NOTICE TO MARINERS

№1 – 2020

HARBOUR AND PORT OF MANCHESTER

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 (i.e. 41/2016, 11/2019 and 20/2019).
NOTICE TO MARINERS

No.5 – 2014

MANCHESTER SHIP CANAL LTD

BARTON ROAD SWINGBRIDGE.

NOTICE IS HEREBY GIVEN that until further notice it will be necessary for Barton Road Swing Bridge to swing in the upstream direction only.

Outward bound vessels should exercise extreme caution when approaching the bridge and only proceed to pass the bridge when it is completely open and the green flashing light is seen.

Captain S.F. Gallimore
Harbour Master

Issued 1st January 2014

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of vessels or craft.
NOTICE TO MARINERS

No.7 – 2014
MANCHESTER SHIP CANAL LTD
PORT OPERATIONS - VHF COMMUNICATIONS

NOTICE IS HEREBY GIVEN that the communications between vessels and Eastham control within the following areas should be as follows.

- Eastham approaches between Bromborough Buoy and Eastham / QEII Locks VHF Channel 7
- Whilst in Locks and navigating within the Canal VHF Channel 14
- Communicating with Swing / Lift Bridges VHF Channel 72

Captain S.F. Gallimore
Harbour Master

Issued 1st January 2014

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of vessels or craft.
NOTICE TO MARINERS

No.8 – 2014
MANCHESTER SHIP CANAL LTD

Movement of Vessels in Restricted Visibility.

NOTICE IS HEREBY GIVEN that the navigation of vessels within the canal shall not normally be allowed when the visibility is reduced to less than 3 Cables.

When vessels are underway and the visibility becomes less than 3 Cables, then vessels should contact Eastham Control on VHF Channel 14 and agree the nearest suitable free berth to await an improvement in the visibility for the whole portion of the vessels passage.

During periods of reduced visibility, Eastham Control will endeavour to obtain the latest weather updates from local weather stations and eye witness reports from operators along the canal.

Captain S.F. Gallimore
Harbour Master

Issued 1st January 2014

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of vessels or craft.
NOTICE TO MARINERS

No.9 – 2014
MANCHESTER SHIP CANAL LTD
VESSELS DOCKING IN QE II LOCK

Following recent issues with the QEII Lock, the following rules shall apply to any vessel docking second ship into the QE II Dock.

- If the vessel cannot safely fit into the 80ft. Lock at Eastham, this vessel should not enter the channel until Eastham has verified that the QEII lock is at river level with the gate back ready to receive them.

- If the vessel will fit into the 80ft. Lock at Eastham then the vessel may proceed up the channel and await the lock in the channel itself or on the QE Leading wall after prior arrangement.

Captain S.F. Gallimore
Harbour Master

Issued 1st January 2014

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of vessels or craft.
NOTICE TO MARINERS

No.10 – 2014
MANCHESTER SHIP CANAL LTD

Draught Calculations within Eastham Approaches

Mariners, Owners and Agents are reminded that due to the tidal estuarial waters which exist outside of the locks, we are unable to predict the salinity at every stage of the tide. Therefore when considering the Eastham Approaches and the ruling depths, it would be prudent to assume the density to be Fresh Water, thereby erring on the side of caution.

Should a maximum draught vessel be scheduled on a tide we would always recommend that a consultation should take place, prior to arrival, with a Liverpool Pilot, through the Port of Liverpool Competent Harbour Authority.

Captain S.F. Gallimore
Harbour Master

Issued 1st January 2014

Owners, Agents and Charterers should ensure that the contents of this Notice are made known to the Masters or persons in charge of vessels or craft.
NOTICE TO MARINERS

No.12 – 2015

HARBOUR AND PORT OF MANCHESTER

TEMPORARY CLOSURE OF BERTHS

NOTICE IS HEREBY GIVEN that, until further notice, the following berths are not available for use by vessels:

   Eastham Basin Lower West Dolphins

   Eastham Basin Middle West Dolphins

This temporary closure of these berths is to enable MSCC engineers to undertake repairs to the dolphin structures.

24th April 2015

JB2ABS
NOTICE TO MARINERS

No. 25 – 2015

HARBOUR AND PORT OF MANCHESTER

NORTHWICH ROAD BRIDGE

NOTICE IS HEREBY GIVEN that, until further notice, it shall be necessary for Northwich Road Bridge to be swung in the downstream direction only.

