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Port of Heysham

NAVIGATION GUIDELINES

Updated March 2012

PORT OF HEYSHAM

NAVIGATION GUIDELINES

These Guidelines are to be used in conjunction with the Port of Heysham Acts, Byelaws and directions and are to complement Passage Planning.

Guideline No.1 Under Keel Clearance

Guideline No. 2 Restricted Visibility

Guideline No. 3 Tug and Tows

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Guideline No.13 Vessel Manoeuvring Capabilities

Guideline No.1 Under Keel Clearance

Vessels entering or leaving the Port of Heysham should do so after careful consideration of the dangers to navigation and only after the master is satisfied that there is sufficient under keel clearance for the vessel at all times.

Vessels Manoeuvring in Tidal Waters

Mariners are advised that when determining safe under keel clearance consideration must be given to any special circumstances that may exist, including atmospheric conditions and wind direction that may result in a reduction to the height of tide and the effects of squat and interaction that may result in an increase in the draught of the vessel. It is recommended that vessels do not, other than in exceptional circumstances with regard to the safety of the vessel, operate in tidal waters if the under keel clearance is deemed to be less than sixty centimetres or 10% of draught whichever is the greater

Vessels Alongside

Mariners are advised that when determining safe under keel clearance whilst alongside a berth, consideration must be given to any special circumstance that may exist, including the available depth of water and if taking the ground confirmation from the Port Control that the berth is currently NAABSA (Not Always Afloat But Safely Aground) designated.

Guideline No.2 Restricted Visibility

International Regulations for the Prevention of Collisions 1972 (as amended) apply and in particular Rule 19, within the Heysham Port and its approaches

Inward vessels requiring tug assistance to swing should consider carefully whether the probability of the visibility reducing to less than 0.2nm is such that an abort should be considered before entering Heysham approaches.

If visibility becomes less than 0.3 nm vessels will not normally be allowed to enter the Harbour and due to the patchy nature of fog in the area this includes inward of No.6 buoy.

Masters should use their discretion when establishing the visibility and level of risk before departing the port.

Nothing in this procedure removes the responsibility from the Master to navigate as per his Company instructions / Passage Plan where those requirements exceed the requirements of the Port.

Guideline No.3 Tugs and Tows

If the overall length of the tug and tow combined is more than 50m towage should be carried out in daylight unless by agreement with the manned Pilot.

All Dead Tows of over 50m in combined overall length require a compulsory Pilot consultation

Guideline No.4 Tug Provision for Swinging in the Harbour

Vessels that require a tug to assist in a swing in the harbour shall ensure that a tug is available in the harbour prior to the vessel passing No.6 buoy

Guideline No.5 Clear Harbour Entrance

Vessels arriving and departing shall not ordinarily pass each other between the Round Heads and No.8 buoy. This manoeuvre may only be undertaken with the agreement of the Masters / PEC's / Pilots of both vessels and the Port Control must be informed of their agreement

Guideline No.6 Harbour Towage

Towage shall be organised in the Port of Heysham on a commercial basis.

Vessels' owners contract towage companies to assist their passage in and out of the port. It is left to the vessel operator's / Masters judgement to provide the tug capacity to suit the vessels he has or is

likely to be required to service, having regard to the particular circumstances.

If for any reason the provision of tugs is not enough for the effective management of relevant risk, the Harbour Master will impose restrictions on harbour operations

Except in circumstances directed by the Harbour Master the use of tugs for berthing, unberthing and swinging in the harbour is a matter for the Master and for the agreement of the pilot / PEC holder. Except where directed by the Harbour Master, it is the wishes of the Master and the professional judgment of the pilot / PEC holder using a dynamic risk assessment that will set the level of tug provision.

The Harbour Master shall publish minimum towage requirements for the Port of Heysham and in conjunction with Towage Companies produce a handbook on towage best practice and information sheets on tugs operating in the Port of Heysham.

Guideline No.7 Bunkering

Heysham Port Limited (HPL) shall produce "Guidance Notes for Vessels Bunkering Operations in the Port of Heysham"

Vessels receiving bunkers shall comply with their safety management systems and refer to their SOPEP manual.

Bunker companies shall complete a safety checklist prior to any transfer of oil. Copies of Safety Checklists shall be held by the bunker vessel, the vessel being bunkered and the berth operator

Bunkering can only take place with the agreement of the berth operator, vessel and the bunker operator.

Prior to commencing bunkering operations permission shall be obtained from the Harbour Master by contacting the Duty Manager.

The Harbour Master and the HPL safety department may issue special instructions with regard to bunkering from time to time.

All bunker companies shall confirm compliance annually as to their fitness to operate.

In visibility of less than 3 cables bunkering operations alongside shall cease whilst another vessel is manoeuvring in the harbour.

Guideline No.8 De-ballasting

It shall be an offence for vessels to permit any substance which might cause damage to the conservancy of the port to enter its waters (The Heysham Harbour Byelaws 1979 No.29). Therefore unless the Master is confident the ballast water is such as not to cause such damage de-ballasting should not take place.

