NOTICE TO MARINERS

№1 - 2019

PORT OF LIVERPOOL

NOTICES REMAINING IN FORCE

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Copies of the above Notices are attached hereto.

All other Notices issued prior to this date are considered cancelled or promulgated sufficiently.

MOM/217/048/L001 1 January 2019
NOTICE TO MARINERS

No.10 – 2016

PORT OF LIVERPOOL

CREW CHANGES AT LIVERPOOL LANDING STAGE & CITY OF LIVERPOOL CRUISE TERMINAL

NOTICE IS HEREBY GIVEN that, in accordance with the International Ship and Port Security Code 2004 (“the Code”), Liverpool Landing Stage (IOM Terminal) and the City of Liverpool Cruise Terminal operate Restricted Areas during their passenger handling operations. The Code requires that, during such times, increased security measures are in place, which includes access control and searching.

There have been an increased number of unauthorised crew changes taking place at both Liverpool Landing Stage (IOM Terminal) and the City of Liverpool Cruise Terminal.

Any vessel wishing to conduct a crew change (or boarding/landing of any other personnel) at either Liverpool Landing Stage (IOM Terminal) or the City of Liverpool Cruise Terminal must first obtain permission from the relevant Port Facility Security Officer, as follows:

For Liverpool Landing Stage (IOM Terminal): 0151 242 5180 0759 429 8680

For the City of Liverpool Cruise Terminal: 0151 233 3777 0773 814 3435

Furthermore, any crew or personnel boarding/landing must have photographic identification and may be subject to searching.

JB1AFA

24th March 2016
NOTICE TO MARINERS

No.12 – 2016

PORT OF LIVERPOOL

USE OF MERSEY FERRIES’ LANDING STAGES

NOTICE IS HEREBY GIVEN that the following landing stages in the River Mersey are not to be used without prior permission being obtained from Mersey Ferries:

- Seacombe Landing Stage
- Woodside Landing Stage
- Pier Head Landing Stage (Liverpool)

In certain circumstances, vessels may be permitted to come alongside the aforementioned landing stages; however, permission must first have been obtained from Mersey Ferries’ Marine Superintendent (0151 330 1451 or 07739 234510, ken.moss@merseytravel.gov.uk).

Mersey Ferries operate 24-hour CCTV coverage to monitor unauthorised use of their landing stages.

JB1AFC

27th March 2016
NOTICE TO MARINERS

No.47 – 2016

PORT OF LIVERPOOL

ALFRED BASIN – VESSELS “SECOND-OFF”

NOTICE IS HEREBY GIVEN that when vessels using Alfred River Entrance are required to moor abreast during a run-down in Alfred Basin a compulsory telephone consultation with Liverpool Pilotage Services shall be required. The process for arranging the consultation is as follows.

If a vessel (“Vessel A”) has been allocated to a tide for a run-down in Alfred Basin and another vessel (“Vessel B”) is allocated subsequently to the same run-down, then it is the responsibility of the Agent for Vessel B to arrange the compulsory telephone consultation with Liverpool Pilotage Services regarding the requirements for mooring abreast.

However, if a vessel (“Vessel C”) is allocated to a tide for a run-down in Alfred Basin with requires mooring second-off a vessel (“Vessel D”) which is alongside for the purpose of discharging/loading cargo, then it is the responsibility of the Agent for Vessel C to arrange the compulsory telephone consultation with Liverpool Pilotage Services regarding the requirements for mooring abreast.

The Alfred Dock Master shall advise Agents as to the need to arrange a telephone consultation when requests for run-downs are made.

Notice to Mariners No.14/2015 is hereby cancelled.

JB1AI

1st December 2016
NOTICE TO MARINERS

No.31 – 2017

PORT OF LIVERPOOL

ISPS RESTRICTED AREA –
ROYAL SEAFORTH DOCK, GLADSTONE DOCK &
LIVERPOOL CONTAINER TERMINAL 2

NOTICE IS HEREBY GIVEN that the following berths are within an ISPS Restricted Area:

- Royal Seaforth S3, S4, S5 and S6 (Liverpool Container Terminal 1)
- Royal Seaforth S7, S8, S9 and S10
- Royal Seaforth Minor Quay
- West Gladstone Dock
- Liverpool Container Terminal 2

Masters/agents of vessels scheduled to call at or which are diverted to any of the aforementioned berths must forward a copy of their CERS3 form to liverpoolcontainers.PFSO@peelports.com.

