MHPA's Operational Memo 15/2003

MILFORD HAVEN PORT AUTHORITY

OPERATIONAL MEMORANDUM NO. 15 of 2003

TO: PORT CONTROL

COPIES: HM, AHM(P), AHM(C), Pilots, Launches,

FROM: DEPUTY HARBOURMASTER

FILE NO: 335

DATE: 26th September, 2003

Port Control Logs and Interventions

Following the MAIB report into "BRO AXEL"/"NOORDHINDER" the following amendment to Port Control log keeping is to be implemented immediately.

Whenever Port Control have to intervene to keep vessels in transit to the Traffic Plan a log entry must be made in the Port Control log. The time and "intervention" is sufficient.

Log keeping in any event must conform to the procedures as laid down in MOP 002 – Port Control.

Interventions can take the form of information, advice, instruction or warning and it should be clearly stated which is being offered. Any of these offered is to assist the Bridge Team with onboard decision making.

This information should be given clearly, concisely and in good time and must avoid "taking the con" or be other than result orientated. Courses to steer and/or speeds should not be given by VTS personnel.

Milford Haven Port Control is a Traffic Organisation Service defined by IMO as "a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area".

Port Control staff analyse the traffic image to develop situational awareness and use this to ensure that potential conflict is assessed early and, if necessary intervene to prevent or mitigate it.

Port Control staff are required to sign/initial this Operational Memo to confirm acknowledgement.

Marine Officer	Signatures	Marine Operators	Signature
A		A	
B		B	
C		C	
D		D	
E		E	
DAYWORK			

MHPA's Port Control Policy

MILFORD HAVEN PORT AUTHORITY

PORT CONTROL POLICY

1. Milford Haven Port Control is a Traffic Organisation Service defined by the IMO as "A service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS area".

2. Port Control is to maintain a control of shipping movements by providing pertinent, accurate and timely advice to vessels entering or leaving the Haven.

3. Port Control will consult and plan the sequence of vessel movements for both entry and exit from the Haven and advise Masters and Pilots of their place in any queue.

4. Policy will be to maintain the sequence of movements where practicable by instructing Masters and Pilots not to proceed until permission has been granted.

5. Once a movement has commenced Port Control will support that movement through to completion.

6. Port Control is to monitor the traffic image to maintain situational awareness and use this to ensure that potential conflict is assessed early and, if necessary, intervene.

7. Decisions made and advice given by Port Control staff pursuant to this Policy carry the formal authority and support of the Harbourmaster and Chief Executive.

Note:

1. The Master of a vessel is always in command.

2. When on board, a Pilot/Exemption Certificate Holder has the conduct of the vessel and is responsible to the Master for its safe navigation.

3. The Master, or Officer of the watch, has the conduct of the vessel when no Pilot is on board.

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Harbourmaster Chief Executive

.....

Chairman, Marine Committee

10 November 2005

Marine Operating Procedure (MOP)

Milford Haven Port Authority Group

MARINE OPERATING PROCEDURE (MOP)

MOP 001

VESSEL PRE-MOVEMENT PLANNING

Controlled Copy No. _____	**THIS DOCUMENT MUST NOT BE PHOTOCOPIED**

DOCUMENT RECORD					**APPROVAL**		
REV	**DATE**	**DESCRIPTION**	**ORIG**	**CHK**	**DIVN**	**QA**	**GM**
0	10.03.98	First Draft	RL	JADC			
A	16.06.98	Second Draft	RL	JADC			
B	16.03.99	For Implementation	JADC	CJB			
C	02.02.00	Second Issue					
D	24.05.04	Third Issue	PM	WH	MCA	AFJ	AES

REVISION RECORD

Document Revision Record

Rev	Date	Details of Revision	Audited	Signed
0	10.03.98	First Draft	RL	JADC
A	16.06.98	Second Draft	RL	JADC
B	16.03.99	No Changes - Issued for Implementation	JADC	CJB
C	2.02.00	Post Audit – Revision and Additions		
C	02.06.00	Revision of Pages 7,9 and 21		
D	24.05.04	Full Revision		

CONTENTS

1.0 APPLICATION OF PROCEDURES

1.1. These procedures should be complied with at all times except under circumstances that have been discussed and agreed by all relevant parties and with the consent of the Harbourmaster.

2.0 SCHEDULING

2.1 INITIAL ENQUIRIES

2.1.1 Initial enquiries may originate from chartering departments of oil companies, traders, oil terminals or agents.

2.1.2 In the case of programming for large vessels, terminals may request confirmation of control depths in the various channels. In this case, the Deputy Harbourmaster should be consulted for the latest information.

2.1.3 Requests on dues and costings should be referred to the vessels agents or to the MHPA Collector of Tolls (Accountancy Assistant) on Ext 148.

3.0 PROCEDURES

3.1 NOTIFICATION OF ARRIVALS AND DEPARTURES

3.1.1. Notification of vessels arriving or departing the Haven will be received either by Fax, Telephone, VHF, Email or Letter from either the vessel's Master, Owner, Agent, Charterer or Oil Terminal.

