and any other transmissions could cause interference).
7. COMMUNICATIONS WITH OTHER SHIPS
   The listening procedures outline above should be followed before communications are
   commenced on channel 12.

8. DISTRESS COMMUNICATIONS
   Distress calls/messages have absolute priority over all other communications.
   When heard, all other transmissions should cease and a listening watch should be kept.
   Any distress call/message should be recorded in the ship’s log and passed to the master.
   On receipt of a distress message, if in the vicinity, immediately acknowledge receipt. If not in
   the vicinity, allow a short interval of time to elapse before acknowledging receipt of the
   message in order to permit ships nearer to the distress to do so.

9. CALLING
   Whenever possible in the Port of Liverpool Channel 12 should be used. In case of difficulty to
   establish contact with a ship and Mersey VTS, allow adequate time before repeating the call.
   Do not occupy the channel unnecessarily.

10. CHANGING CHANNELS
    If communications on a channel are unsatisfactory, indicate change of channel and awaiting
    confirmation.

11. SPELLING
    If spelling becomes necessary (e.g. descriptive names, call signs, words which could be
    misunderstood) use the spelling table contained in the International Code of Signals and the
    Radio Regulations.

12. ADDRESSING
    The words “I” and “You” should be used prudently. Indicate to whom they refer.
    Example of good practice:
    “Seaship, this is Mersey VTS, Mersey VTS, do you have a pilot?”
    “Mersey VTS, this is Seaship, I do have a pilot.”

13. WATCHKEEPING
    Ships fitted with VHF equipment should, where practicable, maintain a listening watch on
    channel 12 when in the Port of Liverpool.
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**THE MERSEY DOCKS AND HARBOUR COMPANY LIMITED**

**GENERAL DIRECTIONS FOR NAVIGATION IN THE PORT OF LIVERPOOL 2012**

**Introduction**

The Mersey Docks and Harbour Company Limited (MDHC), in exercise of their powers under section 3 of the Mersey Docks and Harbour Board Act 1971 (the Act), and with the agreement of the Chamber of Shipping repeals the MDHC General Directions No6 of 2000 (as amended) give the following general directions to vessels in the Port of Liverpool (“the Port”).

In order to maintain and enhance safety of navigation within the limits of the Port of Liverpool, it is important that Masters and bridge watchkeepers are aware of current Byelaws, Directions and Notices to Mariners. It is therefore vital that owners/agents ensure that all such relevant information and publications are promptly distributed to vessels as appropriate.

Note should also be taken, as appropriate, of the content of the VHF Navigation Information Broadcasts issued on a regular basis by Mersey VTS Centre.

These General Directions are to be construed in conjunction with:

(a) the MDHC Byelaws (as amended), which include and amend the International Regulations for Preventing Collisions at Sea 1972 (as amended), as now given effect by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (as amended);

(b) any Special Direction given by a Harbour Master under Section 4 of the Act; and current:

(c) Notices to Mariners, including Permanent Notices to Mariners.

It is the duty of the Master of a vessel to which a General Direction applies to comply with that Direction. However, the giving of a Direction does not diminish or in any other way affect the responsibility of the Master in relation to his vessel, persons on board, its cargo or any other person or property (Section 7 of the Act).

Failure by the Master of a vessel to comply with a Direction constitutes an offence, and renders that person liable, on conviction, to a fine. However, it is a defence for the Master of a vessel to prove that he had reasonable grounds for supposing that compliance with the Direction in question would be likely to imperil his vessel or that in the circumstances compliance was impracticable (Section 8 of the Act).
THE MERSEY DOCKS AND HARBOUR COMPANY LIMITED

GENERAL DIRECTIONS FOR NAVIGATION IN THE PORT OF LIVERPOOL 2012

1. COMMENCEMENT

These Directions shall come into force at 0001 hours on 1st January 2012, on which date the General Directions for Navigation in the Port of Liverpool No6 (as amended) are revoked and Notice to Mariners No.4 2000 General Directions for Navigation in the Port of Liverpool (No.6) and Notice to Mariners No.2 2004, Safe Speed and No.29 2007 Safe Navigation in Restricted Visibility will be cancelled.

2. SHORT TITLE

These Directions may be cited as the MDHC General Directions 2012.

3. DEFINITIONS AND INTERPRETATION

(1) In these Directions:

a) “the Act” means the Mersey Docks and Harbour Board Act 1971 (as amended);

b) “AIS” means Automatic Identification System;

c) “Authorised Pilot” means a person authorised under section 3 of the Pilotage Act 1987 for the Port of Liverpool and so authorised for ships of that description

d) “Barge” includes dumb vessels, including but not limited to: barges, lighters, collar and mooring barges, crane barges and engineering barges, pontoons, oil storage/processing barges and dredgers, but excludes any power-driven vessels;

e) “Bunker Vessel” means any vessel, normally navigating within the Port of Liverpool, used for the storage, transportation or delivery of oil products to vessels or facilities in the Port of Liverpool;

f) “Class” means a reference to that class within the classification Hazardous in column 2 of Part 1 of Schedule 1 to the Dangerous Substances in Harbour Areas Regulations 1987;

g) “Commercial Vessel” means any vessel which is not a Pleasure Vessel;

h) “Dock Master” includes the Marine Officer in charge of the Dock

i) “Exclusion Zone” means any area of the Port of Liverpool, defined by a Harbour Master as being closed temporarily to general navigation for the purposes of navigational safety or emergency response;
j) “**Fairway**” means a regular course or track of shipping, comprising all marked and/or charted navigable channels within the Port of Liverpool and includes the following areas:

i) Queens and Crosby Channel;

ii) The River Mersey from Perch Rock to Brombro Buoy

iii) The Eastham Channel

iv) The Garston Channel

k) **“Gross Tonnage”** in relation to a vessel means the tonnage as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969, or the Merchant Shipping (Tonnage) Regulations 1982, as amended, and where in accordance with those regulations alternative tonnages are assigned to a vessel, the Gross Tonnage of the vessel shall, for the purposes of these Directions, be taken to be the larger of those tonnages;

l) **“Harbour Master”** means a person appointed by MDHC to be a Harbour Master and includes the Marine Surveyor deputies and assistants of a person so appointed and Officers authorised to discharge the Harbour Master’s duties through Mersey VTS Centre;

m) **“High Speed Craft Code”** means the International Code for the Safety of High-Speed Craft 2000, as adopted by IMO as Annex to Resolution MSC.97 (73), as amended by MSC.119 (74);

n) **“Hazardous Vessel”** means any vessel having on board (including in its slop tanks), quantities of the following:

(a) Dangerous Goods as defined in the International Maritime Dangerous Goods Code (IMDG Code), Classes 1 to 9 inclusive of and including:

(i) Marine Pollutants as defined in the Environmentally Hazardous Substances N.O.S. UN 3077 and UN 3082. (MARPOL 73/78 Annex III, Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Forms).


(iii) Bulk Materials Possessing Chemical Hazards referred to in the Code of Safe Practice for Solid Bulk Cargoes (BC Code), Appendix B.

(b) Harmful Substances in Bulk so defined and listed in:

(i) MARPOL 73/78 Annex I, Regulations for the Prevention of Oil Pollution, Appendix I.

(ii) MARPOL 73/78 Annex 11, Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk, Appendix n.


