

NOTICE TO MARINERS

№ 18 – 2026

PORT OF LIVERPOOL

VESSELS ALONGSIDE AT LIVERPOOL CONTAINER TERMINAL 2

NOTICE IS HEREBY GIVEN that over a recent neap tide low-water period, a vessel passing Liverpool Container Terminal 2 caused the two vessels alongside to surge considerably. The shore gangway used by one of the vessels shifted, while the other vessel's accommodation ladder fell from the quay edge.

When vessels are alongside at Liverpool Container Terminal 2, the following must be observed:

By the masters of passing vessels

The master of a vessel passing Liverpool Container Terminal 2 must consider the effects of interaction and wash on vessels alongside the quay, especially during low-water periods, when these effects may be amplified, and adjust their vessel's speed and passing distance accordingly. Port of Liverpool General Direction №31(5) states:

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

Failure to comply with a General Direction constitutes an offence and may render the master liable, on conviction, to a fine.

By the masters of vessels alongside

The master of a vessel alongside Liverpool Container Terminal 2 must ensure their vessel's moorings are tended throughout the time alongside. The River Mersey has a large tidal range, and the tide can rise and fall by 3m per hour during spring tides. Failure to adjust a vessel's moorings could result in slack lines, increasing the likelihood of unwanted movement of the vessel alongside due to wind, waves, tidal flow, and passing vessels.