Inward bound vessels should exercise extreme caution when approaching this bridge and only proceed to pass the bridge when it is open completely and the green flashing light (displayed in accordance with the Navigation Bye-Laws 1982 schedule of signals) is seen.

Jon Cowdry
Senior Manager – Marine Operations

4th August 2015
HARBOUR AND PORT OF MANCHESTER

MOORINGS AT LOCKS AND BERTHS

Masters and persons in charge of vessels navigating within the Harbour are required to take notice of the following requirements in respect of mooring lines and mooring procedures at locks and berths:

- Heavy ropes, wires and moorings with joining shackles are forbidden.
- All mooring lines must be in good condition and without splices in their working length.
- All heaving lines must be fit for purpose, in good condition, 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.
- UNDER NO CIRCUMSTANCES WHATSOEVER are more than two mooring lines to be run on a single heaving line. This practise is totally unacceptable in terms of manual handling rules.
- Notwithstanding the above point, 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 or up the Canal bank.
- 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 using the vessel’s winches until the shore-side mooring gang is clear of the bollard.
When entering a lock, a single forward spring line should be sent ashore first, to check the vessel's progress, followed by the remaining lines one at a time. The general mooring arrangement for vessels transiting a lock is one forward spring & head line and one aft spring & stern line.

Vessels ignoring this Notice shall be reported to owners and charterers and the necessary steps taken to ensure future compliance.

The above should be read in conjunction with the MSCC Instructions to Vessels and the Navigation Bye-Laws 1982, and should be viewed as minimum requirements. Berth Operators may apply additional regulations where they see fit.

Notice to Mariners No.2/2014 is hereby cancelled.

14th August 2015

JB2ACV
NOTICE TO MARINERS

No.25 – 2016

HARBOUR AND PORT OF MANCHESTER

VESSELS MANOEUVRING IN QUEEN ELIZABETH II DOCK

NOTICE IS HEREBY GIVEN that when a vessel is manœuvreing in Queen Elizabeth II Dock all other vessels (with the exception of tugs assisting the manœuvreing vessel) must remain alongside at a berth or within the QEIi Lock until such time as:

(a) the manœuvreing vessel is within the Lock or alongside a berth, and

(b) permission from the Harbour Master at Eastham Port Operations Control (VHF Ch.14) has been given for the other vessel to leave its berth or the Lock (Navigation Bye-Law (1982) No.44).

1st July 2016

JB2AGE

The Manchester Ship Canal Company Limited
Maritime Centre
Port of Liverpool
L21 1LA

T: +44 (0)151 949 6000
NOTICE TO MARINERS

No.26 – 2016

HARBOUR AND PORT OF MANCHESTER

MOORE LANE LAY-BYE

NOTICE IS HEREBY GIVEN that, until further notice, Moore Lane Lay-Bye is no longer available for use by vessels.

Vessels must not come alongside nor make contact with the dolphins at this berth.

19th July 2016

JB2AGH
NOTICE TO MARINERS

No.23 – 2017

HARBOUR AND PORT OF MANCHESTER

COMPULSORY PILOTAGE

This Notice to Mariners has been created to highlight 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 shall have conduct (i.e., control of the navigation and physical movements of the vessel, in whatever form that takes) of the vessel within the Pilotage District.

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

15th April 2017
NOTICE TO MARINERS

No.29 – 2017

HARBOUR AND PORT OF MANCHESTER

QUEEN ELIZABETH II DOCK – VESSEL GENERATED NOISE

NOTICE IS HEREBY GIVEN that the attention of Masters of vessels entering, exiting, manoeuvring within or berthed in the Queen Elizabeth II Dock is drawn to the fact that vessels are in close proximity to residential properties.

As such, Masters of vessels entering, exiting, manoeuvring within or berthed in the Queen Elizabeth II Dock are requested to take all reasonably practicable measures to minimize noise generated by their vessels.
NOTICE TO MARINERS

№2 – 2018

HARBOUR AND PORT OF MANCHESTER

TRAFFORD WHARF CONSTRUCTION WORKS

NOTICE IS HEREBY GIVEN that the sections of Trafford Wharf edged red on the attached plans (drawing numbers TFGM-TPL-TLP-003 to TFGM-TPL-TLP-006 inclusive and TFGM-TPL-TLP-008) have been leased to Transport for Greater Manchester in connection with the construction of the Works pursuant to The Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order 2016.