(v) the IMO Marine Environment Protection Committee (MEPC) circulars listing the substances provisionally assessed by IMO or assessed by tripartite agreement.
(vi) the IMO Bulk Chemical (BCH) circulars listing the substances for which a hazard profile exists.

o) “IMO” means the International Maritime Organisation;

p) “ISM Code” means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO in Resolution A.741 (18);

q) “International Collision Regulations” means the International Regulations for Preventing Collisions at Sea 1972 (as amended), as now given effect by the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (as amended);

r) “Length Overall” means the maximum length of a vessel, including overhanging structure, cargo or equipment, and if a Tug and tow, the combination of the Tug and the object(s) towed including the length of the towing medium;

s) “LNG” means liquefied natural gas;

t) “LPG” means liquefied petroleum gas;

u) “Master” in relation to a vessel, means any person having or taking the command, charge or management of a vessel, for the time being;

v) “MDHC” means Mersey Docks and Harbour Company Limited;

w) “Mersey VTS Centre” means the Vessel Traffic Service Centre at Seaforth (Marine Operations Control Centre) Call Sign “Mersey VTS” and includes any other Vessel Traffic Services control point through which a Harbour Master’s instructions and advice are issued to Masters of vessels by VHF radio and to which vessels report;

x) “Narrow Channel” means all the buoyed channels in the Port of Liverpool

y) “Navigating within the port” includes navigating within the MDHC’S enclosed system of docks

z) “Notices to Mariners” means Notices to Mariners issued by MDHC;

aa) “Passenger Boat” means a vessel used for carrying passengers;

bb) “Passenger Vessel” has the same meaning as the Merchant Shipping (Survey and Certification) Regulations 1995;

cc) “PEC” means Pilotage Exemption Certificate granted under Section 8 of the Pilotage Act 1987;

dd) “Permission” may be granted subject to such conditions as the Harbour Master may think fit and shall be deemed never to have been given if such conditions are not complied with

ee) “Pleasure Vessel” means:

i) any vessel which at the time it is being used as:

a) i) in the case of a vessel wholly owned, chartered or hired by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or

ii) in the case of a vessel owned by a body corporate, one on which the persons onboard are employees or officers of the body corporate, or their immediate family or friends; and
b) on a voyage or excursion, which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or

ii) any vessel wholly owned by or on behalf of a members’ club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of the club or their immediate family; and for the use of which any charges levied are paid into club funds and applied for the general use of the club and/or upkeep of the vessel; and

iii) in the case of any vessel referred to in paragraph (a) or (b) above no other payments are made by or on behalf of the users of the vessel, other than by the owner; and in this definition “immediate family” means, in relation to an individual, the husband, wife or partner of the individual, and a relative of the individual or the relative’s husband, wife or partner, and “relative” means brother, sister, ancestor or lineal descendant;

\[\textbf{Note:} \text{The definition of Pleasure Vessel follows closely that used in the Merchant Shipping (Survey and Certification) Regulations 1995.}\]

ff) “Port of Liverpool” means the area comprising all the sea and channels leading to the river Mersey and bounded within the port limits described in section 2 of the Act “the port”.

gg) “Port Passage Plan” means a formal, systematic and documented navigational plan for all stages of any voyage into, out of or within the Port of Liverpool in accordance with the guidelines contained in the appropriate SOLAS regulations, High Speed Craft Code or any similar flag state administration notice issued pursuant to the associated IMO Conventions on Standards of Training, Certification and Watch keeping for Seafarers (STCW);

hh) “Prohibited Anchorage” means an area designated by a Harbour Master as an area or berth where anchoring is not permitted and where possible published on charts, and/or in Notices to Mariners;

ii) “Restricted Visibility” means all circumstances when visibility is restricted by fog, mist, falling snow, heavy rainstorms or any other similar causes.

\[\textbf{Note:} \text{Within the Port of Liverpool a Harbour Master or his designated deputy may using all available information, decide that Restricted Visibility pertains in a particular area or at a particular time or is likely to pertain and inform shipping as appropriate.}\]

jj) “SOLAS” means the International Convention for the Safety of Life at Sea;

kk) “Special Direction” means a Direction authorised by Section 4 of the Act;

\[\textbf{Note:} \text{Section 4 of the Act empowers a Harbour Master to give a Special Direction to a vessel anywhere in the Port of Liverpool.}\]

ll) “Speed Reduction” means an instruction from the Harbour Master requiring vessels to proceed at “reduced speed” through areas where activities sensitive to the effects of wash or draw-off are taking place.
**Note:** At such times, mariners should reduce speed as appropriate, in order to minimise wash and draw-off, commensurate with maintaining manoeuvrability, to ensure the safety of those engaged in such activities.

mm) **“Speed Restriction”** means any temporary limitation on the speed of vessels in a part of the Port of Liverpool

(2) In these Directions, unless the context otherwise requires:

a) words and expressions used in these Directions have the same meanings as in the Act;

b) unless stated otherwise in a particular Direction, for the purposes of Section 3 (4) (a) or 4 (3) of the Act, all Directions shall be deemed to apply to all vessels, to the whole of the Port of Liverpool and at all times, and a Direction addressed to a Master shall be deemed to apply to the vessel of which he is the master;

c) the Direction headings form part of and affect the construction and interpretation of the Directions;

d) unless the context otherwise requires, words importing one gender include the other gender; and words in the singular shall include the plural and vice versa;

e) where these Directions refer to an enactment or to subordinate legislation, the reference, unless the contrary intention appears, is a reference to that enactment or the subordinate legislation:

   (i) as amended and includes a reference thereto as extended or applied by or under any other enactment or subordinate legislation including any other provision of the Directions; and

   (ii) as re-enacted with or without modifications from time to time

f) The Interpretation Act 1978 shall apply to the interpretation of these directions as it applies to the interpretation of an Act of Parliament.

4. **USE OF VHF RADIO**

   (1) This Direction shall apply to:

   Vessels over 50 gross tonnes and tugs engaged in towing;

   Passenger Boats;

   Tugs;

   Bunker Vessels;

   Vessels engaged or intending to engage in fishing; and

   Vessels of more than 50 Gross Tonnes; except:

   a) narrow boats greater than 13.7m in length overall in the enclosed Dock systems

   b) Pleasure Vessels of more than 50 Gross tonnes navigating on the River Mersey provided that:
i) they are travelling in Company Limited or a flotilla;  
ii) they are not the lead vessel of that Company Limited or flotilla; and  
iii) there is a lead vessel, which complies with the requirements of this Direction and is able to communicate immediately and effectively with all other vessels in the Company Limited or flotilla; or  
c) vessels under oars.  

(2) A narrow boat navigating on the River Mersey shall comply with the requirements of the Small Vessel Guidance produced by MDHC.  

(3) Any vessel or group of vessels planning to exercise the exemption under Direction 4. (1) b) above, need to either individually or through the lead vessel:  

a) provide at least 7 days notice to the Harbour Master of their intention to navigate on the River Mersey;  
b) comply with any conditions for their passage required by the Harbour Master; and  
c) report, through the lead vessel, to Mersey VTS prior to commencing navigation on the River Mersey, providing details of the vessels involved, their destination and estimated time of arrival. Upon completion of the passage the lead vessel shall inform Mersey VTS of their arrival.  

(4) On every vessel to which this Direction applies, at all times when underway or at anchor there shall be:  

a) an operational VHF radio capable of communicating with a Harbour Master at the Mersey VTS Centre;  
b) an effective, continuous listening watch on the bridge when the ship is within the Port and underway or at anchor shall be maintained on the frequency of 156.6 MHz VHF channel 12 or by arrangement with the Harbour Master, on an alternative frequency. The Mersey VTS will guard the frequency of 156.8MHz (Channel 16) for vessels to which this direction applies.  
c) compliance with the communications requirements set out in these Directions for the use of VHF radio; and  
d) manning and operation of the VHF radio by a suitably qualified person, capable of communicating effectively in English.  

(5) Prior to a vessel’s departure from a berth, stage or anchorage, the appropriate MDHC VHF channel shall be monitored for information that may affect the safe navigation of the vessel including, the routine General Situation and Movement Statement at 3 and 2 hours before each high water and VHF navigation information broadcasts made immediately prior to the intended departure time.  

(6) The Master of every vessel shall inform the Harbour Master at the Mersey VTS Centre when that vessel is changing over to a channel used by tugs or at a Dock Entrance or at Tranmere Oil Stages.  

Note:  
1. Notwithstanding that only Vessels over 50 gross tonnes and tugs engaged in towing routinely report their movements, other vessels to which this Direction applies should
generally "listen and learn" from VHF radio traffic. They must however, report in an emergency and when required by the Harbour Master.

2. Details of Radio Communications in the Port of Liverpool are found in Notices to Mariners No.18 2011

5. USE OF VHF RADIO IN COLLISION AVOIDANCE

When special passing agreements are made between vessels in order to reduce the risk of collision, communication must be conducted on the frequency of 156.6 MHz (VHF Channel 12) to ensure that the Mersey VTS Centre and other river users are aware of the vessels’ intentions.

