PEEL PORTS GROUP

The Mersey Docks and Harbour Company Limited

GUIDELINES FOR VESSELS BERTHING AT THE CITY OF LIVERPOOL CRUISE TERMINAL

Produced in consultation with:

LIVERPOOL PILOTAGE SERVICES LTD EST 1766

Liverpool City Council

PORT OF LIVERPOOL

GUIDELINES FOR VESSELS BERTHING AT THE CITY OF LIVERPOOL CRUISE TERMINAL

1. Preamble

1.1 These Guidelines have been produced following consultation between The Mersey Docks and Harbour Company Limited (the Statutory Harbour Authority and Competent Harbour Authority for the Port of Liverpool), Liverpool City Council (the owner and operator of the City of Liverpool Cruise Terminal) and Liverpool Pilotage Services Limited.

1.2 These Guidelines are offered as a guide to best practice for operational and pilotage procedures and should not be seen as binding on any parties, as circumstances may, after consultation between the relevant parties, necessitate divergence from these Guidelines.

1.3 If there is a substantive deviation from the procedures specified in these Guidelines, the Liverpool Pilot or the Master should notify the Harbour Master for the Port of Liverpool and Liverpool City Council's Terminal Manager as soon as possible and by the most appropriate means.

1.4 These Guidelines must be read in conjunction with the Directions, Byelaws and other Guidelines produced from time to time by The Mersey Docks and Harbour Company Limited. Notwithstanding, the provisions of Directions and Byelaws will prevail.

1.5 Nothing in these Guidelines will relieve any party from their obligations in accordance with:

(a) The Mersey Docks and Harbour Company Limited's Statutes, Directions, Byelaws, or terms and conditions in force from time to time; and

(b) Any terms and conditions issued from time to time by Liverpool City Council relating to use of the City of Liverpool Cruise Terminal ("CLCT").

2. Pilot boarding arrangements

Under normal circumstances, vessels bound for CLCT and subject to compulsory pilotage will board a Liverpool Pilot at either the Liverpool Bar Pilot Station or the Lynas Pilot Station, subject to prevailing weather conditions.

3. Master-Pilot exchange

3.1 The General Directions for the Port of Liverpool specify the requirements for Port passage plans for vessels navigating within the Port of Liverpool.

3.2 The Liverpool Pilot should board the vessel with sufficient time to review the Port passage plan with the Master before the act of pilotage commences.

3.3 The Master should make the Liverpool Pilot aware of any peculiarities of the vessel, especially regarding the vessel's manoeuvring characteristics. Schedule 2 provides a non-exhaustive list of points that the Liverpool Pilot should consider discussing with the Master during the Master-Pilot exchange or pre-arrival or pre-departure consultations.

4. Towage requirements

4.1 Owing to the large variation in manoeuvring capabilities of vessels berthing at CLCT, the Liverpool Pilot, through a pre-arrival consultation with the vessel's Master, should consider the vessel's arrival and departure manoeuvres to determine the minimum towage requirements.

4.2 To enable the Liverpool Pilot to make a proper assessment of the towage requirements for the vessel, the Master must provide the Liverpool Pilot with all relevant manoeuvring information, including the vessel's maximum wind and tidal parameters for manoeuvring without tugs.

4.3 In assessing towage requirements, the Liverpool Pilot should consider, amongst others, the manoeuvring information provided by the Master, the forecasted and prevailing weather conditions, tidal conditions and the contents of the Port of Liverpool Towage Guidelines.

4.4 If the vessel requires a tug to assist swinging prior to berthing at CLCT, a tug should be available in the River before the vessel passes Q1 buoy inward-bound.

4.5 The Liverpool Pilot and Master should determine the best utilisation of any tugs allocated to the vessel.

5. Abort procedures

5.1 Abort locations must be included in the Port passage plan agreed between the Liverpool Pilot and the Master. Abort locations are of particular importance when vessels are scheduled to depart from and arrive at CLCT on the same tide.

5.2 If a decision is taken to abort on passage, Mersey VTS must be advised of that decision as soon as it is safe to do so.

6. Under keel clearance

6.1 The minimum under keel clearance at any time for passenger vessels navigating within the Port of Liverpool should not be less than 1.0m or 10% of draught, whichever is greater. The under keel clearance recommendations for other classes of vessels can be found in the Port of Liverpool Navigation Guidelines.

