NOTICE TO MARINERS

№1 – 2020

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 promulgated sufficiently, owing to their age or content (including references to extant documentation), or cancelled.

1 January 2020
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.

JB1AII

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.

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.

MOM/56/041/L025

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.

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.

2nd 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”.

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Port of Liverpool
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E: info@peelports.co.uk
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

№6 - 2019

PORT OF LIVERPOOL

WOODSIDE LANDING STAGE
PILOT TRANSFER POINTS

NOTICE IS HEREBY GIVEN that the use of the pilot transfer points on the north and south ends of Woodside Landing Stage by vessels other than pilot launches authorised by The Mersey Docks and Harbour Company Limited is strictly prohibited.

Unauthorised vessels observed using the pilot transfer points on Woodside Landing Stage will be directed to vacate the area and may be held liable for any damage caused to the structures.

25 January 2019
NOTICE TO MARINERS

№10 - 2019

PORT OF LIVERPOOL

VESSEL DRAUGHT DECLARATIONS

NOTICE IS HEREBY GIVEN that there have been several occurrences where either the inward- or outward-bound draughts for vessels have been mis-declared at the movement booking stage. These mis-declarations have only come to light when the Pilot has boarded the vessel and different draughts have been provided by the Master during the Master/Pilot Exchange.

The provision of a vessel’s draught for a movement booking serves several functions; not least it is a key piece of information required (a) for formulating a locking program; and (b) by a Pilot in preparing a passage plan. In certain circumstances, a mis-declared draught could result in the vessel’s transit being delayed or cancelled at short notice.

It is recognised that bookings for vessels may be submitted some time prior to a vessel completing cargo operations, and that the actual arrival or departure draught may not be known. However, in such circumstances, when the actual draught is confirmed, the booking must be amended accordingly.

Masters, owners and their agents are hereby advised that it constitutes an offence to provide false draughts, which may render the Master liable, on conviction, to a fine.

MOM/236/109/L046

11 February 2019
NOTICE TO MARINERS

№39 - 2019

PORT OF LIVERPOOL

ILLEGAL USE OF DANGEROUSLY WEIGHTED HEAVING LINES

NOTICE IS HEREBY GIVEN that the British Ports Association, British Tugowners Association, Port Skills and Safety, UK Chamber of Shipping, UK Major Ports Group and UK Marine Pilots’ Association have issued jointly a notice against the continued use of dangerously weighted heaving lines in UK ports and harbours.

The attention of masters and owners of vessels (and their agents) calling to the Port of Liverpool is drawn to this joint notice, a copy of which is attached hereto.
To ship-owners, ships’ masters, ship’s agents and their principles,

**Joint Notice on the illegal use of Dangerously Weighted Heaving Lines (DWHLs) in UK ports & harbours**

The British Ports Association, British Tugowners Association, Port Skills and Safety, UK Chamber of Shipping, UK Major Ports Group, and UK Marine Pilots Association hereby jointly issue a notice against the continued use of DWHLs in UK ports and harbours.

The use of DWHLs is a significant concern to the maritime community. The use of DWHLs when thrown by ship’s crew passing mooring ropes or retrieving a messenger line is dangerous and has caused serious injury. DWHLs are a significant safety hazard and have the potential to cause serious or fatal injury and cannot be an accepted activity in UK ports and harbours. Indeed, instances could lead to a fine or criminal prosecution of a ship’s master.

International and domestic codes are clear and unambiguous on the construction and weight of heaving lines.

The [Code of Safe Working Practice (CoSWP) 2018 Amendment](https://www.gov.uk/government/publications/code-of-safe-working-practice-2018), Section 26.3.5 states:

“To prevent personal injury to those receiving heaving lines, the ‘monkey’s fist’ should be made with rope only and must not contain added weighting material. Safe alternatives include a small high-visibility soft pouch, filled with fast-draining pea shingle or similar, with a weight of not more than 0.5 kg. Under no circumstances is a line to be weighted by items such as shackles, bolts or nuts, or twist locks.”
The International Labour Organisation (ILO) Code of Practice – Safety and Health in Ports, Section 6.13, Mooring Operations, Para 357 states:

“A “monkey’s fist” at the end of a heaving line should only be made of rope. Additional weights should never be added to it.”