3.1.2. Port Control staff will extract the relevant information and enter the vessel's details in PIMS.

3.1.3. The Marine Operator will file all written communications in alphabetical order in the Ship's File. When vessels have departed the Haven, these particulars will be transferred to the Ship's Box File and kept for 3 months

3.1.4. Agents with vessels due will submit a daily summary of ETAs and ETDs of the ships for which they are appointed. Whether or not a summary sheet is submitted, agents should advise Port Control, immediately on receipt, of the initial ETA and of any subsequent changes to the ETA. This information is used to update PIMS. In addition, the oil terminals may submit berth occupancy plans, which may be used to augment the information provided by the agents.

3.1.5. Marine Officers and Operators should be aware that agents will normally be in receipt of ETAs at 72, 48, 24 and 12 hours prior to arrival and that agents may have additional information, particularly in relation to cargo nomination and operations.

3.2. DANGEROUS AND POLLUTING GOODS

3.2.1 Marine Officers and Operators should be aware that vessels carrying dangerous and polluting cargoes are required to lodge the information required in the MS (Reporting Requirements for Vessels Carrying Dangerous and Polluting Goods) Regulations 1995.

See Port Guidelines for details of reporting requirements. A copy of Schedule 2 is included at Appendix 1.

3.3 DEFECTS TO VESSELS

3.3.1 In the event of a vessel declaring a defect under Schedule 2, leaking marine pollutants or other similar defects, the Marine Officer shall refer the matter to the Duty Harbourmaster. After a full review of the defect, entry of the vessel may or may not be permitted and, if permitted, certain restrictions or additional safety measures may be imposed. Pilots will be advised accordingly by the Port Control.

3.3.2 In certain circumstances, the Duty Harbourmaster may require the Marine Officer to attend on board to inspect vessels alongside or prior to entry, to ensure that repairs have been satisfactorily effected.

3.3.3 Where vessels declare defects to the inert gas system, mooring equipment, or other defects which could prejudice the safety of cargo operations or security of the vessel alongside, the Marine Officer shall inform the terminal to which the vessel is bound and the ships agents.

3.4 TUGS - ADVANCED NOTICE

3.4.1 Advance notice is required for tugs as follows:

(a)	Up to three tugs	As much notice as possible (minimum 1 hour)
(b)	Fourth tug	6 hours
(c)	Fifth tug	5 days plus reconfirmation every 24 hours

3.4.2 The procedure for routine ordering tugs is set out in MOP 002 section 3.11.2.

3.5 PRIORITISING VESSEL MOVEMENTS

3.5.1 General

3.5.1.1 See Port Guidelines.

3.5.1.2 As soon as it becomes apparent that the arrival or departure of a scheduled, tidally restricted or deep draught vessel (i.e. one constrained by draught), is likely to conflict with another such vessel, the Marine Officer will advise the respective agent(s) and terminal(s) accordingly. In the event of failure to reach agreement, the order in which ships should enter or leave the Haven will be governed by the following considerations set out in 3.5.2 to 3.5.4.

3.5.2 Ferry Movements

3.5.2.1 Marine Officers and Marine Operators are to ensure that ETAs and ETDs of ferries are received in sufficient time so that programming of movements can be carried out to ensure that such ferries do not meet inward or outward bound tankers of significant size, particularly in the following positions:-

- the entrance buoys

- between the west end of the Herbrandston Terminal and the east end of the Total oil terminal
- east of the ChevronTexaco oil terminal

3.5.2.2 Ferries may pass in other areas only with the full co-operation of all parties.

3.5.2.3 To ensure proper control inward and outward bound ferries are not to pass each other east of South Hook buoy.

3.5.2.4 Ferries should also be warned of large vessels moored alongside the oil terminals and that their speed should be reduced when passing, to avoid these large vessels ranging up and down the jetty. The speed of ferries through the Haven should be monitored carefully. See copy of letter of agreement in guidelines.

3.5.2.5 It must be borne in mind that the Pembroke - Rosslare ferry is on a tight schedule and undue delays must be avoided if possible. To this end, bearing in mind the passing restrictions, priority should be given to the ferry for the forty minute slot during which the ferry will be transiting the Haven.

3.5.2.6 Inward and outward bound tankers of a significant size should be programmed to avoid this period, except in the cases of tidally restricted movements, where amendments could lead to long delays.

3.5.2.7 Irish Ferries will therefore be informed that under normal circumstances other vessels which could effect the ferry's movement will be programmed around this slot but that the onus will be on the ferry to give early amendments to the following ETAs and ETDs if the vessel is not going to be on time.

ETAs	St Ann's buoy	1145 and 0005
ETDs	Pembroke Dock	1430 and 0245

3.5.2.8 If the ferry is unable to meet the scheduled 40 minute slot, but is able to give sufficient notification, arrivals and departures should be programmed so that if possible the ferry is not delayed. Tidally restricted vessels should be given priority in the normal way.

3.5.3 Availability of Tugs and Similar Resources

3.5.3.1 A large vessel shall not be committed to entering the Haven until sufficient tugs are available to handle her. Similar considerations will apply to the availability of mooring gangs, rope-runners, jetty berthing equipment, etc.

3.5.4 Tide And Draught Constraints

3.5.4.1 Movements will be planned to make best use of the tide. Considerations will include the maximum draught of the ships involved and the effects on other movements of vessels swinging. Vessels bound for Milford Docks and Pembroke Dock will usually be tidally restricted as will all vessels proceeding to drying berths.