Note: The Maritime & Coastguard Agency issues advice on this topic in the form of Marine Guidance Note 324 (M+F).

6. TIME OF ARRIVAL AND CLEARANCE OF INWARD BOUND VESSELS

(1) This direction applies at all times to every vessel having a gross tonnage of more than 50 tonnes which proposes to enter from seaward and navigate within the Port.

(2) The Master of every vessel to which this direction applies is required:

(a) at least 24 hours prior to arrival at the Port or on leaving the last Port whichever is later to advise the Harbour Master of his E.T.A. at the Bar Lighted Buoy and subsequently when within V.H.F. range but not later than when in the vicinity of the Bar Lighted Buoy to confirm this time, advising of his intention to navigate within the Port.

(b) if he intends to enter a buoys channel at a point inwards of the Bar Lighted Buoy, to advise the Harbour Master at the Mersey VTS Centre of his intention to navigate within the Port before entering the buoyed channel and confirm his E.T.A. at the intended point of entry of the buoyed channel.

(c) to inform the Harbour Master at the Mersey VTS Centre when the vessel has entered a lock, or completed mooring at a river berth or come to an anchor.

7. CLEARANCE OF VESSELS MANOEUVRING WITHIN THE PORT

(1) This direction applies at all times to every vessel which has a gross tonnage of more than 50 tonnes that proposes to navigate within the Port, except that it does not apply to any tug when employed assisting the berthing of a powered vessel.

(2) The Master on departure from a berth or anchorage is required so far as practicable:

(a) to give, or cause to be given by the owner of or agent for the vessel, notice, of not less than 60 minutes, of the time at which the vessel proposes to start navigating within the Port to the Harbour Master at the Mersey VTS Centre either directly or in the case of vessels berthed in dock to the Dock Master for that dock.

(b) within 10 minutes before the vessel proposes to start navigating within the Port, to advise the Harbour Master at the Mersey VTS Centre or in the case of vessels berthed in dock, the Dock Master for that dock that the vessel proposes so to navigate.
(c) to inform the Dock Master for that dock on completion of the movement or exit from the Lock.

(3) The Master of a vessel that proposes to navigate within the Port shall report that the vessel “complies with the navigational safety requirements of MDHC General Directions”.

This report will confirm:

(a) that the vessel’s charts for the Port of Liverpool and associated navigational publications are corrected and up to date;

(b) that the Master has prepared an appropriate Port Passage Plan for use during the vessel’s passage in the Port of Liverpool;

(c) that the vessel, if appropriate, is compliant with the requirements of the ISM Code;

(d) if the vessel is not subject to the ISM Code, that the vessel has no deficiencies or defects in respect of its manning, navigational equipment, propulsion or manoeuvring machinery;

(e) that arrangements have been made to provide appropriate mooring assistance for the vessel at its intended berth in the Port of Liverpool; and in addition shall confirm:

(f) the vessel’s International Ship and Port Facility Security Code, security level; and

(g) the number of persons on board.

(4) In the event of it proving impracticable to give the notice required in paragraph (2) (a) or (2) (b) of this direction before the vessel is obliged to commence navigating within the Port then the Master shall as soon as practicable thereafter advise the Harbour Master at Mersey VTS Centre or in the case of vessels in dock, the Dock Master for that dock, of the vessel’s movements.

(5) When any vessel is engaged in, or is to engage in, or has been engaged in fishing operations in the Port of Liverpool, the Harbour Master, at the Mersey VTS Centre, is to be provided with a:

(a) report of the vessel’s departure from its berth or mooring, or entry into the Port of Liverpool; and

(b) periodic update of the Master’s subsequent intentions and movements whilst the vessel is proceeding to, from or engaged in fishing operations inside port limits.

8. **CARRIAGE OF RADAR INSTALLATION**

Vessels over 50 Gross Tonnes not fitted with a Radar Installation in proper working order shall not, except with the prior permission of the Harbour Master, navigate within the Port (except to proceed to a safe anchorage) when due to fog, mist, falling snow, heavy rainstorms, dust, smoke or any other similar cause, visibility is less than 0.5 nautical mile.

9. **VESSELS WITH MECHANICAL, EQUIPMENT OR STRUCTURAL DEFECTS, OILY WATER SEPARATORS AND BILGE SYSTEMS**

(1) The Master of any vessel having a gross tonnage of more than 50 tonnes shall not
navigate within the Port except with the permission of the Harbour Master if the vessel or its
tow, if any, has any one of the following defects:

(a) is unseaworthy in any respect.
(b) defects to main engines, steering gear or other auxiliary machinery which may affect the
manoeuvring of the vessel.
(c) inoperable equipment such as compass, whistle/siren, or rudder indicator
(d) inoperable capstans, windlass, mooring winches, or anchors that are not cleared and
ready for use
(e) a list of over 5 degrees or is excessively out of trim.
(f) leaking oil, chemical or gas cargoes, or any hull or machinery damage which may affect
the safety of the vessel or the containment or safety of the cargo or bunkers.

(2) The Master of any vessel having a gross tonnage of more than 50 tonnes shall confirm to
the Harbour Master at the Mersey VTS Centre that his vessel does not have any of the
defects specified above in (1) (a) to (f) inclusive. The Master shall give this confirmation at
the same time as he advises or is required by these directions to advise the Harbour Master
of his intention to navigate within the Port.

(3) Whilst vessels are in the Port of Liverpool, all oily water separators are to be isolated and
bilge overboard discharge valves secured closed, to prevent accidental discharge.

(4) The Master of any vessel under pilotage shall ensure that no ballasting, deballasting or
internal transfer of cargo, which significantly alters the draught, trim or handling
characteristics of the vessel, shall take place without the prior knowledge and agreement of
the authorised pilot.

10. VESSELS GROUNDED, ON FIRE OR WHICH HAVE BEEN IN COLLISION
WITHIN THE PORT

The Master of any vessel which has grounded, is on fire or has been in collision or allision
within the Port shall give immediate notice to the Harbour Master at the Mersey VTS Centre
of the position of the vessel, known damage, confirmation of cargo or any other information
required by the Harbour Master and shall not navigate the vessel other than for the safety of
the vessel without the prior permission of the Harbour Master and only in accordance with
his directions.

11. VESSELS WHICH HAVE BEEN GROUNDED, HAD A FIRE, BEEN IN
COLLISION OR ALLISION OR SUSTAINED HEAVY WEATHER DAMAGE
OUTSIDE THE PORT

The Master of every vessel which has been grounded, had a fire, been in collision or allision
or sustained heavy weather damage outside the Port is required to give notice to the
Harbour Master on the condition of his vessel and or cargo such notice to be given at least
24 hours prior to the vessels arrival at the Bar Lighted Buoy or as soon as possible after the
incident whichever is later and the vessel shall only navigate within the Port with the prior
permission of and in accordance with the directions of the Harbour Master.
12. USE OF AUTOMATIC PILOT STEERING DEVICES AND BACKUP STEERING GEAR

(1) The Master of any vessel when navigating within the Port shall ensure that in the event of use being made of an Automatic Pilot Steering Device a competent helmsman other than the Master or a Pilot is in attendance of the steering position to steer the vessel manually immediately circumstances so require.

(2) Any duplicate, secondary or backup steering gear and steering gear power systems are to be fully operational and ready for immediate use whilst vessels are navigating within the Port of Liverpool. Emergency steering gear systems should have been recently tested.

Note: The attention of Masters is drawn to the Merchant Shipping (Safety of Navigation) Regulations 2002 and the MCA publication “Safety of Navigation – Implementing SOLAS Chapter V, 2002”:

13. PORT PASSAGE PLANS

(1) All Vessels over 50 gross tonnes and tugs engaged in towing ordinarily navigating outside the Port of Liverpool, shall, prior to navigating in the Port of Liverpool, prepare a Port Passage Plan for use during the vessel’s passage in the Port of Liverpool.

(2) All Vessels over 50 gross tonnes and tugs engaged in towing ordinarily navigating outside the Port of Liverpool provided with an authorised pilot, the embarking Authorised Pilot, upon arrival on board and following any action to establish the navigational safety of the ship, will advise the vessel’s Master of the details of the Authorised Pilot’s Port Passage Plan. He will also advise the Master of any changes made necessary to the vessel’s Port Passage Plan by local circumstances. Before proceeding with the passage the Master and the Authorised Pilot shall agree the Port Passage Plan for the voyage in the Port of Liverpool.