The signatories call for ship-owners, ship-managers, ship’s agents, port operators and pilots to assist in eradicating the use of DWHLs by the following:

1) Informing all incoming vessels of their duty to follow the Code of Safe Working Practices (COSWP)

2) Issuing them with MCA Safety Bulletin No. 2 – Annex A

3) Stressing that fines, Port State Control Inspections and criminal prosecution are likely, especially should a vessel persist in their use.

All stakeholders can play an important role in preventing the use of anything other than a rope monkey’s fist or alternative soft safety pouch. By promoting and raising the issue with all parties with a vested interest bad practice can be eliminated.

The agreed procedure for reporting incidents involving DWHLs to the MCA for enforcement action for both UK flagged, and non-UK flagged vessels is at Annex B.

Yours faithfully,

Richard Ballantyne
Chief Executive
British Ports Association

Nick Dorman
Chairman
British Tugowners Association

Richard Steele
Chief Executive
Ports Skills & Safety

Bob Sanguinetti
Chief Executive Officer
UK Chamber of Shipping

Tim Morris
Chief Executive
UK Major Ports Group

Mike Morris
Chairman
UK Marine Pilots Association
Annex A:
MCA Published Safety Bulletin No. 2 Dangerously Weighted Ships Heaving Lines – [Accessible Here](#).

SAFETY BULLETIN
No. 2

DANGEROUSLY WEIGHTED SHIPS HEAVING LINES

There have been several instances where dangerously weighted heaving lines, including the use of monkey’s fists with additional weights inserted into them, have been used resulting in serious injury. Further guidance is contained in Ch 26 section 25.3.5 in the 2015 edition of the Code of Safe Working Practices for Merchant Seafarers.

Vessels using dangerously weighted heaving lines in the UK may be subject to prosecution.

Issue: 28 September 2015
Annex B:

**Actions on Receipt of a Report: non-UK Flagged Ships**

1. Operator/Port Harbour Authority to report the incident to the nearest Marine Office (MO) and MCA Navigational Safety via: navigationsafety@mcga.gov.uk

2. Resulting in injuries to personnel - the ship should be considered for inspection in the normal manner.

3. No injuries reported – a stepped approach is considered by the Marine Office

4. A letter to be sent to the ship owner/operator via the agent (preferably by email) highlighting the incident.

5. Marine Office to send copies of email/correspondence to the MCA Enforcement Branch and Port Liaison Policy Manager (PLPM) as soon as practicable, for their records and to consider any additional enforcement action that may be appropriate.

6. Marine Office to maintain a simple recording system of the reports and the response from the MO; to recognise repeat offenders.

7. Second Offence by the same ship – MO to consult the issue with Inspection Operations Branch and enter an unexpected factor message in THETIS [THETIS is the information system that supports the new Port State Control inspection regime (NIR)]. Ship considered for inspection.

8. MO to notify PLPM and Enforcement Branch

9. Third and subsequent incident reports of the same ship – MO to refer the matter to Enforcement Branch to consider appropriate enforcement action. PLPM and Inspection Operations Branch to be kept in the copy.

**Actions on Receipt of a Report: UK Flagged Ships**

1. Operator/Port Harbour Authority to report the incident to the nearest Marine Office (MO) and MCA Navigational Safety via: navigationsafety@mcga.gov.uk

2. Resulting in injuries to personnel - the ship should be considered for inspection in the normal manner.

3. No injuries reported – a stepped approach is considered by the Marine Office

4. A letter to be sent to the ship owner/operator via the agent (preferably by email) highlighting the incident.

5. Marine Office to send copies of email/correspondence to the MCA Enforcement Branch and Port Liaison Policy Manager (PLPM) as soon as practicable, for their records and to consider any additional enforcement action that may be appropriate.

