

THE MERSEY DOCKS AND HARBOUR COMPANY

NOTICE TO MARINERS

NO.4 2000

GENERAL DIRECTIONS FOR NAVIGATION IN THE PORT OF LIVERPOOL (NO.6)

The Mersey Docks and Harbour Company, in exercise of their powers under the Mersey Docks and Harbour Board Act 1971, give the following general directions to vessels in the Port of Liverpool ("the Port").

CARRIAGE OF V.H.F. R/T EQUIPMENT

1. (1) All vessels having a gross tonnage of more than 50 tons are required to carry fixed or portable V.H.F. R/T equipment as specified in the Annex to these directions in proper working order.
- (2) All vessels to which any of the following directions apply shall when practicable maintain a listening watch on the bridge when the ship is within the Port and underway or at anchor. The listening watch required by this direction shall be maintained subject to paragraph (3) of this direction on the frequency of 156.6 MHz (Channel 12) or by arrangement with the Marine Operations Manager at the Port Operations Control, on an alternative frequency. The Port Operations Control will guard the frequency of 156.8MHz (Channel 16) for vessels to which this direction applies.
- (3) The Master of every vessel shall inform the Marine Operations Manager at the Port Operations Control when that vessel is changing over to a channel used by tugs or at a Dock Entrance or at Tranmere Oil Stages.
- (4) Vessels not carrying V.H.F. R/T in accordance with paragraph (1) of this direction shall not navigate in the Port except with the permission of the Marine Operations Manager.

TIME OF ARRIVAL AND CLEARANCE OF INWARD BOUND VESSELS

2. (1) This direction applies at all times to every vessel having a gross tonnage of more than 50 tons which proposes to enter from seaward and navigate within the Port.
- (2) The Master of every vessel to which this direction applies is required:-
 - (a) at least 24 hours prior to arrival at the Port or on leaving the last Port whichever is later to advise the Marine Operations Manager of his E.T.A. at the Bar Lighted Buoy and subsequently when within V.H.F. range but not later than when in the vicinity of the Bar Lighted Buoy to confirm this time, advising of his intention to navigate within the Port.
 - (b) if he intends to enter a buoyed channel at a point inwards of the Bar Lighted Buoy, to advise the Marine Operations Manager at the Port Operations Control of his intention to navigate within the Port before entering the buoyed channel and confirm his E.T.A. at the intended point of entry of the buoyed channel.
 - (c) to inform the Marine Operations Manager at the Port Operations Control when the vessel has entered a lock, or completed mooring at a river berth or come to an anchor.

CLEARANCE OF OUTWARD OR SHIFTING VESSELS

3. (1) This direction applies at all times to every vessel which has a gross tonnage of more than 50 tons and is berthed or anchored within the Port or proposes to navigate within the Port whether for the purposes of leaving the Port or of shifting within the Port, except that it does not apply to any vessel operated by or under the control of the Merseyside Passenger Transport Executive whilst on their ferry service in the Port between Liverpool and Woodside or Seacombe Landing Stages, or a tug when employed either in towing or assisting the berthing of a powered vessel.
- (2) The Master of every vessel to which this direction applies is required so far as practicable:-
 - (a) to give, or cause to be given by the owner or agent for the vessel, notice, of not less than 60 minutes, of the time at which the vessel proposes to start navigating within the Port to the Marine Operations Manager at the Port Operations Control either directly or in the case of vessels berthed in dock to the Dock Master for that dock.
 - (b) within 10 minutes before the vessel proposes to start navigating within the Port, to advise the Marine Operations Manager at the Port Operations Control or in the case of vessels berthed in dock, the Dock Master for that dock that the vessel proposes so to navigate.
 - (c) to inform the Marine Operations Manager at the Port Operations Control or in the case of vessels in dock, the Dock Master for that dock on completion of the movement or when passing Q2 Boat Beacon outward bound.
- (3) In the event of it proving impracticable to give the notice required in paragraph (2) (a) or (2) (b) of this direction before the vessel is obliged to commence navigating within the Port then the Master shall as soon as practicable thereafter advise the Marine Operations Manager at the Port Operations Control or in the case of vessels in dock, the Dock Master for that dock, of the vessel's movements.