(3) All Commercial Vessels normally operating only in the Port of Liverpool shall prepare and maintain a generic Port Passage Plan, appropriate for use during the vessel’s routine passage and operations in the Port of Liverpool. All such Port Passage Plans may be inspected by the Harbour Master.

(4) Further to the requirements of Direction 13(3) above, all Commercial Vessels operating in the Port of Liverpool and observing the High Speed Craft Code, shall have their generic Port Passage Plan approved by the Harbour Master prior to commencing operations.

(5) All Vessels over 50 gross tonnes and tugs engaged in towing ordinarily navigating outside the Port of Liverpool, and not embarking a Liverpool authorised pilot, but navigating or intending to navigate within the Port of Liverpool, (including those vessels declaring a valid PEC holder as navigating the vessel for the passage in the Port of Liverpool), the Master or PEC holder shall, upon request from Mersey VTS Centre, provide the Harbour Master with relevant details of the Port Passage Plan.

Note: Information for the preparation, updating and execution of Port Passage Plans may be found in:

• UK Admiralty Sailing Directions – West Coasts of England and Wales Pilot Chapter 8 – Liverpool Bay
14. NAVIGATION RISK ASSESSMENT

(1) Any vessels, which fall outside the scope of the MDHC marine safety management system, and intend to navigate in the Port of Liverpool or vessels within the scope of the MDHC marine safety management system whose operation, in the opinion of the Harbour Master, causes or is likely to cause a risk to navigational safety, shall, when required by the Harbour Master, be subjected to a formal risk assessment before entering or operating further in the Port of Liverpool or any part of the Port of Liverpool Hazardous.

(2) Any intra-port passenger or freight service shall not be commenced or expanded in any way in the Port of Liverpool without first notifying and subsequently obtaining the formal agreement of the Harbour Master.

(3) When a vessel is required to submit to a formal risk assessment as required by General Direction 14 (1), the Harbour Master shall be provided with any information he may request in respect of, but not limited to; the vessel, its equipment, general condition, certification, organisational and ship management systems and crew competency, so that a full assessment of the risks associated with the navigation or operation of the vessel and any appropriate mitigation of such risks in the Port of Liverpool can be made.

15. VESSEL TRAFFIC MANAGEMENT IN THE QUEENS AND CROSBY CHANNELS

Vessels over 50 gross tonnes and tugs engaged in towing navigating in the Queens and Crosby Channels between the Formby Safe Water Mark and the Crosby Safe Water Mark are subject to the following traffic management procedures:

a) passing and overtaking within the buoyed channel may be permitted subject to the agreement of the Masters of the vessels involved except when a Hazardous vessel over 200m in length carrying hydrocarbons in bulk or any vessel over 200m in length that is constrained by her draft is involved. However;

b) one-way traffic working will normally be agreed between vessels or instructed by the Harbour Master at Mersey VTS for traffic restricted by size or draught to navigating within the buoyed channel, and;
c) vessels navigating in the general direction of the tide should normally have priority; and
d) smaller vessels should always remain within the buoyed channel due to the proximity of
the Training Walls and Revetments however if they should for any reason navigate outside the
buoy line they should ensure that other traffic and Mersey VTS are informed. (See Note 2)

Notes:
1. In the interests of navigational safety, the Harbour Master at the Mersey VTS will arbitrate in
the event of conflict and may direct on priority, passing or overtaking.
2. Water depths can vary considerably due to the mobility of sand banks.
Frequent periodic surveys of depths are undertaken in the recognised buoyed channel. Main
surveys are carried out less frequently outside the channel and mariners are reminded that,
when navigating outside the buoyed channel, they should do so with appropriate caution and
not rely on minimum under keel clearances.

16. REPORTING POINTS

Every vessel over 50 gross tonnes shall inform the Harbour Master at the Mersey VTS Centre
when passing the following way points, (reporting stations) either inward or outward bound:
Q1 (inward) or Q2 (outward)
(ii) Crosby Safe Water Mark
(iii) Brazil Buoy (inward) or C22 Buoy (outward)
(iv) Woodside Stage (inward) or Dukes Buoy (outward)
(v) Brombro Buoy

17. RESTRICTIONS OF MOVEMENT OF CERTAIN VESSELS

(1) Any vessel, which is to the west of the BAR Buoy and from which a harmful, polluting or
dangerous substance is escaping or likely to escape, shall not be navigated to the east of
the BAR Buoy, except with the permission of a Harbour Master and in accordance with his
directions: provided that nothing in this Direction shall affect the exercise by the Secretary of
State of any of the powers conferred on him by Schedule 3A of the Marine Safety Act 2003
(as amended).

(2) Any vessel of more than 50 gross tonnes, which has suffered damage, which affects or
is likely to affect its seaworthiness or ability to navigate safely shall not:
  a) if the vessel is to the west of the BAR Buoy, be navigated to the east of the BAR Buoy, or;
  b) if the vessel is to the east of the BAR Buoy, be moved, except with the permission of a
     Harbour Master and in accordance with his directions.

(3) Any vessel of more than 50 gross tonnes, which has suffered damage, which affects or
is likely to affect its seaworthiness or ability to navigate safely shall not:
  a) if the vessel is in the Liverpool or Birkenhead Dock Systems, be navigated outside that
     system
b) if the vessel is within the Liverpool or Birkenhead Dock Systems, be moved, except with the permission of a Harbour Master and in accordance with his directions.

18. **RESTRICTIONS ON TOWING AND PUSHING**

(1) The Master of any vessel, when towing another vessel, other than a tug when employed in towing or assisting the berthing of a powered vessel or where the towing operation is being controlled by the vessel being towed, shall:

(a) give notice of not less than 60 minutes to the Harbour Master at the Mersey VTS Centre of the time at which the vessel proposes to commence towing within the Port and shall give notice also of the details of the tow, for example whether the tow involves a dead ship, abnormal tow or partially disabled ship.

(b) All dead ship tows of 82m or over in length overall shall be conducted in the hours of daylight and will be subject to an Authorised Pilot’s Consultation.

(2) A power-driven vessel shall not:

a) be engaged in towing a vessel when pushing another vessel ahead;

b) be engaged in pushing a vessel when towing another vessel alongside;

c) be engaged in pushing ahead more than one vessel at a time, except where:

i) the vessels being pushed are secured together as a composite unit, which is made fast to the pushing vessel

19. **PERSONS ON THE BRIDGE**

There shall be, on the bridge of a power-driven vessel underway in the Port of Liverpool:

(1) The Master of the vessel or a member of the crew who is capable of taking charge of the vessel and, when an Authorised Pilot is on board, is capable of understanding the Authorised Pilot’s directions in the English language.

(2) When a PEC holder has conduct of a vessel within the Port of Liverpool, a second person shall be immediately available and competent to take charge in an emergency.

(3) The Master, Authorised Pilot or PEC holder shall be supported at all times by an appropriate bridge team

20. **PROHIBITED ANCHORAGE AND EXCLUSION ZONES**

(1) No vessel shall, except in an emergency or with the prior permission of the Harbour Master:

a) anchor in a prohibited anchorage; or

b) approach within 50 metres of any river stage in the Port of Liverpool unless berthing at that stage.

(2) No vessel to which this direction applies shall anchor before first consulting the Harbour Master at the Mersey VTS Centre regarding the place and period of anchoring, and shall not
anchor for the purpose of discharging or loading cargo, bunkering or taking water without the prior permission of the Harbour Master.

(3) If in an emergency a vessel is obliged to anchor otherwise than in accordance with this direction, the Master of such a vessel shall as soon practicable thereafter, inform the Harbour Master at Mersey VTS Centre.

*Note:* Details of the Prohibited Anchorages established in the Port of Liverpool are found in Notices to Mariners No8 2005 and on Admiralty Charts.

## 21. OFFSHORE WIND TURBINE TOWERS

No vessel shall, except in an emergency, for the purposes of construction or maintenance or with the prior permission of the Harbour Master, approach within 50 metres of any wind turbine tower.