Crew lists and details of any visitors and stores deliveries etc. must be supplied to RSCT.maingate@peelports.com. Failure to provide this information shall result in access to the Restricted Area being denied.

Furthermore, it is forbidden for crew and visitors to walk across the container stacking and discharging/loading areas at Liverpool Container Terminal 1 and Liverpool Container Terminal 2. Crew and visitors requiring access to vessels berthed alongside these Terminals must use the Terminal Bus provided.

JBIALQ

9th June 2017
NOTICE TO MARINERS

№48 – 2017

PORT OF LIVERPOOL

COMPULSORY PILOTAGE

NOTICE IS HEREBY GIVEN that the attention of Masters whose vessels are subject to compulsory pilotage is drawn to the requirements of Section 15 of the Pilotage Act 1987, viz:

A ship which is being navigated in an area and in circumstances in which pilotage is compulsory for it by virtue of a pilotage direction shall be:

(a) under the pilotage of an authorised pilot accompanied by such an assistant, if any, as is required by virtue of the direction; or

(b) under the pilotage of a deck officer possessing a pilotage exemption certificate in respect of that area and ship.

Therefore, whilst the Master of a vessel retains overall command, if that vessel requires such, the Pilot (or, if appropriate, the holder of a valid Pilotage Exemption Certificate) shall have conduct (i.e., control of the navigation and physical movements of the vessel, in whatever form that takes) of the vessel whilst it is subject to compulsory pilotage.

The Master of a vessel subject to compulsory pilotage who assumes conduct of the vessel in lieu of the Pilot (or, if appropriate, the holder of a valid Pilotage Exception Certificate) may be guilty of an offence and liable to prosecution.

This Notice to Mariners is to be read in conjunction with the Pilotage Directions for the Port of Liverpool.

MOM/38/050/L001

5th September 2017
NOTICE TO MARINERS

№60 – 2017

PORT OF LIVERPOOL

LANGTON LOCK – MIDDLE CAISSON RECESS

NOTICE IS HEREBY GIVEN that, following the transfer of the middle caisson to the inner position, the middle caisson recess is open to the Lock.

Masters of vessels (especially small craft) should pay particular attention when passing the middle caisson recess and must not allow any part of their vessel to enter into the recess.

Masters of vessels using bow/stern thrusters should consider that the effect of thrusters may vary when passing the middle caisson recess, owing to the fact that the thruster efflux shall flow into the recess as opposed to rebounding off the eastern lock wall.

Notices to Mariners Nos. 22 and 27/2017 are hereby cancelled.

25th October 2017
NOTICE TO MARINERS

№65 – 2017

PORT OF LIVERPOOL

RIVER ENTRANCES & ENCLOSED DOCKS

NOTICE IS HEREBY GIVEN that Masters of vessels (including ship owners and their agents) should be aware that it is an offence to act contrary to or neglect to obey the lawful instructions of a Dock Master in respect of: the time at which and the manner in which any vessel shall come into or go out of any Dock or Lock; and the positioning, mooring, unmooring, moving or removing of any vessel within the Docks.

For the avoidance of doubt, the enclosed Docks are assigned to each Dock Master as follows:

Gladstone Dock Master  VHF Ch.5
The Gladstone River Entrance and the enclosed Liverpool Docks situated to the north of the Alexandra/Langton swing bridge.

Langton Dock Master  VHF Ch.21
The Langton River Entrance and the enclosed Liverpool Docks situated to the south of the Alexandra/Langton swing bridge.

Alfred Dock Master  VHF Ch.22
The Alfred River Entrance and the enclosed Birkenhead Docks.

15th November 2017
NOTICE TO MARINERS

№70 – 2017

PORT OF LIVERPOOL

LYNAS PILOT STATION

NOTICE IS HEREBY GIVEN that Mariners are advised that the Lynas Pilot Station is situated outside the Competent Harbour Authority limits of the Port of Liverpool but is within its approaches, in accordance with the Pilotage Act 1987.

Vessels approaching the Lynas Pilot Station (which is situated off Point Lynas, Anglesey) should be aware of the possibility of a high density of traffic in the area; as in addition to being a pilot boarding/landing location (with vessels manoeuvring accordingly), it is also common practice for vessels to anchor in the area at the discretion of vessels’ masters.