CARRIAGE OF RADAR INSTALLATION

4. Any vessel not fitted with a Radar Installation as specified in the Annex to these directions in proper working order shall not, except with the prior permission of the Marine Operations Manager, navigate within the Port (except to proceed to a safe anchorage) when due to fog, mist, falling snow, heavy rainstorms, dust, smoke or any other similar cause, visibility is less than 0.25 nautical mile. Vessels entering or leaving the Port in conditions of low visibility can, on request, be supplied with continuous information of their position whilst navigating in the river or sea channels.

VESSELS WITH MECHANICAL, EQUIPMENT OR STRUCTURAL DEFECTS

5. (1) The Master of any vessel having a gross tonnage of more than 50 tons shall not navigate within the Port except with the permission of the Marine Operations Manager if the vessel or its tow, if any, has any one of the following defects:-
- (a) is unseaworthy in any respect.
 - (b) defects to main engines, steering gear or other auxiliary machinery which may affect the manoeuvring of the vessel.
 - (c) inoperable equipment such as compass, whistle/siren, or rudder indicator
 - (d) inoperable capstans, windlass, mooring winches, or anchors that are not cleared and ready for use.
 - (e) a list of over 5 degrees or is excessively out of trim.
 - (f) leaking oil, chemical or gas cargoes, or any hull or machinery damage which may affect the safety of the vessel or the containment or safety of the cargo or bunkers.
- (2) The Master of any vessel having a gross tonnage of more than 50 tons shall confirm to the Marine Operations Manager at the Port Operations Control that his vessel does not have any of the defects specified in paragraph 5 (1) (a) to (f) inclusive. The Master shall give this confirmation at the same time as he advises or is required by these directions to advise the Marine Operations Manager of his intention to navigate within the Port.

VESSELS GROUNDED, ON FIRE OR WHICH HAVE BEEN IN COLLISION WITHIN THE PORT

6. The Master of any vessel which has grounded, is on fire or has been in collision within the Port shall give immediate notice to the Marine Operations Manager at the Port Operations Control of the position of the vessel, known damage, confirmation of cargo or any other information required by the Marine Operations Manager and shall not navigate the vessel other than for the safety of the vessel without the prior permission of the Marine Operations Manager and only in accordance with his directions.

VESSELS WHICH HAVE BEEN GROUNDED, HAD A FIRE, BEEN IN COLLISION OR SUSTAINED HEAVY WEATHER DAMAGE OUTSIDE THE PORT

7. The Master of every vessel which has been grounded, had a fire, been in collision or sustained heavy weather damage outside the Port is required to give notice to the Marine Operations Manager on the condition of his vessel and or cargo such notice to be given at least 24 hours prior to the vessels arrival at the Bar Lighted Buoy or as soon as possible after the incident whichever is later and the vessel shall only navigate within the Port with the prior permission of and in accordance with the directions of the Marine Operations Manager.

USE OF AUTOMATIC PILOT STEERING DEVICES

8. The Master of any vessel when navigating within the Port shall ensure that in the event of use being made of an Automatic Pilot Steering Device a competent helmsman other than the Master or a Pilot is in attendance of the steering position to steer the vessel manually immediately circumstances so require.

Note: The attention of Masters is drawn to the Merchant Shipping (Automatic pilot and Testing of Steering Gear) Regulations No. 571 of 1981 and Marine Guidance Note (MGN 54).

TOWS INWARDS OR OUTWARDS

9. (1) The Master of any vessel, when towing another vessel, other than a tug when employed in towing or assisting the berthing of a powered vessel or where the towing operation is being controlled by the vessel being towed, shall:-
- (a) give notice of not less than 60 minutes to the Marine Operations Manager at the Port Operations Control of the time at which the vessel proposes to commence towing within the Port and shall give notice also of the details of the tow, for example whether the tow involves a dead ship, abnormal tow or partially disabled ship.
 - (b) inform the Marine Operations Manager at the Port Operations Control when passing the Way Points as prescribed by direction 11 (4) (a) for vessels carrying hazardous cargoes.