## 22. CONDUCT IN RESTRICTED VISIBILITY

Except to proceed to the nearest safe anchorage or berth:

(1) Passenger Vessels inbound to or outbound from City of Liverpool Cruise Terminal and Oil Tankers inbound to or outbound from the Tranmere Oil Stages shall not navigate in visibility of less than 5 cables.

(2) A vessel of more than 50 gross tonnes which is not equipped with an operational radar installation and tugs towing a “dead” tow shall not navigate in visibility of less than 5 cables.

(3) Tugs shall not make fast ahead and tow another vessel in visibility of less than 2 cables.

(4) A vessel of more than 50 gross tonnes shall not approach or depart a river entrance in visibility of less than 2 cables.

(5) At all times when vessels are navigating in the Port of Liverpool in restricted visibility they shall comply with the International Regulations for Preventing Collisions at Sea 1972 (as amended) and in particular Rule 19.

(6) Any vessel navigating or moored in Restricted Visibility observing that the visibility at its location is not the distance broadcast by Mersey VTS, or that the Mersey VTS is not aware of Restricted Visibility at the vessel’s location, should advise Mersey VTS of the current level of visibility at the vessel’s location.

## 23. OVERTAKING MANOEUVRES

Overtaking manoeuvrings shall only be undertaken so that the vessels involved do not prejudice their ability to navigate safely, particularly in areas of additional constraint such as channel bends and river entrances.

*Note:* Particular care should be taken in conditions of Restricted Visibility where the consideration of safe speed may prolong the overtaking manoeuvre.
24. PASSENGER VESSEL LOOKOUTS

(1) Public announcements, commentaries, onboard noise or music shall not inhibit the ability of the Master or, where appropriate, that of a person acting as lookout to:

a) hear clearly and respond to sound signals and all internal and external communications, including VHF navigation information broadcasts; and

b) assess and appreciate fully the intentions of vessels in the immediate vicinity so that there will be no delay in taking or failure to take such action as may become necessary in compliance with the International Collision Regulations, in particular Rule 8 – Action to avoid collisions.

(2) Except in an emergency, public announcements and commentaries shall not be made by the person having conduct of the vessel.

25. REQUIREMENT FOR OPERATIONAL AIS

(1) Where a vessel is required by international law to fit and operate AIS, the system shall be switched on at all times when the vessel is underway.

(2) Vessels required to carry AIS under SOLAS V are to operate AIS when alongside in the Port of Liverpool, except for security reasons, or for safety reasons when the berth requires the AIS unit to be switched off or to be operated on low power in the vicinity of that particular berth. Such vessels are to inform Mersey VTS when they intend to switch off AIS.

(3) Vessels constrained by their draught shall transmit an appropriate AIS status.

Note: AIS installations are to be kept updated with the correct settings and particular care is to be taken to ensure that the correct vessel “status” is set and that vessel “heading” is accurately aligned.

26. SPEED RESTRICTIONS

All vessels shall comply with the requirements of any Speed Restriction or Speed Reduction imposed by the Harbour Master, subject to the requirements of navigational safety, the good practice of seamen and any constraints imposed by the vessel’s size, draught, position and/or safe manoeuvring speed.

Note: Speed Restrictions will normally be promulgated by Mersey VTS Centre and/or by Notice to Mariners.

27. VESSELS WISHING TO ADJUST COMPASSES WITHIN THE PORT

The Master of any vessel shall whenever possible give at least 24 hours prior notice of the intention to adjust the compasses of the vessel and to confirm the intention to adjust compasses immediately prior to commencing to do so.
28. HAZARDOUS VESSELS

(1) This direction applies at all times to every Hazardous vessel of more than 50 gross tonnes which proposes to navigate within the Port of Liverpool.

(2) The Master of every vessel to which this direction applies is required:

(a) To give notice to the Harbour Master not less than 48 hours in advance of:

(i) his intention to navigate within the Port and the nature of the cargo being carried.

(ii) the nature of a previous cargo, if the vessel is in ballast but not gas-free.

(iii) whether the vessel is fitted with an operational Cargo Environmental Control System.

(b) On giving notice of intention to navigate under direction 6 (2) or 7 (2), to confirm the nature of the Dangerous Goods / Harmful Substances.

(3) A vessel not carrying a valid Certificate of Fitness for:

(a) the Carriage of Dangerous Chemicals in Bulk or the Carriage of Noxious Liquid Substances in Bulk for vessels where the IBC Code applies or

(b) the Carriage of Liquefied Gases in Bulk for vessels where the IGC Code applies shall not navigate within the Port except with the prior permission of the Harbour Master.

29. LARGE VESSELS SWINGING

The Master of any vessel of 150 metres or over in length intending to swing in the river i.e. alter her course more than 12 points (135 degrees) shall give advance notice of at least 10 minutes to Mersey VTS prior to this manoeuvre.

30. GAS FREEING

It is generally recognised that gas freeing is one of the most hazardous periods in tanker operations. This is true whether gas freeing for entry, for hot work or for cargo quality control. All vessels requiring gas-freeing in the Port of Liverpool may only do so when they are positioned to seaward of the Q1 buoy. Petroleum cargo vapours being displaced are highly flammable and their toxic effect cannot be over emphasised.

31. SAFE SPEED

A vessel shall not be navigated or manoeuvred in any part of the Port of Liverpool including the enclosed docks, river Mersey, or in any of the sea channels or approaches to the river from the furthest point seaward to which such sea channels or approaches are or may be buoyed, at speeds which will or are likely to:

(1) endanger life.

(2) force opens the gates or caissons or damages any of the works or property.

(3) cause damage to any such gates or caissons, or to any walls, revetments, training banks, or other works or property (including vessels) of the board; or
(4) cause damage to the banks of the river Mersey or sea channels or approaches as aforesaid; or

(5) cause damage to vessels lying alongside any quay, jetty or stage or to the moorings of such vessels.

NOTES

(1) It is the duty of the Master of a vessel to which a general direction is given to comply with the direction. However, the giving of a direction does not diminish or in any other way affect the responsibility of the Master in relation to his vessel, persons on board, its cargo or any other person or property. (Mersey Docks and Harbour Board Act 1971, S.7.)

(2) Masters are reminded of the need to comply with the Mersey Channel Collision Rules 1978 as amended.

(3) The owners of a vessel to which a general direction applies should take all reasonable steps to ensure that the Master of the vessel is informed of the direction and understands its significance.

(4) Subject to direction 18, hereof the General Directions for Navigation in the Port of Liverpool 2012 shall not apply to a dumb barge being towed, but the tug or other vessel towing a dumb barge shall observe them.

(5) The notice required to be given under this direction, to the Harbour Master, may be given by:

Telephone: 0151 949 6131 / 6133 / 6134
Email: vts.portoperations@merseydock.co.uk
The Mersey Docks Group

Mersey Channel

COLLISION RULES
RULES MADE BY ORDER IN COUNCIL OF HER MAJESTY THE QUEEN AT THE COURT AT BUCKINGHAM PALACE THE 20TH DECEMBER 1978 (a) AND AMENDED ON 1ST JUNE 1983 (b) PURSUANT TO THE “MERCHANT SHIPPING ACT, 1894”, SECTION 421, SUB-SECTION (2), AND THE “MERSEY CHANNELS ACT, 1897”, CONCERNING THE LIGHTS OR SIGNALS TO BE CARRIED, AND CONCERNING THE STEPS FOR AVOIDING COLLISION TO BE TAKEN, BY VESSELS NAVIGATING THE RIVER MERSEY AND THE SEA CHANNELS OR APPROACHES THERETO.

(a) S.I. 1978/1914. (b) S.I. 1983/770.
Mersey Channel
COLLISION RULES

PRELIMINARY

1. In these Rules, except where the context otherwise requires -

"Collision Regulations" means:
The Merchant Shipping (Distress Signals and Prevention of Collision) Regulations 1996 (a) and the International Regulations for Preventing Collisions at Sea 1972 set out in Merchant Shipping Notice No. M1642 (COLREG1).

and the several words and expressions to which meanings are assigned by the Collision Regulations shall have the same meanings as in those Regulations.