3.6 UNPLANNED ARRIVALS

3.6.1 Unplanned vessel movements will be accommodated as circumstances permit, normally after giving preference to planned movements. This occurs mainly in the case of fishing vessels and coastal traffic taking shelter from the weather. Large vessels without bookings will be instructed to stand at least 10 miles off the port until such time as a booking has been received.

3.7 PASSAGE PLANS

3.7.1. Vessels of 50 metres or more in length wishing to enter, depart or navigate within the area of jurisdiction of the Authority shall prepare a passage plan and declare such to Port Control, prior to each movement commencing. This declaration must be received prior to commencement of the movement.

3.8 FOREIGN FISHING VESSEL TRANSITS OF THE HAVEN

3.8.1 As a result of the communication problems with foreign vessels, all the agents have been informed they must follow the following procedures.

3.8.2 All Agents to provide timely ETAs and ETDs to the Port Control. Agents must provide the name of the Skipper of the vessel and his proficiency in English and Restricted Fishing Vessel Navigation Permit number prior to arrival or departure.

3.8.3 If the skipper does not have a Navigation Permit he will not be allowed to depart the Haven in the hours of darkness without the aid of a pilot or lead boat. The method of obtaining a Navigation Permit is detailed in the Restricted Fishing Vessel Navigation Permit manual.

3.8.4 Owners of all trawlers are to be informed that their vessels are not to come any closer than 3 miles from the entrance until they completely understand the instructions to enter.

N.B. If there are matters concerning the safety of the vessel or crew the skipper must take such action as he sees fit to protect his vessel and crew.

3.8.5 No trawlers are to leave Milford Dock until they clearly understand the instructions to proceed.

3.8.6 Agents have agreed they will attend the Port Control to assist with any language problems.

3.8.7 The Patrol/Pilot boat, if practicable, is to be stationed at the entrance to Milford Dock/Cunjic buoy prior to the sailing of a fishing boat.

3.9 VETTING

3.9.1 All vessels arriving for oil terminals are required to provide a statement that the vessel has been vetted by an acceptable company (the list of acceptable companies is held on PIMS). The vessel must declare the company, date and place of vetting. Should this not be forthcoming the vessel will be refused entry.

4.0 ARRIVAL

4.1 GENERAL

4.1.1 Vessels are required to give at least 1½ hours notice of arrival at the pilot boarding area. On receipt of such notice, if a Pilot has been booked, the Marine Operator shall advise:

(a) The Pilot (next on turn).

(b) The duty pilot boat coxswain.

(c) The duty tug (if tug required)

4.1.2 The Marine Officer shall obtain the provisional tug requirement from the Pilot and pass this advice to the duty tug.

4.1.3 Further information on Tugs, including ordering, notice and shift change procedures is contained in Section 3.11 of Marine Operating Procedure 002, Control of Shipping and in "Entry and Departure Guidelines for Vessels" issued by Milford Haven Port Authority.

4.1.4 Escort Towage see Port Guidelines,

4.2 PORT OF REFUGE

3.2.1 General procedures for the port of refuge situation are set out in the Port Emergency Plan. Special procedures covering remote pilotage and Port of Refuge are set out in paragraph 3.5 of Marine Operating Procedure 003, Pilotage.

5.0 SPECIAL PROCEDURES FOR VERY LARGE VESSELS (INCLUDING VLCCs)

5.1 GENERAL

5.1.1 A VLCC is defined, at Milford Haven, as any vessel constructed for the carriage of crude oil (including OBO and Ore-Oil Carriers) over 65,000 gross tonnage.

5.2 PRE-PLANNING

5.2.1 When a VLCC is stemmed for the port, the Agent will inform Port Control.

Port Control will contact the first on turn pilot for the day of the ETA and obtain the name of the Charge Pilot for the day. Port Control will then contact him to ascertain the likely tug requirements. This will then be relayed to the Agents so they can order the required number of tugs.

5.2.2 Port control will give the charge pilot advanced notice of the movement to enable him to draw up his Master/Pilot Exchange Information. This advanced notice will also include the following details:

(a) ETA/ETD and Pilot booking if made.

(b) Length Overall.

(c) Maximum beam.

(d) Maximum summer draught and deadweight.

(e) Actual draught and deadweight.

(f) Horsepower (or kW) of main engine.

(g) Thrusters or active rudder systems.

(h) Any known defects.

5.2.3 See Port Guidelines - Entry Restrictions for Large Vessels.

5.3 VLCC SAILING

5.3.1 On receipt of an ETD from the jetty supervisor, the Marine Officer shall inform the Charge Pilot accordingly.

5.3.2 Prior to completion of discharge, the jetty supervisor will advise Port Control of the vessel's anticipated sailing draft, which will be passed on to the Charge Pilot.

5.3.3 When a VLCC has completed discharge, the jetty supervisor will book a Pilot.

5.3.4 The Marine Officer shall review this with regard to other projected movements and advise whether or not the vessel will be permitted to sail at that time and confirm this with the vessel's agent.

6.0 SAILING

6.1 Prior to departure the jetty supervisor shall advise the Port Control of the ETD and draft.

6.2 The Marine Officer shall review this with regard to other projected movements and advise whether the vessel will be permitted to sail at that time.