Consequently, no vessel shall berth alongside, discharge or load any article or passengers at Trafford Wharf within the areas edged and hatched green on the attached plan from 11th January 2018.

We will write to you upon completion of Transport for Greater Manchester’s works to inform you if and when you will be permitted to re access any parts of the land edged and hatched green.

MOM/84/010/M116

11th January 2018
NOTICE TO MARINERS

№16 – 2018

HARBOUR AND PORT OF MANCHESTER

INCE OUTFALL – DEAD SLOW

NOTICE IS HEREBY GIVEN that when passing the Ince Outfall (situated between Ince Oil Berth and the downstream entrance to Ince High Cutting), ALL vessels must proceed with caution and at DEAD SLOW speed.

A floating boom protects the Ince Outfall, and there have been recent instances of the boom sustaining damage caused by wash from passing vessels.
NOTICE TO MARINERS

№19 – 2018

HARBOUR AND PORT OF MANCHESTER

QUEEN ELIZABETH II LOCK
TEMPORARY OPERATING RESTRICTIONS

NOTICE IS HEREBY GIVEN that, with immediate effect, the operating period for the Queen Elizabeth II Lock will be reduced temporarily to two hours either side of high water.

10 July 2017
NOTICE TO MARINERS

№3 – 2019

HARBOUR AND PORT OF MANCHESTER

DEAD SLOW AT ELLESMERE PORT

NOTICE IS HEREBY GIVEN that all vessels must proceed at DEAD SLOW speed through the water when passing between guiding lights Nos. 38 and 40, immediately downstream of Ellesmere Port.

This is to minimise the effects of wash on the estuary bank slippage at section post No.139.
NOTICE TO MARINERS

№8 - 2019

HARBOUR AND PORT OF MANCHESTER

PILOT LADDERS

NOTICE IS HEREBY GIVEN that Mariners’ attention is drawn to the requirement to provide safe pilot boarding arrangements in accordance with SOLAS Chapter V Regulation 23.

Concerns have been raised following several defect reports received by MSCC from pilots regarding the maintenance and securing of pilot ladders to vessels.

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

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

Any Manchester or Liverpool pilot who encounters unacceptable boarding arrangements is required, at the earliest opportunity, to notify the Maritime & Coastguard Agency and the Competent Harbour Authority. Delayed pilot boarding operations may result if the reported defects are not evidenced as being rectified. Furthermore, the submission of a defect report may result in the vessel being subject to a Port State Control or Flag State inspection.

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

Guidance on this subject can be found in several publications, including IMPA “The rigging of ladders for pilot transfer” and The Standard Club’s “Seaman’s guide to pilot ladders”.
DEFECT REPORTS
Recent examples of 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 either, 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 BRACE 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.

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**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.

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**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

№9 - 2019

HARBOUR AND PORT OF MANCHESTER

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) for Pilot allocation and passage planning. 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/239/109/M001

13 February 2019
NOTICE TO MARINERS

№36 - 2019

HARBOUR AND PORT OF MANCHESTER

MAXIMUM DRAUGHTS (JULY 2019)

NOTICE IS HEREBY GIVEN that with immediate effect, the following maximum draughts (or the current maximum draught for Eastham Channel and Lock approaches, whichever is the least) shall apply to vessels using the Harbour:

Draught in Fresh Water

Queen Elizabeth II Dock
- Queen Elizabeth II Dock No.1 (up to 190m from the Lock) 7.90m
- Queen Elizabeth II Dock No.2 7.90m
- Queen Elizabeth II Dock No.3 8.00m
- Queen Elizabeth II Dock No.4 8.00m

Eastham Locks to the Entrance of Ince High Cutting (†) 8.40m

With the exception of:
- Sheerlegs 6.30m
- Manisty Wharf (No.3 only available for berthing) 7.90m
- Innospec Wharf 7.90m
- Stanlow Chemical Berth 6.70m
- Ince Coaster Berth 7.10m
- Ince Oil Berth 8.20m