2. Every vessel navigating in any part of the River Mersey or in the sea channels or approaches thereto between the Rock Lighthouse and the furthest point seawards to which such sea channels or approaches respectively are for the time being buoyed on both side shall comply with –

(a) these Rules, and
(b) the Collision Regulations, except in so far as compliance with these Rules requires otherwise.

RULES CONCERNING MARKS, LIGHTS, ETC.

3. The lights prescribed by these Rules shall be exhibited from sunset to sunrise, from sunrise to sunset in restricted visibility and in all other circumstances when it is deemed necessary and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(2) The marks and shapes prescribed by these Rules shall be exhibited from sunrise to sunset.
(3) The lights and shapes specified in these Rules shall comply with the provisions of the Collision Regulations.

4. A power driven vessel when being towed, shall, if under power, notwithstanding anything contained in Rule 24 (e) of the Collision Regulations, exhibit the lights prescribed by Rule 23 of the Collision Regulations:

Provided that a power driven floating crane shall not be required under this paragraph to exhibit the light prescribed by Rule 23 (a) (iii) of the Collision Regulations.

5. A power driven floating crane when under way shall exhibit the lights prescribed by Rule 23 (a) (i) (iii) and (iv) of the Collision Regulations, but shall not be required to carry the light prescribed by Rule 23 (a) (ii) thereof.

6. A vessel of 20 metres or over in length, when at anchor, shall, in addition to the requirements of Rule 30 of the Collision Regulations, carry aft where it can best be seen one ball at a height of 4.5 metres lower than the forward ball.

7. (1) A vessel, when lying at, or attached to another vessel lying at, any Jetty or Stage to the northward of a straight line drawn from the south end of the Liverpool Landing Stage to the south end of the Woodside Ferry Stage, shall exhibit the lights prescribed by Rule 23 of the Collision Regulations or, as
the case may be, Rule 25 thereof:

Provided that a power driven floating crane shall not be required under this paragraph to exhibit the light prescribed by Rule 23 (a) (ii) of the Collision Regulations.

(2) A vessel, when lying at any Jetty or Stage to the southward of the said line, or when moored head and stern to buoys permanently fixed, shall exhibit where they can best be seen one white all round light forward and at or near the stern a second white all round light. The forward light shall be 4.5 metres above the after light provided that a vessel under 50 metres in length may carry one such light only, fixed where it can best be seen.

8. A vessel exceeding 200 metres in length when under way or at anchor shall, in addition to the lights prescribed by Rule 23 or Rule 30 of the Collision Regulations, exhibit where they can best be seen three red all round lights spaced vertically two metres apart.

9. A vessel wishing to warn ships of an unmarked underwater obstruction shall display the lights or shapes provided for in Rule 27 (b) and (d) of the Collision Regulations; additionally, such vessel may use her searchlight to warn on-coming ships as provided for in Rule 36 of the Collision Regulations.

STEERING AND SAILING RULES

10. For the purpose of Rule 9 of the Collision Regulations (navigation in narrow channels), the fairways of the River Mersey and the sea channels or approaches thereto between the Rock Lighthouse and the furthest point seawards to which such sea channels or approaches respectively are for the time being buoyed on both sides shall be taken to be narrow channels.

11. A vessel shall not navigate to come into or leave the Main (i.e. The Queens and Crosby) Channel seaward of a line drawn on a true bearing of 071 degrees from the Rock Lighthouse (i.e. a line drawn from the Rock Lighthouse to the west pierhead of the Gladstone River Entrance) at such a time or in such a manner as to hamper traffic passing up and down the Main Channel.

(a) S.I. 1996/75    (b) 1979 c.39    (c) S.I. 1983/768    (d) 1894 c.60    (e) 1982 c.16

12. A power driven vessel under way, when about to turn round, i.e. alter her course more than 12 points (135 degrees), shall indicate the same by four short and rapid blasts on the whistle followed, after a short interval, if turning with her head to starboard by one short blast or, if turning with her head to port by two short blasts. The giving of the signal so prescribed shall not relieve a vessel of her obligations under the Collision Regulations or these Rules:

Provided that a vessel of less than 50 metres in length shall not be required to give the signal so prescribed unless she is towing one or more vessels and the distance from her stern to the stern of the last vessel towed is 50 metres or more.

LAUNCHING OF VESSELS

13. (1) A shipbuilder or other person (hereinafter call "the shipbuilder") shall not launch a vessel into any part of the River Mersey to the northward of a straight line, drawn from the Eastham Ferry Slip to the north west corner of the North Dock at Garston, unless the requirements of this Rule have been complied with.

(2) At least three clear days before the date fixed for the launch the shipbuilder shall, in addition to giving any other notice required by law, give to the Secretary of The Mersey Docks and Harbour Company at the Maritime Centre, Liverpool, notice in writing of the place, day and hour proposed for the launch.

(3) Upon receiving such notice The Mersey Docks and Harbour Company shall publish within the Port of Liverpool a notice to mariners, giving particulars of the place, day and hour proposed for the launch, and prescribing the area, which is to be kept clear as provided by these Rules (hereinafter called the "launching area"). The launching area shall be bounded on the shore side by the line of the shore
Manager to the said Company may be necessary, to the southward and another point 300 metres to
the northward, of the river end of the launchway, and on the remaining three sides by straight lines so
drawn as to include an area of a size sufficient, in the opinion of the said Marine Surveyor having
regard to the vessel's tonnage and to other relevant circumstances, in the interests of safety of ves-
sels using the river.

(4) At least three hours before the time proposed for the launch the shipbuilder shall mark the launch-
ing area by anchoring at each angle thereof in the river a mark boat suitable dressed with flags in rain-
bow fashion from stern to stern.

(5) Ten minutes before the time proposed for the launch the shipbuilder shall cause each mark boat
to exhibit a red flag measuring 2 metres long by 1.5 metres board and inscribed with the word
"LAUNCH" (hersinafter called a "launching flag") in large white letters thereon, at such a height being
not less than 6 metres above the hull of the mark boat, as to be clear of and to fly well above and dis-
tinct from all other flags thereon.

14. If the vessel is not launched within thirty minutes, of the launching flags being first exhibited the ship-
builder shall take steps to prevent the vessel being launched upon that day.

15. (1) The shipbuilder shall cause each mark boat to continue to exhibit the launching flag until the ves-
ssel has been launched and is under control, or, if the vessel is not launched, until there remains no
risk of the vessel coming off the launchway of her own accord.

(2) As soon as the vessel is under control or there remains no risk of the vessel coming off the launch-
way, the shipbuilder shall cause the mark boats to be withdrawn.

16. The shipbuilder shall take means to bring up the vessel which has been launched and to have her
under control within the launching area.

17. (1) A vessel anchored or moored, prior to the day of the launch, within the launching area, or in such
a position as to swing into it, shall be removed not later than 1 a.m. on the day of the launch.

(2) A vessel shall not on the day of the launch, except for the purpose in connection with the launch,
be anchored or moored within the launching area, or in such a position as to swing into it, until after
the mark boats have been withdrawn.

(3) A vessel shall not, except for the purpose of leaving the launching area, or for a purpose in con-
nection with the launch, be navigated within the launching area whilst the launching flags are exhib-
ited.

Printing by order of
THE MERSEY DOCKS AND HARBOUR COMPANY,
W. J. Bowley
Secretary

LIVERPOOL
JUNE 2002
Boatmaster’s Licence – Local information and knowledge
River Mersey

With reference to Maritime and Coastguard Agency (MCA) Marine Guidance Note MGN 334 (M) a candidate is required to obtain a “local knowledge” endorsement to the qualification. The local knowledge means (as defined in MGN 334) knowledge of the features and characteristics that present a hazard to the safe navigation and how to deal with them and an awareness of the local navigation rules that a harbour authority may have in place under its local byelaws or regulations.

The Mersey Docks and Harbour Company (member of the Peel Ports Group) as the Competent Harbour Authority for the Port of Liverpool will issue local knowledge endorsements for the candidate to present to the MCA.