7.0 LEAD IN/LEAD OUT IN ADVERSE WEATHER CONDITIONS

7.1 To allow vessels to be led in or out in adverse conditions, where the Pilot has said he cannot board or disembark at the normal boarding position, the following steps should be taken.

- Pilot, Master and Port Control must be in agreement for the vessel to be led in/out
- The ship’s Master must have been led out before he can be led in
- The agreement must be reached between all parties before the vessel leaves the berth (for sailings) whenever possible
- A record must be kept of Masters who have been led in/out as well as those whom Pilots have expressed disquiet about in terms of competence, knowledge of the Haven or language. This is to assist others in future decision making.
- See also the amended Milford Haven Pilotage Directions
- See also MOP 003 Section 3.3

8.0 COMMUNICATIONS

8.1 Frequencies in use by Milford Haven Port Authority are set out in Section 5 of Marine Operating Procedure 002, Control of Shipping.

9.0 LARGE VESSELS – PETROPLUS (OVER 265 METRES LOA)

9.1 See MOP 003 and Port Guidelines.

10.0 LARGE VESSELS – MILFORD DOCKS (OVER 100m LOA)

10.1 Prior to any movement into Milford Docks involving a large vessel over 100m LOA, the turn Pilot, Milford Docks Company duty manager and Port Control will ensure that the provisions of Risk Assessment have been discussed to ensure there is agreement on number and type of tug(s), and any additional measures such as extra berthing space, moving fishing vessels and attention to the past, present and future weather conditions.

An entry must be made in the Port Control logbook that such a discussion has taken place and its outcome.

10.2 Any vessel exempt or excepted over 50 metres LOA from taking a pilot into Milford Docks and without a pilot on board must allow an MHPA designated Harbourmaster to attend aboard before passage commences to inspect the passage plan and ensure compliance with entry requirements.

See also Milford Docks entry/exit procedure for vessels over 50m LOA.

11.0 BANNED VESSELS

11.1 "Banned" vessels will be notified by the MCA on the updated notice 'Ships currently "banned" from EU Ports'.

11.2 For reference please note the following directive from the MCA concerning "Banned" vessels.

11.2.1 "In accordance with Article 11, Para.,4 of EC Directive 95/21, given effect in the UK by regulation 13(5) of the Merchant Shipping (Port State Control) Regulations 1995, when a vessel is banned it is **not permitted to enter any UK port** until the owners have produced evidence, to the satisfaction of the appropriate EU nation, that the ship fully complies with all applicable requirements of the Conventions. The Master and owners of the ship would be guilty of an offence under Regulation 18 if the ship were to enter a UK port. The ship is also banned from entering any port within the European Community and the owners and flag state have been advised accordingly by the appropriate EU nation.

11.2.2 In the event of force majeure or overriding pollution considerations, access to a UK port would be permitted providing adequate measures **to the satisfaction of MCA** had been implemented by the owner to ensure safe entry. If the ship does request access to Milford Haven, the MCA is to be informed."

12.0 SCHEDULE 2 REPORTS

12.1 Procedures for receiving Schedule 2 reports are to be found in the "Entry and Departure Guidelines

12.2 Defect Reports to MCA (See Appendix 2)

12.2.1 When it is necessary to report a minor default to the MCA such as only one radar operational, the pro forma fax (see Appendix 2) should be sent to the MCA Surveyor. This allows us to record that we have informed the MCA at a time when a telephone call is not appropriate or we cannot get hold of the Surveyor.

12.2.2 Obviously, for major problems when it is imperative we need to inform the Surveyor quickly, their home or mobile number should be used.

12.2.3 Defect report to MCA pro forma fax forms are kept in the Port Control filing cabinet. When completed and faxed they should be attached to the Schedule 2 for the ship in question.

13. PORT INFORMATION MANAGEMENT SYSTEM (PIMS)

13.1 For information on the use of PIMS refer to the current Operating Manual.

APPENDIX 1

SCHEDULE 2

Schedule 2

Check List for Carrying Dangerous or Polluting Goods

A. Ship Identification

Name of ship: ..... Owner: ..... Year built: .....

Flag: ..... Gross tonnage: .....

Port of registry: ..... Length overall: .....

Distinctive letters or numbers (Call sign): ..... IMO identification number, where appropriate: .....

Classification society: ..... Sea areas in which the ship is certified to operate: .....

Class notation: ..... Hull: ..... Machinery: .....

Propulsion: ..... Output: .....

Agent: .....

Draught Forward: ..... Amidships: ..... Aft: .....

Volume/mass of dangerous or polluting cargo: .....

B. Safety Installations aboard

	In good working order?		
	Yes	**No**	**Deficiencies**
1. Construction and technical equipment			
Main auxiliary engines	❑	❑	.....
Main steering gear	❑	❑	.....
Auxiliary steering gear	❑	❑	.....
Anchor gear	❑	❑	.....
Anchor gear	❑	❑	.....
Fixed fire-extinguishing system	❑	❑	.....
Inert gas system (if applicable)	❑	❑	.....
2. Navigational equipment			
Manoeuvring characteristics available	❑	❑	.....
First radar installation	❑	❑	.....
Gyro compass	❑	❑	.....
Standard magnetic compass	❑	❑	.....
Radio direction – finding apparatus	❑	❑	.....
Echo-sounding device	❑	❑	.....
Other electronic position-fixing aids	❑	❑	.....
Equip. for measuring speed & distance (log)	❑	❑	.....
-Speed through water	❑	❑	.....
-Speed over ground	❑	❑	.....
3. Radio equipment			
Radiotelephony equipment	❑	❑	.....
GMDSS radio equipment	❑	❑	.....
Radio equipment for life-saving appliances	❑	❑	.....