6.2 For all vessels berthed at CLCT (including any vessel moored alongside another vessel berthed at CLCT, i.e. second-off), the minimum under keel clearance at any time should not be less than 0.6m or 10% of draught, whichever is greater. When calculating under keel clearance, consideration must be given to the dynamics of the water flow caused by the strong tidal flow whilst the vessel is alongside.

6.3 To achieve these under keel clearances, squat allowances and the limit of tidal prediction accuracy must be taken into consideration when planning the arrival, time alongside and departure of the vessel.

7. Restricted visibility

In accordance with the General Directions for the Port of Liverpool, a passenger vessel inward-bound for or outward-bound from CLCT must not navigate within the Port in visibility of less than five cables, except to proceed to the nearest safe anchorage or berth. The requirements and recommendations for other classes of vessels whilst navigating in restricted visibility can be found in the General Directions for the Port of Liverpool and the Port of Liverpool Navigation Guidelines.

8. Communications

8.1 In addition to the requirements of the General Directions for the Port of Liverpool, all vessels berthed at CLCT must maintain at all times an effective, continuous listening watch of VHF Ch.12.

8.2 A working channel, if required for communicating with allocated tugs or for receiving berthing information from Liverpool City Council's Terminal Manager, will be allocated by the Liverpool Pilot and advised to Mersey VTS.

9. Mooring arrangements

9.1 Prior to arrival at CLCT, Liverpool City Council's Terminal Manager will, in consultation with the Liverpool Pilot, formulate a mooring plan, which will be forwarded to the vessel for approval by the Master.

9.2 Any changes to the mooring plan requested by the Master, and agreed by the Liverpool Pilot, should be submitted to Liverpool City Council's Terminal Manager for a revised mooring plan to be produced and distributed to all relevant parties.

9.3 A generic mooring plan, provided that it has been pre-approved by a Liverpool Pilot and the Master, may be used for subsequent calls by the vessel.

9.4 If the vessel exceeds 258 metres overall length, it may require moorings to be run to the mooring dolphins situated to the north of the Terminal pontoons. The requirement for

moorings to be run to the mooring dolphins will be shown on the mooring plan. A gig-boat is used to run lines to the mooring dolphins.

9.5 The Liverpool Pilot and Master should consider contingency plans for mooring the vessel should a delay, prevailing weather conditions or mechanical issues prevent the vessel from being orientated alongside CLCT as intended originally.

10. Adverse weather

10.1 During the time that the vessel is berthed at CLCT, the Master must monitor the prevailing and forecasted weather conditions.

10.2 If winds exceeding 35 knots are forecasted:

(a) the Master should consider running additional moorings ashore;

(b) a Liverpool Pilot should be called to stand-by on board the vessel; and

(c) the Master, in consultation with the Liverpool Pilot, should consider arranging for tugs to stand-by the vessel.

10.3 In sustained winds exceeding 35 knots or gusts exceeding 40 knots from a direction North West through North to South, or in sustained winds exceeding 45 knots from any direction, in addition to the provisions of section 10.2:

(a) the Master, in consultation with the Liverpool Pilot and Liverpool City Council's Terminal Manager, should assess the conditions and halt passenger operations if it is considered unsafe to continue those operations;

(b) bunkering operations must be stopped and hoses disconnected; and

(c) Mersey VTS must be informed of the suspension of passenger operations, bunkering operations or both.

10.4 A Liverpool Pilot who is required to standby a vessel owing to adverse weather may request a relief on completion of 12 hours on standby.

10.5 If passenger operations have been suspended owing to stress of weather, they must not resume until the Master, in consultation with the Liverpool Pilot and Liverpool City Council's Terminal Manager, considers that it is safe to do so.

10.6 If a Liverpool Pilot, tugs on stand-by or both have been in attendance owing to stress of weather, they may be released from the vessel by the Liverpool Pilot in agreement with the Master and following consultation with the Liverpool City Council Terminal Manager.