Syllabus

<table>
<thead>
<tr>
<th>Designated Local Knowledge Criteria and local information</th>
<th>Particular requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Difficult/complex tides and streams</td>
<td>The River Mersey has tidal streams which can run up to about 7 or 8 knots on a large spring tide with ranges which can reach 10.5 metres at certain times of the year. Local weather conditions can modify the predicted tidal effects. Entrance to the dock systems is via locks around which the tidal stream can vary tremendously at different states of the tide. The candidate will be required to demonstrate knowledge of the tidal streams including how:</td>
</tr>
<tr>
<td></td>
<td>• general direction of tidal streams vary within the river depending on state of tide</td>
</tr>
<tr>
<td></td>
<td>• they vary at the various lock entrances with the state of tide</td>
</tr>
<tr>
<td></td>
<td>• local meteorological conditions may change the times and heights of tides</td>
</tr>
<tr>
<td></td>
<td>• deep draughted vessels are affected</td>
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<tr>
<td></td>
<td>• lock operations are affected by the tides</td>
</tr>
<tr>
<td>Local regulations and byelaws</td>
<td>A practical knowledge of local regulations and byelaws including Mersey Channel Collision Rules and source of local notices to mariners</td>
</tr>
<tr>
<td>Vessel Traffic Services (VTS)</td>
<td>A working knowledge of the Mersey VTS including working communication channels and protocol for reporting</td>
</tr>
<tr>
<td>Local Traffic Density and Patterns</td>
<td>A practical knowledge of types and sizes of vessels typically encountered on the River Mersey with respect to where they operate and how they may be restricted by tidal streams and depth of water</td>
</tr>
</tbody>
</table>

Boatmaster LK Endorsement
Ver 1.0 Oct 2008
Boatman's Licence – Local Knowledge endorsement

1. Candidate applied to MDHC for local knowledge endorsement
2. MDHC request:
   - Photo ID proof of identity
   - Evidence of 2 months experience on the river in a capacity to be in control of or monitor control of the vessel
   - Advance payment of £50

3. MDHC supply:
   - Syllabus
   - Information Pack
   - Examination
   - Certificate on success

4. Candidates who do not satisfactorily demonstrate local knowledge will not be issued with a certificate and arrangements will be made for re-examination which will incur a further charge of £50.

5. Period of validity: The local knowledge endorsement is valid for the endurance of the boat masters license. It is automatically revalidated with the license when the holder satisfies the MCA he has met the service requirements in the local area.
NOTES SUPPLIED BY FIRST CLASS LIVERPOOL PILOT – MR S. WOOD

The following notes are compiled to assist candidates for restricted PEC examination. The notes are only intended as a guide and as such are merely an outline.

1. **Large vessels using Gladstone and Langton Locks for Liverpool North Docks**

   1.1 **Inward**
   These vessels can be expected to have a draught of between 9 and 13 metres and to commence the inward passage at a time when the pilot calculates, there will be sufficient under keel clearance to permit safe negotiation of the shoal areas east of Formby Light Float and south of Crosby Light Float.

   At least one tug can be expected to assist the vessel swinging off the lock. A second and often a third can be employed to complete the docking procedure. The vessel will normally be safely tied up in the lock by High Water.

   1.2 **Outward**
   Large and/or deep draughted vessels can be expected to leave the locks at times when the current is least likely to hamper their entry into the river. Consistent with draught implications this may be expected to be as early as two hours before high water and as late as one hour after high water.

   Departure from the locks into the river is generally executed bow first with the assistance of one tug. However, there are occasions when a stern first departure is necessary for which two tugs are usually employed. Draughts of these vessels can be similar to those in Section 1.

2. **Large vessels using Alfred Locks for Birkenhead Docks**

   2.1 **Inward**
   Docking times of such vessels will vary according to draught; tide heightened traffic requirements, but will be such that any such vessel will be safely moored in Alfred Basin by high water. One tug is generally employed to swing such vessels head to tide with a second and sometimes a third used to complete the docking manoeuvre. Draughts of these vessels are generally somewhat less than those in Section 1.

   2.2 **Outward**
   Large vessels will generally enter the river stern first employing two tugs at a time consistent with their draught, the tide height and other traffic requirements.

3. **Large tankers using Tranmere Oil Terminal**

   3.1 **Inward**
   Such vessels can be expected to pass the Bar Light Float at approximately 2 hours before high water and be putting out the first mooring lines shortly after high water. It is normal for
such vessels to deploy two tugs on their port side, but three; four or five can be used for VLCCs. All such vessels berth starboard side to the jetty.

3.2 **Outward**
Large tankers can be expected to commence departure from Tranmere Oil Terminal at approximately 4 hours or 1½ hours before high water depending on draught, tide height and traffic requirements. The departure procedure involves swinging the vessel through approximately 180° off the jetty for which a minimum of two tugs will be utilised.

4. Other than in emergencies it is unlikely that any of the above vessels will be able to significantly deviate from their planned passage once this has commenced. Speeds are likely to be relatively low, response time lengthy and manoeuvrability often ponderous.

5. PEC examinees must be familiar with and have accurate, practical and safe marks both by day and night for the three principal anchorages within the confines of the river. Such marks must allow the anchorage to be occupied without undue waste of space and without impeding other traffic. The anchorages are:

5.1 Between Tower and Egg Buoys.

5.2 The Sloyne.

5.3 Middle Deep or South River.

6. The above notes are not intended to be comprehensive and no responsibility can be accepted by the author, Liverpool Pilotage Services Limited or Mersey Docks and Harbour Company Limited for actual operations differing, even if only slightly from those described above.
MEMORANDUM

SHIP POSITIONING OFF LIVERPOOL RIVER ENTRANCES

Vessels waiting to enter Gladstone or Langton River Entrances should stern the tide off the relevant bullnose ensuring there is sufficient room for any vessel leaving the locks to pass clear to the south.

The practice of waiting in a position well to the south of the locks is generally to be avoided since it is often difficult when leaving the lock to be certain how much searoom may be needed to execute the departing manoeuvre safely. Furthermore, the extra steaming time required to reach the lock from such a position is likely to cause unacceptable delays to the locking programme.

Adequate warning of vessels leaving the locks stern first should be promulgated and advice passed regarding the best positioning of the waiting vessel.

Manchester Ship Canal Lock Operations

1. **Eastham**
   Locking operations commence at 4 hours before High Water Liverpool and end at 4 hours after high water. As a general rule outward vessels leave the canal before high water and inward vessels enter after high water.

   The canal water level is maintained at approximately that of high water of a 9.1 metre tide Liverpool. Each of the locks at Eastham is fitted with two pairs of mitre gates set to hold the canal water back and one pair set so that they can be deployed to hold the river water back when the river level equals that of the canal. These gates are referred to as the storm gates and when in operation all traffic cease.

1.1 **Queen Elizabeth II Oil Dock**
   Locking operations depend on sufficient water being available to Float the sliding caisson gates. Generally this is between 3 hours before high water and 3¼ hours after high water.

2. **Cammell Laird fitting out Basin**
   Normal operations can commence when 6.6 metres of tide is available ceasing at high water. Shipping movements are possible after high water, but this should not be considered usual.
3. **Time of Entry and Passage of Main Channel**

The following times are given as a guideline only to vessels berthing at Tranmere Terminal and may differ according to the circumstances. A large deep-drafted tanker inward bound to Tranmere would normally pass the following points at these times viz:-

- **BAR** at 2 hours before High Water
- **FORMBY** at 1 hour 30 mins before High Water
- **CROSBY** at 1 hour before High Water
- **BURBO** at 45 mins before High Water
- **ROCK LT.** at 30 mins before High Water
- **WOODSIDE** at 10 mins before High Water
- **TRANMERE** at 15 mins before High Water
# LIVERPOOL TRAFFIC