C. Documents

	Valid Certificates/ documents on board? Yes	No	Remarks
International Tonnage Certificate (1969)	❑	❑	.....
Passenger Ship Safety Certificate	❑	❑	.....
Cargo Ship Safety Certificate	❑	❑	.....
Cargo Ship Safety Construction Certificate	❑	❑	.....
Cargo Ship Safety Equipment Certificate	❑	❑	.....
Cargo Ship Radio Certificate	❑	❑	.....
Cargo Ship Radiotelegraphy Certificate (1)	❑	❑	.....
Cargo Ship Radiotelegraphy Certificate (1)	❑	❑	.....
Exemption Certificate (SOLAS)	❑	❑	.....
International Load Line Certificate	❑	❑	.....
International Load Line Exemption Certificate	❑	❑	.....
Class Certificate	❑	❑	.....
Certificate of Insurance or other financial security in respect of civil liability for oil pollution damage	❑	❑	.....
Document of compliance with the special requirements for ships carrying dangerous goods (SOLAS)	❑	❑	.....
Oil/Cargo Record Book filled in	❑	❑	.....
(International) Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	❑	❑	.....
International Oil Pollution Prevention Certificate (IOPP certificate)	❑	❑	.....
International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate)	❑	❑	.....
High –Speed Craft Safety Certificate	❑	❑	.....
Permit to operate High-Speed Craft	❑	❑	.....
Dangerous goods stowage plan	❑	❑	.....
Stability information	❑	❑	.....
Minimum safe manning document	❑	❑	.....

(1) These certificates are relevant only for ships constructed before 1st February 1995

Copy of the Document of Compliance (ISM Code) ❑ ❑ .....
Safety Management Certificate (ISM Code)

D. Officers and ratings

			Certificate of Competency (detailed description and serial number)	Issued by (issuing authority)	At (place/Country)	GMDSS(2)
	Yes	No				
Master	❑	❑	.....	.....	.....	❑
Chief mate	❑	❑	.....	.....	.....	❑
Second mate	❑	❑	.....	.....	.....	❑
Third mate	❑	❑	.....	.....	.....	❑
Chief engineer officer	❑	❑	.....	.....	.....	❑
First engineer officer	❑	❑	.....	.....	.....	❑
Second engineer officer	❑	❑	.....	.....	.....	❑
Third engineer officer	❑	❑	.....	.....	.....	❑
Radio operator	❑	❑	.....	.....	.....	❑

Total number of ratings Deck Engine room

....

Deep-sea Pilot taken Aboard ❑ ❑

……

Date Signature of the master or, if he is indisposed, of the deputy

(2) Mark if holder of a GMDSS operator's general certificate.

APPENDIX 2

DEFECTS REPORT TO MCA

APPENDIX 2

MILFORD HAVEN PORT AUTHORITY

Defect Report to MCA

Fax No: 01646 697852

From: Milford Haven Port Control Fax No. 01646 696110

VESSEL: ..... REGISTRY: .....

GRT: .....

FROM: .....

TO: .....

AGENT: .....

BERTH: ..... ETA: .....

FAULT OR DEFICIENCY:

.....

.....

.....

.....

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.....

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MGN 137

Maritime and Coastguard Agency

MARINE GUIDANCE NOTE

MGN 137 (M+F)

Look-out During Periods of Darkness and Restricted Visibility

Note to shipowners, operators, masters, skippers, deck officers and crews of all UK ships anywhere, and other ships operating in UK waters.

This Note should be read in conjunction with Merchant Shipping Notice MSN 1682(M) or any subsequent amendment

Summary

This Note is a reminder to all UK ships wherever they may be and other ships operating in UK territorial waters, of the legal requirements for keeping a proper look-out, especially during the hours of darkness.

1. Following a recent serious casualty in UK territorial waters involving a container ship, which resulted in the loss of the vessel and her cargo as well as oil pollution, the MCA reminds operators and masters that all UK ships, wherever they may be, and other ships in UK territorial waters, are strongly advised not to operate with the officer of the navigational watch acting as the sole look-out during periods of darkness. An additional look-out should also be posted at any other time during restricted visibility or when the prevailing circumstances indicate such action is in the interests of safety.

2. All UK ships wherever they may be, and other ships in UK waters, are required under the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 to maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision. The owner, master and any person for the time being responsible for the conduct of the ship, is liable to prosecution in the event of a contravention.

3. Failure to maintain a proper look-out may also endanger the ship or persons, and render the master or responsible officer liable to prosecution under section 58 of the Merchant Shipping Act 1995. A 12 month custodial sentence was recently imposed on the Chief Mate of a cargo ship, in that he failed to maintain a safe navigational watch as a result of drunkenness and disabling the watch alarm system. The vessel had run aground resulting in £100,000 worth of damage.