Upon request to “LYNAS PILOT” (VHF Ch.9), traffic information in the vicinity of Lynas Pilot Station may be provided; however, it should be noted that this is based on AIS data only and does not constitute or infer the provision of a traffic service, as this area falls outside the limits of the Statutory Harbour Authority of the Port of Liverpool.

MOM/69/049/L002

7th December 2017
NOTICE TO MARINERS

No.12 – 2018
PORT OF LIVERPOOL

MOORINGS AT LOCKS AND BERTHS

AGENTS, OWNERS, MASTERS AND PERSONS IN CHARGE of vessels navigating within the Port are reminded of the following in respect of mooring lines and safe mooring procedures at locks and berths:

- All mooring lines and equipment must be fit for purpose.
- All heaving lines must be fit for purpose, of sufficient length and of no less than 10mm diameter.
- The monkey's fist on a heaving line must not have a metallic or weighted core.
- Heaving lines must be tied securely to the mooring line.
- Prior to throwing a heaving line, the vessel's mooring party should alert the shore-side mooring gang, and anyone else in the vicinity, that a line is about to be thrown.
- The shore-side mooring gang may request that only one mooring line is run on a single heaving line if the mooring line is large and/or requires hauling a distance from the vessel to the bollard.
- When paying out mooring lines from the vessel, care should be taken to avoid excessive weight for the shore-side mooring gang by keeping the bight under control. Care should also be taken not to foul the vessel's or assisting tugs' propellers, particularly when too much slack line is deployed.
- Vessels are NOT to tighten-up moorings until the shore-side mooring gang is clear of the bollard and have indicated as such.
- Berth Operators may apply additional controls, as they see fit.

21st March 2018
NOTICE TO MARINERS

№16 – 2018

PORT OF LIVERPOOL

SAFE SPEED

NOTICE IS HEREBY GIVEN that, following a recent incident, the attention of Mariners is directed to the content of Port of Liverpool General Direction No.31 (Safe Speed), viz:

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 open the gates or caissons of any 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 MDHC;
(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.

In particular, consideration should be given to subsection (5) and Pilot Launches whilst (a) berthed at the northern end of the City of Liverpool Cruise Terminal, or (b) embarking/disembarking personnel at Woodside Landing Stage.

Failure by the Master of a vessel to comply with this Direction constitutes an offence, and may render that person liable, on conviction, to a fine.

MOM/106/067/L001

15th March 2018
NOTICE TO MARINERS

№24 – 2018

PORT OF LIVERPOOL

PILOT BOARDING ARRANGEMENTS

MARINERS ATTENTION IS DRAWN to the requirement to provide safe pilot boarding arrangements, as per SOLAS Chapter V Regulation 23.

Particular concern is raised, following a number of defect reports received by MDHC, regarding the maintenance and securing of pilot ladders to the vessel.

On several occasions, securing methods have not been carried out in line with guidelines and there have been some obvious signs of lack of proper maintenance.

The examples below highlight the defects experienced by pilots when boarding vessels visiting the port.

Any Liverpool pilot who encounters unacceptable boarding arrangements is required to, at the earliest opportunity, notify the Maritime & Coastguard Agency and the Competent Harbour Authority.

A Port State Control or Flag State inspection may result from a defect report.

Delayed pilot boarding operations may also result, if reported defects are not evidenced as being rectified.

Therefore masters, owners and operators of all vessels requiring pilotage services are to ensure their pilot boarding arrangements are fit for purpose.

Guidance can be found in a number of publications including IMPA “The rigging of ladders for pilot transfer” & The Standard Club “Seaman’s guide to pilot ladders”.

The Mersey Docks and Harbour Company Limited
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Port of Liverpool
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W : www.peelports.co.uk
## DEFECT REPORTS
Recent defect reports, hazards associated and recommendations for best practice.

### Damaged side rope

This example shows a poorly maintained pilot ladder. Should this side rope part, the ladder will undoubtedly fall.

All elements of the pilot ladders must be maintained as per SOLAS V23.

### Rung braced against deck plate/guard

This example shows a rung braced against a "deck plate/guard". There is evidence of the side ropes being secured by extra lines, but these lines are unbalanced and slack.

The rung is not designed to bear the weight of the pilot ladder and it is doubtful that the deck guard is, creating risk of the ladder dropping.

The ladder should be of a sufficient length to be able to secure the side ropes so that the tail ends/hard eye can be made fast.