<table>
<thead>
<tr>
<th>HOURS BEFORE H.W.</th>
<th>INBOUND TRAFFIC</th>
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</thead>
<tbody>
<tr>
<td>6</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>
| 4                 | ACL & LARGE CONTAINER VESSEL @ BAR  
Larger ALFRED VESSELS @ BAR  
ACL & LARGE CONTAINER VESSEL @ BAR  
Larger ALFRED VESSELS @ BAR |
| 3                 | ACL & LARGE CONTAINER VESSEL DOCKING @ GLADSTONE  
ACL & LARGE CONTAINER VESSEL DOCKING @ GLADSTONE |
| 2                 | EASTHAM/GARSTON TRAFFIC @ BAR, CAMMELL LAIRDS VESSELS @ ROCK LIGHTHOUSE  
VLCCs @ BAR, EASTHAM/GARSTON TRAFFIC @ BAR  
VLCCs @ FORMBY |
| 1                 | EASTHAM & GARSTON TRAFFIC @ ROCK LIGHTHOUSE  
VLCC @ ROCK LIGHTHOUSE  
DEEP DRAFT BULKERS DOCKING @ GLADSTONE (after ACL has sailed) |
| H.W.              | VLCCs DOCKING @ TRANMERE |

<table>
<thead>
<tr>
<th>OUTBOUND TRAFFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
</tr>
<tr>
<td>4</td>
</tr>
</tbody>
</table>
| 3                  | CONTAINER VESSELS & BULKERS SAILING FROM GLADSTONE  
CONTAINER VESSELS & BULKERS SAILING FROM GLADSTONE  
CONTAINER VESSELS & BULKERS SAILING FROM GLADSTONE |
| 2                  | LARGER VESSEL SAILING FROM ALFRED |
| 1                  | VLCCs SAILING FROM TRANMERE & CAMMELL LAIRDS TRAFFIC DEPARTS  
ACLs SAILING FROM GLADSTONE |
| H.W.               |
1. If anchored mid river vessel swings to flood HW – 41/2
2. Strong w’ly winds consider swing to starboard.
3. Waiting HW –3 end on to C22 keeps you in main flood.
4. Use 2 tugs to swing > 23m
GLADSTONE EBB

HW

HW+1

HW+2

HW+3

HW+4

HW+5

Slack

Consider bows first, tuck into wall
LANGTON EBB

Spin limit: 100m and 6.4m to 4 hours ebb
Approaches to Garston

NOTES

1. A = Consider locking out on w side to counteract set.
2. > 90m consider tugs.
3. > 15m beam consider tugs
4. > 3000t use tugs
Approaches to Eastham

NOTES

1. A = This bank covers at 3 hours to HW, prior to that virtually no tide inside the dolphins.
2. Tide turns at 40 mins ebb based on HW Liverpool.
3. At HW + 20/30 mins inbound for 50' expect a set off the layby so order stbd headrope & sternline.
Cammell Lairds

Wet Basin: Straight caisson, opens into south wall
No.7 Dry dock: Flap closing, falls into river
No.6 Dry dock: Flap closing, falls into river
No.5 Dry dock: Curved caisson, opens into north wall

Saturday 17th January 1998

HW Liverpool 1340 hours

Observations:

At 3 hours to HW, i.e. 1040 hours, a weak flood existed at the entrance to wet basin.

From 1100 to 1117 hours the tide was slack at the entrance.

At 1117 hours, the ebb began to run and caused a flow in towards the entrance of No. 7 dry dock.

At 1130 hours, from the entrance at No. 6 dry dock, the ebb was running straight down river, parallel to the dock entrance.

At 1138 hours, from the entrance at No. 5 dry dock, the ebb was running stronger and towards the Liverpool side (2 hours to HW).
DIRECTIONS FOR VESSELS ENTERING THE PORT OF GARSTON.

TIDAL INFORMATION:

The datum of predictions for the Port of Garston is “Chart Datum”, which is 4.93m below Ordnance Datum (Newlyn), which approximates to the lowest astronomical tide at Liverpool. The times and heights are predictions for Gladstone Dock, Liverpool. These predictions are computed by Proudman Oceanographic Laboratory. (Copyright Reserved)

The controlling factor to entering Garston Docks is the depth in the approach channel, however every effort is made to maintain the channel to Chart Datum, by means of regular dredging.

<table>
<thead>
<tr>
<th>MHWS</th>
<th>9.34m above datum</th>
<th>MHWN</th>
<th>7.45m above datum</th>
</tr>
</thead>
<tbody>
<tr>
<td>MLWS</td>
<td>0.96m</td>
<td>MLWN</td>
<td>2.88m</td>
</tr>
</tbody>
</table>

High Water GARSTON = High Water predicted at Alfred Dock + 4.00 minutes

ENTRANCE CHANNEL, JETTY, DOLPHIN & DOCKS:

The entrance channel to Garston Docks is marked by leading lights. The lights are mounted on lighting towers on the western quay of Stalbridge Dock, the northern-most light is mounted on the tower situated about midway along the river wall of this quay, the southern-most on the tower at the southern extremity of the quay.

These lights are fixed and red in colour, have a range of 10 miles, and when seen in line, one above the other, mark a course of 125 degrees (T). Each light has an arc of illumination of 10 degrees.

Orange fluorescent strips 3.05m x 0.3m, mounted vertically below these two lights, act as day marks to indicate the same approach.

A Jetty extends from the northern pierhead entrance along the eastern side of the channel for a distance of 137.2m (450 ft), and where it terminates, it is 36.6m (120ft) from the river wall. At night, a fixed red light, with characteristic Fl.R.2s, is exhibited on a lattice tower at the northern end of this jetty.

A dolphin is situated on the western side of Stalbridge Channel, 219.4m (720ft) from the west side of the lock entrance. At night, a green light, with characteristic Fl.G.2s, is exhibited on a pole mast in the centre of the dolphin.

The jetty and dolphin mark the respective eastern and western sides of the southern end of the channel leading to the lock entrance.

The west bullnose of Stalbridge Lock entrance is marked, at night, by two fixed green lights, and Docking signals.
**Stalbridge Dock** is entered through a lock 84.12m (276 ft) in length and 19.81m (65 ft) in width, the sill is 0.72m below Chart Datum. Vessels of up to 75.0m in length can be locked in through this entrance during the period 3 hours before to 3 hours after High Water (depending on draught). The maximum sized vessel which can be accepted is 152.4m (500 ft) in length and 19.2m (63ft) in beam. Larger vessels enter/leave the Docks in the period approximately 1 hour before to 30 minutes after High Water, when the Docks are open through to the River Mersey.

**Old Dock and North Dock** are entered via Stalbridge Lock and then a cut from Stalbridge Dock through to Old Dock 45m (147ft) in length and 19.81m (65ft) in width, however the sill is 1.41m above Chart Datum. North Dock is entered by means of a further cut from Old Dock, 30m (98 ft) in width, and although the sill has been removed mariners are advised not to assume a greater depth of water than its original height of 1.50m above Chart Datum.

**DREDGING OPERATIONS:**

Regular dredging of the Stalbridge Channel is necessary, and Masters, and others in charge of vessels must keep clear of the dredger. The dredger carries the shapes and lights prescribed in the Collision Regulations.

**REGULATIONS FOR ENTERING AND BERTHING AT GARSTON DOCKS:**

Vessels entering Garston Docks must obtain docking and berthing instructions before proceeding to dock.

Docking and Berthing instructions can be supplied through (Call sign) “Stalbridge” on Hague Channel 20, or through Liverpool Port Operations (Call sign) “Mersey Radio” on Hague Channels 12, 18 or 22.

Information on depths of water in the Stalbridge Channel and the latest local Notice to Mariners, can also be supplied through these channels.

**Reduced Visibility**

Mariners intending to enter or leave the Docks in conditions of poor visibility are advised to contact the duty Piermaster at Stalbridge Marine Control (VHF Channel 20), who will advise what the visibility is at Stalbridge Lock. Vessels will not normally be allowed to navigate in the River Mersey or the approach channels when visibility is reported to be less than 0.3 miles (three cables) in the area through which the vessel intends to navigate. Mariners should refer to MDHC Notice to Mariners No. 27-2007.

**Docking Signals**

A horizontal strip of red light on the western side of the lock entrance signifies the dock is full or the entrance blocked. A horizontal strip of white light signifies vessels can proceed direct to the dock.

No vessel shall enter Stalbridge Channel or proceed beyond “G6” buoy when signals denoting the entrance is blocked, are exhibited.

**Anchoring:**

The nearest safe anchorage is at “Middle Deep”, approximately 2.5 miles WNW of the lock entrance.

No vessel shall anchor in Stalbridge Channel, nor moor alongside the Jetty at the entrance to Stalbridge Lock, except in the case of sudden emergency.