4. Masters of UK ships and other ships when in UK waters (other than fishing vessels and pleasure craft) are also reminded of the requirements in the Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997. These requirements are to ensure that the watchkeeping arrangements for the ship are at all times adequate for

maintaining safe navigational watches, having regard to the STCW Code section A-VIII, and to give directions to deck watchkeeping officers in accordance with Part 3 of that section. Having regard to STCW 95, masters ought not to operate with the officer of the navigational watch acting as sole look-out during periods of darkness and restricted visibility. Depending on the circumstances, such operation may run a serious risk of rendering the owner and master liable to prosecution under the 1997 Regulations.

Seafarers' Standards Branch
Maritime and Coastguard Agency
Spring Place
105, Commercial Road
Southampton SO15 1EG

Tel: 023 80 329231
Fax: 023 80 329252
Email: exams.section@mcga.gov.uk

May 2000

MC 34/30/010

DETR
ENVIRONMENT
TRANSPORT
REGIONS

An executive agency of the Department of the Environment, Transport and the Regions

MGN 202

MARINE GUIDANCE NOTE

MGN 202 (M+F)

Maritime and Coastguard Agency

Navigation in Fog

Note to Shipowners, Masters, Skippers, Officers and Pilots

This note supersedes Marine Guidance Notice 46

Summary

Key Points

- Reliance on radar and VHF can lead to accidents, as over dependence on navigational aids is no substitute for good watchkeeping practices and the exercise of proper caution.

1. The Maritime and Coastguard Agency (MCA) is concerned that a number of casualties to ships have resulted from serious disregard for the basic principals of good seamanship and prudent navigation in bad visibility. Sensible use of radar and other aids to navigation greatly assists the conduct of ships in fog, but these aids have not reduced the need to comply fully with the Collision Regulations: to proceed at a safe speed, pay especial attention to good watch-keeping, and navigate with proper caution.

2. The following brief outline of three casualties shows how lack of sensible caution, combined with over-reliance on radar (and in one case VHF) leads to accidents.

3. A medium-sized cargo ship left port intending to proceed to sea, in fog so dense that the forecastle could not be seen from the bridge, a distance of 100 metres. To reach the sea it was necessary to navigate a river though a channel with depths at low water of about 1.8 metres; the vessel's draught was 8 metres and she sailed on a falling tide. The channel is in places narrow and several bends have to be negotiated. The tide runs at up to 4 knots, falls at a rate of as much as 0.5 metres in 10 minutes, and in places sets across the channel. Great care is therefore necessary at all times, and to attempt the passage on a falling tide in dense fog was very foolhardy, even with the aid of radar. Not surprisingly the ship stranded.

4. A large container ship was in transit through the Dover Strait Traffic Separation Scheme, and despite very thick fog she was steaming at about 18 knots. The bridge was manned by the Master, Officer of the Watch and a look-out. Both radar's (one of which was an ARPA) were being used, but although they were found to be in good working order, when inspected after the casualty it is apparent that not all possible echoes were being displayed, perhaps due to the masking effect of clutter: there was a force 5 breeze and a considerable sea running. When radar clutter is experienced even a careful search by both automatic and manual clutter controls may not reveal the presence of small craft, and this fact should have been recognised by those on watch. Nevertheless, and despite a close-quarter encounter with a fishing vessel in which the ship had to take last minute avoiding action to avert collision, she continued at 18 knots and, later, collided with a trawler which was not seen on either radar. The trawler was stopped and hauling her nets at the time; she was severely damaged though she was able to make port. As well as demonstrating the folly of high speed in fog, this accident emphasises the need for

fisherman while working, to maintain prudent navigation and watchkeeping.

5. In the third case two vessels, one British and one foreign, were approaching one another in fog, and the latter used VHF radio to call for a "red-to-red" passing. Unfortunately the command of English of the Officer on watch in the foreign ship was limited, for what he actually intended was to pass starboard to starboard. The call was acknowledged by the British ship, but neither vessel made use of phrases in the Standard Vocabulary or paid regard to the danger in the use of VHF in collision avoidance. (See MGN 167 (M+F) Dangers in the use of VHF Radio in Collision Avoidance). Despite this, collision might still have been avoided had the British ship made a full assessment of the situation with the help of her radar and slowed down, especially since the other ship had reduced her speed to 'dead slow' but she did neither and collision followed. Both ships were seriously damaged.

6. None of the casualties described led to loss of life, but clearly this was only due to good fortune. In all cases those responsible for the ship's navigation sacrificed seamen for expediency. They failed to recognise the limitations of aids to navigation; or to follow the requirements of the Collision Regulations and the advice of Marine Notices. It is worth stressing that the ships involved were all well-equipped vessels in the charge of men with sound qualifications; it was not skill or experience that was lacking, but the proper seaman like approach to the situation. Whatever the pressure on Masters to make a quick passage or to meet the wishes of owners, operators, charters or port operators, it does not justify ships and those on board them being put unnecessarily at risk. The MCA is concerned that proper standards must be maintained, and will take appropriate action which may lead to the loss of their certificates, against officers who in future jeopardise their ships, or the lives and property of others.