Guideline No.9 Vessels with Mechanical, Equipment or Structural Defects, Oily Water Separators and Bilge Systems

(1) The Master of any vessel over 50m in length shall not navigate within the Port except with the permission of the Harbour Master 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 over 50m in length shall confirm to the Harbour Master at the Heysham Port Control that his vessel does not have any of the defects specified above in (1) (a) to (f) inclusive. The Master shall give this confirmation at the same time as he advises the Harbour Master of his intention to navigate within the Port.

(3) Whilst vessels are in the Port of Heysham, all oily water separators are to be isolated and bilge overboard discharge valves secured closed, to prevent accidental discharge.

(4) The Master of any vessel under pilotage shall ensure that no ballasting, de-ballasting or internal transfer of cargo, which significantly alters the draught, trim or handling characteristics of the vessel, shall take place without the prior knowledge and agreement of the authorised pilot / PEC Holder.

(5) In the event of a technical failure the Master of any highly manoeuvrable ro-ro ferry should consider the following in relation to operating within the port:

LOSS OF ONE ENGINE – Mariners should consider the individual circumstances and capabilities when attempting to berth a vessel in Heysham on one engine other than on slack water. It is permissible to sail from Heysham on one engine but consideration should be given to using the ebb tide and slack water. If required to berth on one engine then tug assistance should be used.

LOSS OF ONE THRUSTER – The maximum acceptable wind speed for a vessel to berth on one thruster without tug assistance is 30 knots.

LOSS OF STEERING GEAR – If it is not possible for the vessel to have two steering pumps operational whilst maneuvering in the Harbour or Approaches the Master shall use his best judgment as to whether to proceed with the intended manoeuvre.

Guideline No.10 Wind Parameters

The following guidance should be considered in strong wind conditions in order to preserve the safety of those onboard and to prevent contact damages.

Due regard shall be had for the height and direction of the tide in marginal weather conditions as at high water there is potential for more windage and at low water the conditions are enhanced by shelter but manoeuvring characteristics are limited by reduction in water depth.

The use of tugs shall be considered where appropriate.

In general vessels should not enter port with a wind speed in excess of 45 knots as registered at the Ports Roundhead anemometer

Whilst berthed alongside if wind speeds are expected above 40kts off the berth then:

- Extra mooring should be considered.
- Consider starting Engines and thrusters
- Consider suspending cargo operations
- During the period over high water have crew (and possibly tug and Pilot / PEC) on standby.

Guideline No. 11 Tidal Parameters

In addition to the maximum wind speeds to be considered when transiting into/out of Heysham, berthing consideration must also be given to the state of tide not only for the expected transits and berthing but also for time alongside and departure.

During the approach to the Harbour Entrance a South to South West wind and a flood tide are

pushing vessels onto the North Round Head, particularly on a flood tide during the 2 hrs prior to high water. If an approach is planned during a spring tide then it may be prudent to wait until the ebb has started as once the tide is above 6m it flows freely through the woodwork.

It should be remembered that the ebb tide continues to affect the vessel all the way to the entrance once the bank is covered on the north side.

If the weather has deteriorated during the inward passage, before passing No.6 Buoy and it has become apparent that it is impractical to swing in the harbour then the approach to the harbour should be aborted and vessels should proceed outward

In addition when attempting to berth on an ebb tide in a strong wind then due consideration should be given to the height of tide and rate of fall in order that there will be sufficient water in the channel to allow the vessel to return to sea in the case of not being able to maneuver the vessel alongside and moor safely.

Due consideration should be given to the height of tide on the berths. On spring tides and high winds from South East to West South West there is little shelter from the surrounding buildings at HW on the linkspan berths therefore leaving the berths and proceeding to sea 2 hours before HW should be considered

Guideline No. 12 Vessels on the South Quay

Only safe manoeuvres are to be undertaken in the port especially in instances of swinging in the Harbour. Vessels that cannot swing safely in the harbour taking into account the available water space, state of the tide and other vessels berthed on the south or other quays, shall not do so.

Masters are reminded that in preparing a port passage plan they should consider all the relevant facts including allowing sufficient time to conduct the manoeuvre and should be prepared to exercise their contingency plan should original plans not work out. That may include stopping in the harbour prior to swinging, berthing bow in to the linkspan or lying to another berth whilst a reassessment is made of the situation

Vessels of over 24m in beam will be moved from the South Quay when vessels of over 140m in length are swinging in the Harbour.

Guideline No.13 Vessel Manoeuvring Capabilities

Vessel operators are requested to supply the harbour manoeuvring capabilities of all vessels calling at Heysham Port and a declaration made as to their suitability for using the Port. The vessel capabilities should include windage (LOA x average freeboard), turning circle and stopping distances. Details should be given as to the thrusters, main engines and rudders to counter the effect of windage in defined circumstances (wind force and direction, tide limits) and details of additional assistance requirements (tugs) when over those defined limits.

Captain S.F. Gallimore

1st January 2012