

## NOTICE TO MARINERS NO. 12 - 2009

### LIVERPOOL BAY

#### TRAFFIC SEPARATION SCHEME

MARINERS ARE REMINDED THAT THE NEW TRAFFIC SEPARATION SCHEME (TSS) ESTABLISHED ON THE APPROACHES TO THE RIVER MERSEY COMES INTO FORCE ON THE 1<sup>ST</sup> JULY 2009. YOU WILL BE REQUIRED TO NAVIGATE IN ACCORDANCE WITH RULE 10 OF THE INTERNATIONAL COLLISION REGULATIONS AND RECOMMENDED TO UPDATE PASSAGE PLANS ACCORDINGLY. THERE WILL BE NO NEW NAVIGATIONAL AIDS ASSOCIATED WITH THIS SCHEME:

#### **NEW TRAFFIC SEPARATION SCHEME "IN LIVERPOOL BAY"**

REFERENCE CHART: BRITISH ADMIRALTY 1978, 2007 EDITION

**NOTE:** THIS CHART IS BASED ON WORLD GEODETIC SYSTEM 1984 DATUM (WGS84)

#### **1. DESCRIPTION**

THE PROPOSED ESTABLISHMENT OF A TSS "IN LIVERPOOL BAY" COMPRISES:

TWO SEPARATION ZONES: EAST OF THE DOUGLAS OIL FIELD PLATFORM AND WEST OF THE DOUGLAS OIL FIELD PLATFORM.

#### **2. DESCRIPTION OF THE TSS**

(A) A SEPARATION ZONE, 1.0 NAUTICAL MILE WIDE, IS BOUNDED BY LINES CONNECTING THE FOLLOWING GEOGRAPHICAL POSITIONS:

EAST OF THE 'DOUGLAS OIL FIELD' PLATFORM

- (1) 53 32.76N 003 32.18W
- (2) 53 32.74N 003 33.83W
- (3) 53 31.74N 003 33.80W
- (4) 53 31.76N 003 32.15W

(B) A SEPARATION ZONE, 1.0 NAUTICAL MILE WIDE, IS BOUNDED BY LINES CONNECTING THE FOLLOWING GEOGRAPHICAL POSITIONS:

WEST OF THE 'DOUGLAS OIL FIELD' PLATFORM:

- (5) 53 32.72N 003 35.51W
- (6) 53 32.64N 003 41.30W
- (7) 53 31.64N 003 41.27W
- (8) 53 31.72N 003 35.48W

(C) A TRAFFIC LANE FOR EAST-BOUND TRAFFIC, 1.8 NAUTICAL MILES WIDE, IS ESTABLISHED BETWEEN THE SEPARATION ZONES AND A SEPARATION LINE CONNECTED BY THE FOLLOWING GEOGRAPHICAL POSITIONS:

- (9) 53° 29'.96 N 003° 32'.10 W
- (10) 53° 29'.84 N 003° 41'.21 W

(D) A TRAFFIC LANE FOR WEST-BOUND TRAFFIC, 1.8 NAUTICAL MILES WIDE IS ESTABLISHED BETWEEN THE SEPARATION ZONES AND A SEPARATION LINE CONNECTED BY THE FOLLOWING GEOGRAPHICAL POSITIONS:

- (11) 53° 34'.56 N 003° 32'.24 W
- (12) 53° 34'.44 N 003° 41'.36 W

(E) AN ATBA IS DEFINED BY THE FOLLOWING POINTS: (2), (3), (8) AND (5).

#### **NEW AREA TO BE AVOIDED "IN LIVERPOOL BAY"**

(REFERENCE CHART: BRITISH ADMIRALTY 1978, EDITION 2007.

**NOTE:** THIS CHART IS BASED ON WORLD GEODETIC SYSTEM 1984 DATUM (WGS84)

#### **DESCRIPTION OF THE AREA TO BE AVOIDED**

IN ORDER TO PROVIDE ACCESS TO THE DOUGLAS OIL FIELD PLATFORM, AN AREA TO BE AVOIDED (ATBA) OF 1 NAUTICAL MILE SQUARE CENTRED ON THE DOUGLAS FIELD PLATFORM HAS BEEN ESTABLISHED WITHIN THE LIVERPOOL BAY TRAFFIC SEPARATION SCHEME BOUNDED BY THE FOLLOWING GEOGRAPHICAL POSITIONS:

- (2) 53 32.74 N 003 33.83W
- (3) 53 31.74N 003 33.80W
- (8) 53 31.72N 003 35.48W
- (5) 53 32.72N 003 35.51W

**NOTE:** THE ATBA SHOULD BE AVOIDED BY ALL VESSELS, EXCEPT IN CASES OF EMERGENCY TO AVOID IMMEDIATE DANGER, OTHER THAN THE FOLLOWING TYPES (TO THE EXTENT NECESSARY TO CARRY OUT THEIR OPERATIONS);

(A) A VESSEL RESTRICTED IN HER ABILITY TO MANOEUVRE WHEN ENGAGED IN THE LAYING,  
SERVICING OR PICKING UP A NAVIGATION MARK, SUBMARINE CABLE OR PIPELINE,

(B) OFFSHORE SUPPLY, SUPPORT, MAINTENANCE AND EMERGENCY RESPONSE AND RESCUE VESSELS ATTENDING THE DOUGLAS FIELD PLATFORM.

(C) VESSELS ENGAGED IN HYDROGRAPHIC SURVEY OPERATIONS

(D) VESSELS ENGAGED IN FISHING

**CAPTAIN S.F. GALLIMORE  
HARBOUR MASTER  
PEEL PORTS – MERSEY**

**26<sup>TH</sup> JUNE 2009**