SCHEDULE 1

Relevant Contact Details

Mersey VTS	VHF Channel 12	+44 (0) 151-949-6134†
Liverpool Pilots	VHF Channel 11	+44 (0) 151-949-6132†
Harbour Master	merseymarinemanagers@peelports.com	
Liverpool City Council	cruise.terminal@liverpool.gov.uk	
Terminal Manager		+44 (0) 7783-524997

SCHEDULE 2

Liverpool Pilots assigned to vessels inward-bound to or outward-bound from CLCT should consider and obtain clarification from the vessel's Master of the following:

- Timing of the passage at salient points to allow moderate speed through the water
- Vessel's speed, helm and heel ratio
- Maximum rate of turn
- Increase in draught due to heeling
- Wind heeling moments and forces

Relating specifically to vessels propelled by azipods:

- Pod helm/steering restrictions at various speeds
- Pod manoeuvring speeds
- Pod available power at manoeuvring speeds
- Minimum pod revolutions which may have to be maintained
- Drag effect of pods to reduce speed

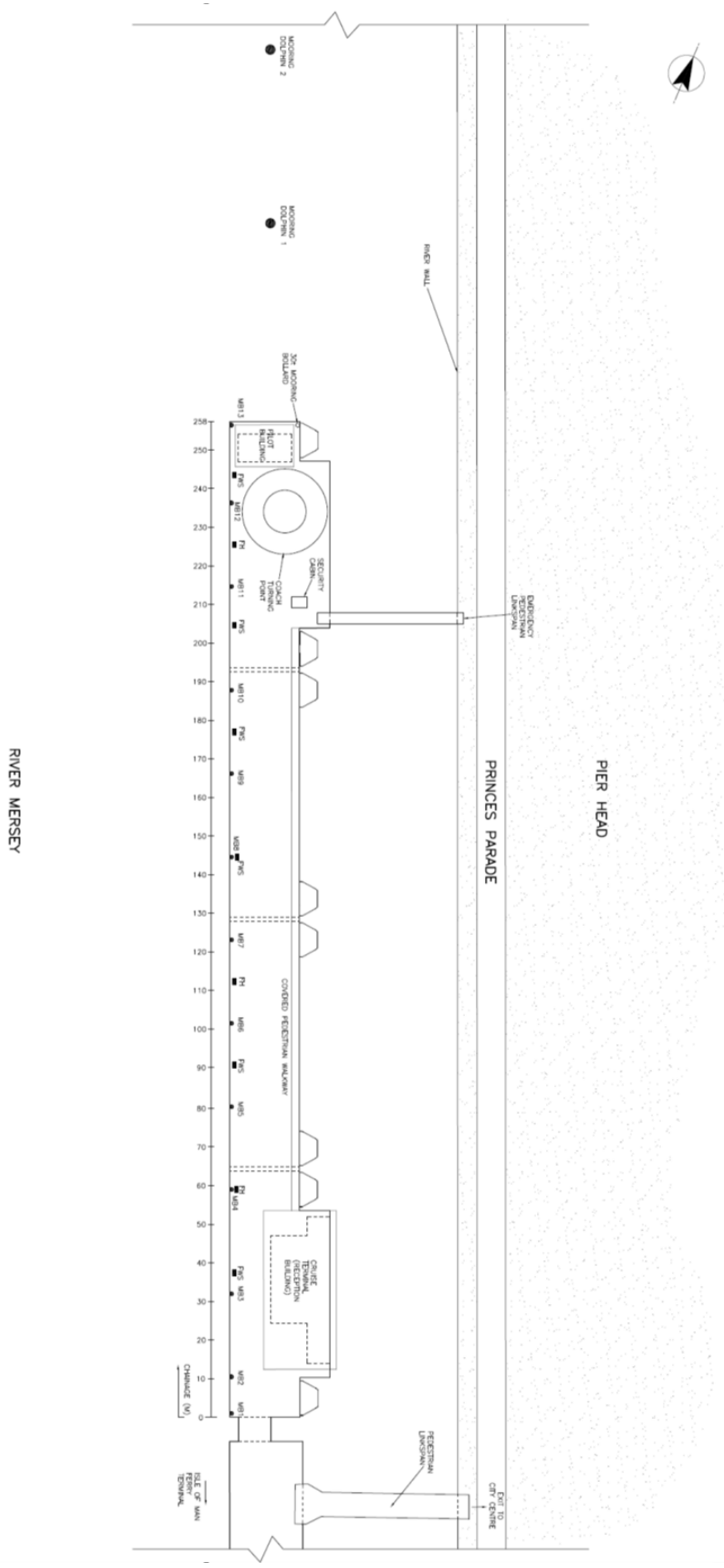
Appreciation of the Bridge Team Structure:

- Use of "flight" mode (e.g. navigator/co-navigator)
- Use of closed-loop orders (e.g. issued, repeated, actioned, confirmed and acknowledged)

(† Recorded Line)

SCHEDULE 3

Plan of the City of Liverpool Cruise Terminal



List of Amendments

No.	Effective Date	Details
0	1 April 2023	Original as issued
1		
2		