VESSELS WISHING TO ADJUST COMPASSES WITHIN THE PORT

10. The Master of any vessel shall whenever possible give at least 24 hours prior notice of the intention to adjust the compasses of the vessel and to confirm the intention to adjust compasses immediately prior to commencing to do so.

VESSELS CARRYING HAZARDOUS CARGOES

11. (1) This direction applies at all times to every vessel having a gross tonnage of more than 50 tons which proposes to navigate within the Port and which is carrying:-
- (a) Dangerous Goods as defined in the International Maritime Dangerous Goods Code (IMDG Code), Classes 1 to 9 inclusive of and including:-
 - (i) Marine Pollutants as defined in the Environmentally Hazardous Substances N.O.S. UN 3077 and UN 3082. (MARPOL 73/78 Annex III, Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Forms).

- (ii) Radioactive Materials referred to in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High Level Radioactive Wastes in Flasks on board Ships (INF Code).
 - (iii) Bulk Materials Possessing Chemical Hazards referred to in the Code of Safe Practice for Solid Bulk Cargoes (BC Code), Appendix B.
- (b) Harmful Substances in Bulk so defined and listed in:-
- (i) MARPOL 73/78 Annex I, Regulations for the Prevention of Oil Pollution, Appendix I.
 - (ii) MARPOL 73/78 Annex II, Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk, Appendix II.
 - (iii) Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).
 - (iv) Chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).
 - (v) the IMO Marine Environment Protection Committee (MEPC) circulars listing the substances provisionally assessed by IMO or assessed by tripartite agreement.
 - (vi) the IMO Bulk Chemical (BCH) circulars listing the substances for which a hazard profile exists.
- (2) The Master of every vessel to which this direction applies is required:-
- (a) To give notice to the Marine Operations Manager not less than 48 hours in advance of:-
 - (i) his intention to navigate within the Port and the nature of the cargo being carried.
 - (ii) the nature of a previous cargo, if the vessel is in ballast but not gas-free.
 - (iii) whether the vessel is fitted with an operational Cargo Environmental Control System suitable for any cargo referred to in direction 11 (1) (b).
 - (b) On giving notice of intention to navigate under direction 2 (2) or 3 (2), to confirm the nature of the Dangerous Goods / Harmful Substances.
- (3) A vessel not carrying a valid Certificate of Fitness for:-
- (a) the Carriage of Dangerous Chemicals in Bulk or the Carriage of Noxious Liquid Substances in Bulk for vessels where the IBC Code applies or
 - (b) the Carriage of Liquefied Gases in Bulk for vessels where the IGC Code applies
- shall not navigate within the Port except with the prior permission of the Marine Operations Manager.
- (4) Every vessel carrying cargo specified in direction 11 (1) (a) & (b) shall inform the Marine Operations Manager at the Port Operations Control when passing the following way points, (reporting stations) either inward or outward bound:-
- (i) Q1 Boat Beacon (inward) or Q2 Boat Beacon (outward)
 - (ii) Crosby Light Float
 - (iii) Brazil Boat Beacon or C22 Boat Beacon
 - (iv) Woodside Stage or Dukes Buoy.

TANKER REQUIREMENTS

12. No vessel to which the Merchant Shipping (Reporting Requirements for Ships carrying Dangerous or Polluting Goods) Regulations No.2498 of 1995, as amended by the Merchant Shipping (Reporting Requirements for Ships carrying Dangerous or Polluting Goods) (Amendment) Regulations No.2121 of 1999 and Merchant Shipping Notice (MSN 1741) apply shall enter the Port unless the Master of such a vessel has confirmed at the same time as he is required by these directions to give notice of his intention to navigate within the Port that the check list referred to in Schedule 2 of MSN 1741 has been completed in respect of his vessel and he has declared any deficiencies that ought to be noted on such list to the Marine Operations Manager.

LARGE VESSELS SWINGING

13. The Master of any vessel of 150 metres or over in length intending to swing in the river i.e. alter her course more than 12 points (135 degrees) shall give advance notice of at least 10 minutes to the Marine Operations Manager at the Port Operations Control prior to this manoeuvre.

