



# Port of Liverpool

1st January  
2008

Guidelines  
for Vessels  
bound to  
and from City  
of Liverpool  
Cruise Facility



Peel Ports Group

# Contents

---

1	PILOT ARRANGEMENTS
2	BOARDING ARRANGEMENTS
3	PASSAGE PLANS
4	TUGS
5	INWARD VESSEL WHEN OTHER VESSEL ALONGSIDE
6	UNDER-KEEL CLEARANCE
7	ABORT PROCEDURES
8	ADVERSE WEATHER PARAMETERS
9	TOWAGE ARRANGEMENTS
10	COMMUNICATIONS
11	MOORING ARRANGEMENTS
12	ADVERSE WEATHER CONDITIONS
13	STRESS OF WEATHER PILOTS
14	APPENDICES

This document has been produced following discussions between Mersey Docks and Harbour Company, Liverpool City Council and Liverpool Pilotage Services Ltd.

This document is offered as a guide to best practice, for operational and pilotage procedures it should not be seen as binding on any parties as circumstances may necessitate a divergence from these recommendations after consultation between interested parties.

This document will be reviewed on an annual basis.

# Guidelines for Vessels bound to and from City of Liverpool Cruise Facility

## 1. PILOT ARRANGEMENT

All vessels bound for the City of Liverpool Cruise Facility will carry an authorised Liverpool Pilot. Cruise vessels over 180m LOA will be manned with a pilot appropriated to the City of Liverpool Cruise Facility.

## 2. BOARDING ARRANGEMENTS

All cruise vessels over 180m LOA shall, where weather conditions permit, be boarded at Lynas Pilot Station in sufficient time to berth at the City of Liverpool Cruise Facility.

## 3. PASSAGE PLANS

A passage plan for vessels using the Port of Liverpool should be completed by the pilot and fully discussed with the Master. The vessel should be boarded with sufficient time for the pilot to discuss the passage plan with the Master in order that the pilot may be made aware of any peculiarities of the vessel especially with regard to manoeuvring characteristics

## 4. TUGS

Where tugs are necessary for swinging the vessel, the required tugs must be available in the river prior to the vessel passing Q1 buoy. All vessels over 180 metres in length shall have a tug in attendance for swinging in the River.

## 5. INWARD VESSEL WHEN VESSEL ALONGSIDE

A passenger vessel of over 180 metres LOA when inward bound to City of Liverpool Cruise Facility, where a vessel of similar size is berthed at the Facility and preparing to sail, should not normally enter the main channel until the outward vessel has cleared the berth and is heading out to sea.

## 6. UNDER-KEEL CLEARANCE

The minimum under keel clearance at all times for passenger vessels bound to or from City of Liverpool Cruise Facility shall be 10% of draught, but not less than 1 metre.

For all vessels moored at City of Liverpool Cruise Facility the minimum under-keel clearance shall be not less than 0.6 meters or 10% of draught which ever is the greater. Due consideration shall be given to the dynamics of the water flow due to the strong tidal flow

while the vessel is alongside. This shall include any vessel moored alongside a vessel berthed at City of Liverpool Cruise Facility.

Squat allowances and the limit of the tide table accuracy should be taken into consideration when fixing vessels in order to achieve the above clearances

## **7. ABORT PROCEDURES**

Abort areas shall be a function of the passage planning agreed between the Master of the vessel and the Pilot.

In the event that a decision is taken to abort on the inward passage, VTS shall be alerted to the situation.

## **8. ADVERSE WEATHER PARAMETERS**

Passenger vessels inbound to or outbound from City of Liverpool Cruise Facility will not normally be expected to navigate in visibility of less than 5 cables.

## **9. TOWAGE ARRANGEMENTS**

As pilots are assigned to passenger vessels berthing at the City of Liverpool Cruise Facility, prior consultation with the pilot will indicate his towage requirements for any particular vessel.

This decision will be based on, but not limited to, the characteristics of the vessel, the weather conditions expected and the state and height of tide.

(In further consideration reference should be made to Chapter 5 of the manoeuvring Analysis Risk Assessment to Liverpool City Council relating to the new Liverpool Cruise Liner Facility, dated 4th September 2007).

## **10. COMMUNICATIONS**

The working VHF channel for vessels berthing at City of Liverpool Cruise Facility is Channel 21.

Wind Forecasts

Local Mersey weather forecasts are available from Mersey Radio (VHF Channel 12).

## **11. MOORING ARRANGEMENTS**

Prior to all vessel arrivals at the City of Liverpool Cruise Facility, the City of Liverpool Cruise Facility Marine Operations Manager will formulate a mooring plan that will be conveyed to the vessel and the facility. The following criteria will be considered when formulating the plan.

Vessels of over 200m in length will overhang the solid quay. A gig boat will be required when mooring lines need to be run to the dolphins. Mooring lines cannot be run to the old stage.

## 12. ADVERSE WEATHER CONDITIONS

Throughout the period of time that the vessel is moored at City of Liverpool Cruise Facility a constant monitor shall be kept of the prevailing and forecasted weather conditions by VTS and Ships Master.

Cruise vessels moored at the facility.

If winds in excess of 35 knots are forecast then the vessel moored on the City of Liverpool Cruise Facility shall be informed and additional moorings put out as required. A pilot should be called to attend the vessel, and arrangements should be made for any required stand-by tugs to attend.

In winds of 35knots or gusts in excess of 40knots from a direction of North West through North to South or sustained winds of 45 knots from any direction the following procedures shall take place:

- Passenger disembarking / embarking to be stopped
- Call the City of Liverpool Cruise Facility Marine Operations Manager or his/her deputy.
- Bunkering operations stopped and hoses disconnected.
- Liverpool VTS alerted.
- Any additional tugs to be called as required by the Master in consultation with the pilot.

Passenger operations shall not resume until the wind speed has dropped to a sustained level below 35 knots from the direction North West through North to South or below 45 knots from any other direction.

Pilot and tugs may be released from the vessel following a satisfactory assessment of the weather conditions by the City of Liverpool Cruise Facility Marine Operations Manager in consultation with the pilot.

## 13. STRESS OF WEATHER PILOTS

A pilot who is required to standby a vessel at City of Liverpool Cruise Facility due to stress of weather may request a relief on completion of a 12 hour tour of duty.

A pilot, who has been requested to standby a cruise vessel over 180m LOA, by reason of stress of weather, shall normally be selected from those pilots appropriated to the City of Liverpool Cruise Facility.



### **Appendix 2 - Manoeuvring analysis risk assessment to Liverpool City Council relating to the new Liverpool Cruise Liner Facility. 4th September 2007.**

(As a stand alone document and available for reference by all parties).