6. Marine Office to maintain a simple recording system of the reports and the response from the MO; to recognise repeat offenders.

7. MO to follow this up or by referral to the MCA Customer Service Manager (CSM) on case by case basis
8. Second Offence by the same ship - Marine Office to consult Inspection Operations Branch and consider inspection and notify PLPM and Enforcement Branch.

9. Second Offence for UK Flagged Company - MO or CSM to notify the company (DP). Discuss the issue and establish a corrective action plan.

10. Third or subsequent Offence by the same ship – MO to refer the matter to the Enforcement Branch to consider appropriate enforcement action and to notify PLPM.
NOTICE TO MARINERS

№46 - 2019

PORT OF LIVERPOOL

WRECK OFF SPIKE ISLAND

NOTICE IS HEREBY GIVEN that a small vessel has foundered on Runcorn Sands off Spike Island.

The wreck is in position 53° 21.1372'N 002° 43.7494'W, approximately 170m 80°(T) from the western bullnose of Widnes Lock (the entrance to the St. Helens Canal).

It is reported than an unlit, orange spherical buoy has been deployed to mark the location of the wreck at high water.

Mariners are advised to navigate in this area with due care and caution, and to update their passage plans etc. accordingly.

23 September 2019
NOTICE TO MARINERS

№52 – 2019

PORT OF LIVERPOOL

TWELVE QUAYS ENGINEERING WORKS (UPDATED)

NOTICE IS HEREBY GIVEN that engineering works are being undertaken at the Twelve Quays RoRo Terminal to install a second level and linkspan on the central pontoon and an additional berthing and mooring pile at the South berth.

To enable these works, the South berth at the Twelve Quays RoRo Terminal will be closed to all vessels (except for vessels engaged in the engineering works) until 31 January 2020.

For the duration of the closure period, all vessels must pass the Twelve Quays RoRo Terminal at a suitable distance and at reduced speed through the water to minimize the effects of wash on the pontoon, berths and the floating plant working in this area. Furthermore, Mariners are advised that from time to time a jack-up barge will be positioned at the South berth, and this barge may project approximately 25m beyond the offshore face line of the central pontoon. The barge will be illuminated during the hours of darkness.

In addition, the North berth will also be closed to vessels from time to time; however, these closures will be of short duration and coordinated between the engineering contractors and the Terminal operator. Mersey VTS will broadcast local navigation warnings as appropriate for closures of the North berth.

This Notice will remain in force up to and including 31 January 2020.

Issued: 29 November 2019
Updated: 21 December 2019
NOTICE TO MARINERS

№53 – 2019

PORT OF LIVERPOOL

TEMPORARY REMOVAL OF AIDS TO NAVIGATION

NOTICE IS HEREBY GIVEN that to facilitate a dredging campaign in the Queens and Crosby Channels (and associated spoil dumping operations), which is expected to commence on 29 December 2019, the following aids to navigation will be removed from station:

Spoil (53° 34' 16"N  003° 17' 23"W)
Formby Safe Water Mark
Crosby Safe Water Mark

The General Situation and Movement Statement will be updated to provide details as to when each aid to navigation has been removed from station.

Whilst Formby SWM and Crosby SWM are off station, the following reference points should be taken in lieu in respect of the application of General Direction №15:

Formby SWM: A line drawn between Q4 and Q5
Crosby SWM: A line drawn between C12 and C15

Furthermore, whilst Crosby SWM is off station, the position of this reporting point for the application of General Direction №16(ii) should be taken as:

C15 Buoy (inward) or C12 Buoy (outward)

The dredging campaign is expected to last for a month, and a further Notice will be issued when these aids to navigation are to be reinstated.

MOM/360/001/L002c

25 December 2019