ANCHORING WITHIN THE PORT

14. (1) This direction applies at all times to every vessel over 50 gross tons which proposes to anchor within the Port inward of Q1 Boat Beacon.
- (2) No vessel to which this direction applies shall anchor before first consulting the Marine Operations Manager at the Port Operations Control regarding the place and period of anchoring, and shall not anchor for the purpose of discharging or loading cargo, bunkering or taking water without the prior permission of the Marine Operations Manager.
- (3) If in an emergency a vessel is obliged to anchor otherwise than in accordance with this direction, the Master of such a vessel shall as soon practicable thereafter, inform the Marine Operations Manager at the Port Operations Control.

COMMENCEMENT AND GENERAL

15. (1) In these directions:-
- "navigating within the Port" includes navigating within the Company's enclosed system of docks.
 - "docks" means the Company's enclosed docks.
 - "gross tonnage" in relation to a vessel means the gross tonnage of that vessel as ascertained in accordance with the Merchant Shipping (Tonnage) Regulations No.1510 of 1997 as from time to time amended.
 - "Dock Master" includes the Marine Officer in charge of the dock.

"Marine Operations Manager" means the Marine Surveyor and includes his Assistants and an Officer at the Port Operations Control acting on his behalf.

"permission" may be granted subject to such conditions as the Marine Operations Manager may think fit and shall be deemed never to have been given if such conditions are not complied with.

The "Port of Liverpool" means the area defined in the Mersey Docks and Harbour Board Act 1971.

(2) The Interpretation Act 1978 shall apply to the interpretation of these directions as it applies to the interpretation of an Act of Parliament.

(3) These directions shall come into force on 20th April 2000.

(4) Notice to Mariners No.3 - 2000 General Directions for Navigation in the Port of Liverpool (No.5) will be cancelled on 20th April 2000.

ANNEX

1. CARRIAGE OF V.H.F. R/T EQUIPMENT

The Radio Installation on a vessel shall comply with the requirements specified by the Merchant Shipping (Radio Installations) Regulations No.2070 of 1998 which are annexed to the International Telecommunications Convention 1994. These regulations apply to all sea-going United Kingdom ships and all other seagoing ships while they are within United Kingdom waters.

CARRIAGE OF RADAR INSTALLATION

2. The Radar Installation shall comply with all the requirements specified by the Merchant Shipping (Navigational Equipment) Regulations No.69 of 1993, which align with Regulation V/12 of SOLAS 74.

NOTES

(1) It is the duty of the Master of a vessel to which a general direction is given to comply with the direction. However, the giving of a direction does not diminish or in any other way affect the responsibility of the Master in relation to his vessel, persons on board, its cargo or any other person or property. (Mersey Docks and Harbour Board Act 1971, S.7.).

(2) Failure by the Master of a vessel to comply with a direction constitutes an offence and renders the Master liable to a fine not exceeding £200. However, it is a defence for the Master to prove that he had reasonable ground for supposing that compliance with the direction in question would be likely to imperil his vessel or that in the circumstances, compliance was impracticable. (Mersey Docks and Harbour Board Act 1971, S.8.).

(3) Masters are reminded of the need to comply with the Mersey Channel Collision Rules 1979.

(4) The owners of a vessel to which a general direction applies should take all reasonable steps to ensure that the Master of the vessel is informed of the direction and understands its significance.

(5) The necessary portable V.H.F. equipment can be hired from The Mersey Docks and Harbour Company given suitable notice, and arrangements can be made to put hired portable V.H.F. equipment aboard a vessel.

(6) Subject to direction 5, hereof the General Directions for Navigation in the Port of Liverpool (No.6) shall not apply to a dumb barge being towed, but the tug or other vessel towing a dumb barge shall observe them.

(7) The notice required to be given under this direction, to the Marine Operations Manager, may be given by telex to No. 626264 with answerback PTOPS and prefixed Marine Operations Manager or by Fax on +44 (0) 151 949 6090

LIVERPOOL
20th April 2000

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