Ince High Cutting to Runcorn Lay-Bye (†)
- Ince New Berth 7.00m
- Runcorn Salt Works - vessels with operable bow thrusters 6.30m - vessels without operable bow thrusters 5.80m
- Runcorn Laybye 7.00m
Draught in Fresh Water

Runcorn Docks
- Runcorn Docks No. 1 4.90m
- Runcorn Docks No. 5 6.50m
- Runcorn Docks No. 6/8 6.80m

Upstream of Runcorn Docks to Weaste Wharf
- Partington Basin No. 1 5.10m
- Partington Basin No. 4 6.10m
- Irlam Wharf 5.70m
- Irwell Park Wharf 6.00m
- Cerestar Wharf 6.00m
- Weaste Wharf 6.00m

Mode Wheel Locks (upper gates) to No.6 Dock Entrance
- Upon Consultation

(†) = additional draught restrictions apply for vessels exceeding 21.94m beam.

These draughts have been calculated using the data that MSCC possessed at the time of preparation of this Notice.

Water levels in the Harbour are maintained so far as circumstances permit to enable these draughts to be achieved with under keel clearances of 0.3m alongside berths and in docks and 0.6m in the fairway.

Notice to Mariners №37/2018 is hereby cancelled.

MOM/305/025/M001 22 July 2019
NOTICE TO MARINERS

№39 - 2019

HARBOUR AND PORT OF MANCHESTER

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 Manchester 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), 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:

“"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 26.3.5 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.
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

№42 - 2019

HARBOUR AND PORT OF MANCHESTER

RUNCORN DOCKS - REINSTATEMENT OF BERTHS

NOTICE IS HEREBY GIVEN that with immediate effect, the following berths at Runcorn Docks are available for discharging and loading of vessels:

<table>
<thead>
<tr>
<th>Berth</th>
<th>LOA Not Exceeding</th>
<th>Beam Not Exceeding</th>
<th>Draught (FW) Not Exceeding †</th>
</tr>
</thead>
<tbody>
<tr>
<td>Francis No.1</td>
<td>97.51m</td>
<td>15.25m</td>
<td>4.90m</td>
</tr>
<tr>
<td>Alfred No.5</td>
<td>105.00m</td>
<td>16.00m</td>
<td>6.50m</td>
</tr>
<tr>
<td>Fenton No.6/8</td>
<td>115.00m</td>
<td>16.00m</td>
<td>6.80m</td>
</tr>
<tr>
<td>Fenton No.7/9</td>
<td>115.00m</td>
<td>16.00m</td>
<td>6.30m</td>
</tr>
</tbody>
</table>

† Draughts are subject to change from time to time based upon prevailing survey results. Please refer to subsequent Notices to Mariners.

Furthermore:

1. The occupation of Berth No.5 must be considered for the arrival and departure of vessels to and from berths in Fenton Dock.

2. Berth No.3 may be made available as a lay-bye berth for vessels with a draught not exceeding 5.33m (FW). However, the use of No.3 and the maximum dimensions acceptable from time to time will be limited by (i) the size of vessels alongside on No.5; (ii) vessels arriving at or departing from berths in Alfred Dock and Fenton Dock; and (iii) vessels swinging in the entrance to Runcorn Docks.

3. The order of vessels to receive cargo handling services and the scheduling of such services will be as determined by the Runcorn Docks Manager, subject to any directions issued by the Harbour Master.

Notice to Mariners №26/2017 is hereby cancelled.
NOTICE TO MARINERS

№49 – 2019

HARBOUR AND PORT OF MANCHESTER

GUIDING LIGHT TRIAL – DRYDOCK BEND

NOTICE IS HEREBY GIVEN that a guiding light has been established (on a trial basis) on the landward-side of Drydock Bend at Ellesmere Port.

The details of this guiding light are as follows:

Identification: №53
Position: 53° 17.235’N 002° 53.073’W
Light: Iso. Y. 2s

This guiding light will remain on trial until 31 January 2020, after which – and subject to any comments received – its continued presence will be evaluated.

Comments regarding guiding light №53 should be sent to merseymarinemanagers@peelports.com prior to 31 January 2020.

MOM/352/001/M016

4 December 2019