If this is impracticable, the side ropes on either side of the ladder should be secured to a strong point with separate adequate lines - using a rolling hitch, equally spaced and the weight of the ladder should be on these lines.

The weight of the ladder should not rest on the on a deck guard.
Spreader braced against stanchion

This example shows the completely unacceptable practice of bracing a spreader against the stanchion of the handrail.

The spreader is not designed to bear the weight of the pilot ladder and there is no evidence of secondary securing.

The side rope itself must be secured to a deck strong point using the aforementioned methods.

The weight of the ladder should not rest on the spreader.

Shackle secured to strong point but braced against rung.

This example shows shackles braced against one of the rungs.

Ladder rungs are only seized onto the side rope, so should the rung or rung wedges fail, the ladder will drop, at least until the next rung.

The side ropes on either side of the ladder should be secured to a strong point using the aforementioned methods.

The weight of the ladder should not rest on the shackle on the rung.

Ladder unsecured at end

This example was in conjunction with the shackles onto a rung highlighted above.

Should the rung or rung wedges fail, there is nothing to stop the ladder dropping.

The side ropes should themselves be secured to a deck strong point.
NOTICE TO MARINERS

№45 – 2018

PORT OF LIVERPOOL

TEMPORARY REPLACEMENT OF BAR LIGHT FLOAT

NOTICE IS HEREBY GIVEN that on or around 20 August 2018, the BAR light float will be replaced temporarily by a high focal plane buoy. This temporary replacement of aids to navigation is for maintenance purposes.

The characteristics of the BAR high focal plane buoy will be:

**Position:** 53° 32’ 01”N 003° 20’ 59”W

**Description:** 6m red pillar on 4m diameter base

**Light:** 0.2 second white flash every 5 seconds
6m above the water line
Nominal range of 9 nautical miles

**Racon:** Morse “T”
Display Period: On 20 seconds, off 40 seconds
Nominal Range: 10 nautical miles

It is intended that the exchange of these aids to navigation will be undertaken on the same day. However, if this is not possible, Mersey VTS will issue a local navigation warning advising that the light float is off station and that vessels must remain clear of its charted location until the high focal plane buoy is on station.

MOM/159/001/L002a  17 August 2018
NOTICE TO MARINERS

№64 - 2018

PORT OF LIVERPOOL

PORT OF GARSTON - PILOTAGE CONSULTATION (AMENDMENT)

NOTICE IS HEREBY GIVEN that Associated British Ports has issued a further notice to mariners in respect of repairs to the east outer wall at Stalbridge Lock in the Port of Garston (Port of Garston №005 of 2018 refers).

Accordingly, and with immediate effect, any vessel with a beam of 17.0m or more must consult (by telephone) with a Liverpool Pilot prior to transiting Stalbridge Lock.

Notice to Mariners №57/2018 is hereby cancelled.

12 November 2018
NOTICE TO MARINERS

№69 - 2018

PORT OF LIVERPOOL

TEMPORARY CLOSURE OF LANGTON LOCK

NOTICE IS HEREBY GIVEN that, owing to engineering works, it will be necessary for the Company to take possession of Langton Lock as follows:

0600 on 6 January 2019
to
1800 on 7 January 2019

During the possession, vessels that can transit the Hornby Passage may continue to do so and be able to use Gladstone Lock for access/egress to/from the Docks. The Gladstone Dock Master should be contacted in the first instance regarding suitability of vessels to transit the Hornby Passage.

20 December 2018
NOTICE TO MARINERS

№70 - 2018

PORT OF LIVERPOOL

MERSEY GATEWAY BRIDGE

NOTICE IS HEREBY GIVEN that construction work on the Mersey Gateway Bridge (insofar as it could affect vessels navigating on the River Mersey) has been completed. Furthermore, the temporary trestle bridge across the River and the cofferdams surrounding the Mersey Gateway Bridge’s supporting towers have also been removed.

The Mersey Gateway Crossings Board advise that the following vertical clearances have been provided at each tower:

- North Tower (Widnes side): 25.49m above Chart Datum (1975)
- Centre Tower: 27.38m above Chart Datum (1975)
- South Tower (Runcorn side): 29.23m above Chart Datum (1975)

Notwithstanding, Mariners should satisfy themselves that there is sufficient clearance for their vessel prior to passing under the Bridge.

Notices to Mariners Nos. 10/2014 and 30/2015 are hereby cancelled.

31 December 2018