

## NOTICE TO MARINERS

**№64 – 2021**

## PORT OF LIVERPOOL

### BRAMLEY-MOORE DOCK INFILLING DREDGING OPERATIONS

NOTICE IS HEREBY GIVEN that as part of the infilling of Bramley-Moore Dock, the following activities will take place within the Port.

#### **Installation of temporary special mark buoy and dredging pipeline**

During week commencing 20 September 2021, the dredging pipeline that is in storage at South Alexandra №3 Dock will be moved into the River Mersey, via Gladstone Lock, and anchored alongside the River wall off Bramley-Moore Dock.

A temporary special mark buoy (yellow pillar-type) will be deployed in position 53° 25.3193' N 003° 00.6679' W. This temporary special mark buoy has a light with the characteristic **Iso. 8s. Y.**

Following deployment of the temporary special mark buoy, one end of the dredging pipeline will be secured to the River wall in position 53° 25.4500' N 003° 00.3617' W with the offshore end in position 53° 25.4301' N 003° 00.6781' W. The pipeline will be anchored to the River bed at various points along its length. Lights with the characteristic **Fl. Y. 5s.** will be displayed on the pipeline at points 100m, 200m and 300m from the River wall.

Installation of the temporary special mark buoy and dredging pipeline will be handled by the workboats *Forth Joust* and *Forth Constructor*. Furthermore, the *Forth Joust* will remain on station with the dredging pipeline whilst it is in

position extending from the River wall and to assist the dredger *Shoalway* (see below) coupling to and de-coupling from the dredging pipeline.

From 20 September 2021 until further notice, all vessels (including personal water craft) **must not navigate** in the area between the River wall and the temporary special mark buoy and Sandon Outfall Buoy.

Notice to Mariners №56/2021 will be withdrawn upon removal of the dredging pipeline from South Alexandra №3 Dock.

### **Dredging operations**

On or around 2 October 2021, the trailing suction hopper dredger *Shoalway* will commencing dredging operations, which will entail the dredger winning material in Liverpool Bay, transiting to the discharge point located between the temporary special mark buoy and Sandon Outfall Buoy, and discharging via the dredging pipeline before returning to Liverpool Bay to reload.

Whilst the *Shoalway* is at the discharge point, all vessels must give the dredger a wide berth and pass at suitable safe speed through the water to minimize the effects of wash and interaction.

Dredging operations are expected to last for at least ten weeks.

This Notice will remain in force until withdrawn or modified by subsequent notices.