7. The MCA also wishes to stress the responsibilities of Owners. It has long been established, and Section 100 of the Merchant Shipping Act 1995 and the ISM Code now expressly provide, that it is the duty of the Company to take all responsible steps to secure that the ship is operated in a safe manner. The Company must have established and implemented an effective safety management system which includes procedures to ensure safe operation of ships, as well as reporting accidents and non-conformities. In the well-known case of THE LADY GWENDOLEN, the Court of Appeal said that "excessive speed in fog is a grave breach of duty, and ship owners should use their influence to prevent it". Because of their failure to do so, it was held in that case that the owners could not limit their liability.

   Furthermore under the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996, where any of the Regulations is contravened, the owner, the operator, the master and any person for the time being responsible for the conduct of the vessel shall each be guilty of an offence.

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April 2002

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MGN 313

Maritime and Coastguard Agency

MARINE GUIDANCE NOTE

MGN 313 (F)

KEEPING A SAFE NAVIGATIONAL WATCH ON FISHING VESSELS

Notice to all Owners, Operators, Skippers, and Crews of Fishing Vessels

This note supersedes MGN84(F) and should be read in conjunction with MSN1781(M+F) Distress Signals and Prevention of Collisions, MGN266 (F) Guidance on the Interpretation of SOLAS Chapter Five for Fishing Vessels, MGN 137 (M+F) Look-out During Periods of Darkness and Restricted Visibility and MGN 202 (M+F) Navigation in Fog.

Summary

This notice explains the need to maintain a proper navigational watch at all times.
Key points.

- Watches must be kept by competent people;
- A Proper lookout should be kept at all times;
- Check the vessels position by all available means;
- The activities of all other vessels in the area should be monitored;
- Sufficient rest should be taken before a watch.

1. Introduction/ Background

1.1 Investigations into collisions, groundings and near misses involving fishing vessels have continued to show that poor watchkeeping is a major cause. In many cases one or more of the following were important factor(s):

- An unqualified or inexperienced person in charge of the watch;
- Only one person on the watch (regardless of whether a watch alarm was fitted);
- A poor lookout and/or radio watch being kept;
- Distraction by TV in the wheelhouse;
- Divided command;
- Fatigue, alcohol, prescription drugs or a combination of any of these.

2. What are the Arrangements of a Safe Navigational Watch?

2.1 Even where there is no statutory requirement for certificated officers, it is still essential that watchkeepers are always experienced, capable, and have been instructed in their duties. This is especially vital if you are making a landfall, navigating close to the coast, in restricted visibility, severe weather conditions or in areas where there is dense traffic.

2.2 While deciding the composition of the watch the following factors should be taken into account:

- The wheelhouse must not be left unattended at any time;
- The weather conditions, visibility and time of day. Although the size of the crew and the wheelhouse may not permit a continuous two person watch, two people should always be on watch during the hours of darkness and in poor weather conditions;
- The proximity of navigational hazards and any other hazards which may require additional navigational duties to be undertaken;
- The use and operational condition of navigational aids such as radar, echo sounder, automatic pilot, and position-fixing equipment(s).
- Any unusual demands on the navigational watch that may arise as a result of fishing operations.

3. Fitness for Duty

3.1 Both the skipper and the watchkeepers should take full account of the quality and quantity of rest taken when determining fitness for duty. Particular dangers may exist when the watchkeeper is alone. It is all too easy to fall asleep, especially while sitting down in an enclosed wheelhouse. Watchkeepers should ensure they remain alert by moving around frequently, and ensuring good ventilation.

4. Navigation

4.1 The Merchant Shipping (Safety of Navigation Regulations) requires that all voyages are planned, taking into account any relevant information, and courses should be checked before departure.

4.2 It is important that watch keepers maintain a close watch on their own vessel and always know the position, speed and course steered. Most groundings occur when the position is not being monitored and the watchkeeper thinks that the vessel is in safe water.

4.3 The watchkeeper should be aware of the location, operation and limitation of all safety and navigational equipment on board.

4.4 The person in charge of a navigational watch should not undertake any other duties that would interfere with the safe navigation of the vessel.

4.5 Unfortunately it may not be possible to rely on every give-way vessel to keep clear. It is therefore vital to monitor the movement of ALL traffic. Remember that a vessel engaged in fishing does not always have the right of way. In restricted visibility, even with gear extended, a fishing vessel has no special privileges.

4.6 Domestic radios, cassette players and television sets and other recreational items should never be used in the wheelhouse when they will distract a watchkeeper from their duties. The proper place for such items, especially television sets, is in the accommodation.

5. Navigational Equipment

5.1 Watchkeepers should make effective use of all available navigational equipment and not hesitate to use the helm, engines and sound signals. The radar should be used as an aid. There is no substitute for keeping a good visual lookout.

5.2 It is strongly recommended that any automatic pilot fitted should incorporate a watch alarm. It is a good practice to extend the installation of a watch alarm to vessels not fitted with automatic pilot. A watch alarm should be fitted on board ALL vessels where there may be one person on navigational watch. The watch alarm will not only alert the watchkeeper but also other member(s) of the crew. However, a watch alarm should not be relied upon exclusively.

5.3 Over-reliance on video plotters has been a factor in several recent collisions and groundings. Using an electronic system does not remove the need for proper passage planning and navigation, using appropriately scaled paper charts.

5.4 Assessments or assumptions based on video plotters alone are dangerous and unreliable. A video plotter used for fishing purposes is not adequate for safe navigation.

5.5 If a video plotter is used, it is imperative to be aware of its limitations and a cross-check should always be made about the accuracy of your position, course and speed. Equipment of this type may be used as an aid to navigation, but it cannot replace the fundamental need to maintain a visual lookout.

5.6 Information, charts, routes and waypoints may be stored for future reference. However, stored data should always be checked and used with caution, especially if transferred between vessels. The data should be applicable to the vessel's specific condition and voyage, and always kept up to date.

5.7 Electronic magnetic compasses may be unsuitable for use within a steel wheelhouse.

5.8 Groundings have been caused by the improper functioning of this equipment linked to an auto-pilot. When a heading reference is required for navigational equipment such as an auto-pilot or radar, it is recommended that a transmitting magnetic compass (rather than an electronic magnetic compass) be fitted.

6. Navigational Duties and Responsibilities

6.1 The person in charge of the watch should:

- keep watch in the wheelhouse, which should never be left unmanned;
- continue to be responsible for the navigation of the vessel, despite the presence of the skipper, until it is mutually agreed that the skipper has taken over;
- notify the skipper when in any doubt as to what action to take in the interest of safety;
- not hand over to someone who is obviously not capable of taking over the watch. If there is any doubt the skipper should be advised accordingly;
- on taking over a watch establish the vessel's estimated or actual position and confirm the intended track course and speed. Any danger(s) to navigation which is likely to be encountered during the watch should be noted;
- maintain a proper log of all movements and activities during the watch that relate to the navigation of the vessel.

7. Look-out

7.1 It is absolutely essential that a proper look-out is kept at all times. Casualties to fishing vessels, resulting in loss of life, continue to occur because of the lack of a look-out. In addition to assessing the situation and risk of collision, stranding and other navigation dangers, the duties of the look-out should include the detection of other vessel(s) and/or aircraft in distress, shipwrecked persons, wrecks and debris, plus anything out of the ordinary.

7.2 The look-out must give full attention to keeping a proper look-out and no other duties should be undertaken which could interfere with that task. The duties of the look-out and helmsman are separate and the helmsman is not considered to be the look-out while steering except where an unobstructed all round view is provided and there is no impairment of night vision or other impediment. The watchkeeper may be the sole look-out during daylight hours provided that it is safe to do so and assistance is immediately available.

8. Weather Conditions

8.1 The watchkeeper should take early action to notify the skipper when adverse changes in the weather could affect the safety of the vessel, including the possibility of icing occurring.

9. Navigation with Pilot Embarked

9.1 The presence of a pilot on board does not relieve the skipper or watchkeepers from their duties and obligations. The skipper and pilot should exchange information regarding navigational procedures, local conditions and, the vessel's characteristics. The skipper should co-operate closely with the pilot. An accurate check of the vessel's position and movement should be maintained.

Further Information

Further information on the contents of this Notice can be obtained from:

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MHPA's Operational Memo 2/2003

MILFORD HAVEN PORT AUTHORITY

OPERATIONAL MEMORANDUM

NO. 2 of 2003

TO: PORT CONTROL, PILOTS,

COPIES: HM, DHM, AHM(P) , AHM (C)

FROM: DEPUTY HARBOURMASTER

FILE NO: 171

DATE: 24th January 2003

TEMPORARY MEASURES FOR FISHING VESSELS

To protect the TFE jetty, the following measures are to be implemented for fishing vessels departing the Milford Docks at night:

- Vessel should have a pilot aboard
- If no pilot available, an escort pilot boat to lead out. Priority will be given to tanker traffic etc on the Haven.
- If a number of vessels wish to depart at the same time, one pilot or pilot boat can head a 'convoy' of up to 5 vessels
- Should fishing vessels depart 'in convoy' a pilot boat must be stationed between Cunjic Buoy and the Eastern of TFE jetty. This will mean that, should a 'convoy' depart, both pilot boats will be required
- If these criteria cannot be met, no fishing vessels may leave the Docks
- These requirements also apply in the case of fog during daylight.

The offer previously made of the services of a pilot free of charge for any skipper on his first visit to Milford Haven still applies.

Marine Officer	Signatures	Marine Operators	Signature
A		A	
B		B	
C		C	
D		D	
E		E	
DAYWORK			

MHPA's Operational Memo 5/2003

MILFORD HAVEN PORT AUTHORITY

OPERATIONAL MEMORANDUM NO. 05 of 2003

TO: **PORT CONTROL**

COPIES: HM, AHM(P), AHM(C), Pilots, Launches

FROM: **DEPUTY HARBOURMASTER**

FILE NO: **335: 345/25**

DATE: **28th March, 2003**

Fishing Vessels

Following the "BRO AXEL"/"NOORDHINDER" incident and the subsequent MAIB investigation, please observe the following:-

Fishing vessels should be closely monitored during their inward/outward voyage especially in relation to other vessels and jetties.

If a fishing vessel does not appear to be complying with his voyage plan, early intervention by Port Control is essential to clarify his intentions.

This last should apply to all vessels when within VTS coverage.

Marine Officer	Signatures	Marine Operators	Signature
A		A	
B		B	
C		C	
D		D	
E		E	
DAYWORK			