

PORT of MOSTYN
MOSTYN DOCKS LIMITED
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NOTICE TO MARINERS

RIVER DEE ESTUARY AND APPROACHES

No 2 2019

Port of Mostyn, Arrival Information and Port Passage Planning

Ref LNtM No 2 of 2017

This notice supersedes the previous Local Notice to Mariners No 2 of 2017, which is hereby cancelled.

Pre-Arrival and Arrival

Prior to a vessel calling at the Port of Mostyn the Master should ensure that they have on board Admiralty Chart 1953 “Approaches to the River Dee”, the Admiralty Sailing Directions “West Coasts of England and Wales Pilot” and other relevant Nautical Publications.

Pre-arrival notice must be sent to the Mostyn Harbour Master at least 24 hours in advance of the vessel’s arrival; this may be sent directly or through the vessel’s agent. This advice must include the following:

- a) The vessel’s name, call sign and ship’s agent;
- b) The vessel’s characteristics; length, beam, draught, ship type, gross tonnage, net tonnage, deadweight, vessel’s maximum speed, and details of propulsion / manoeuvring systems (*e.g. Screws number and type, Thrusters, number type and power, rudder type, if Dynamic Positioning fitted then class and redundancy*);
- c) ETA at the Mostyn-Outer Pilot boarding area
(Latitude 53° 22.5’N Longitude 003° 33.3’W);
- d) Confirmation that the vessel has no notifiable defects (*a notifiable defect is a defect pertaining to the safe navigation of that vessel*);
- e) Confirmation that an up-to-date Chart 1953, “Approaches to the River Dee” is on board with all the Local Notices of Mariners in force (please see port’s website).

On arrival in the vicinity of the North Rhyl Anchorage, (*see Anchorage areas*) the Master should report the arrival of his vessel, by fax or email to the Mostyn Harbour Master, again confirming the vessel’s draught. Vessels should wait, or anchor at the North Rhyl Anchorage area (*BA Chart 1953*) until such time as specified by the Mostyn Harbour Master to proceed to their pilot boarding position, and should monitor VHF channel 14 at all times. For pilotage arrangements, the Master should refer to the Mostyn Pilotage Direction and Regulation available on the port’s website.

Port Passage Planning

Prior to entry to the port, the Master should ensure that a comprehensive Port Passage Plan is prepared. In preparing this Port Passage Plan, the Master should, in addition to information contained on Chart 1953 and in the Nautical Publications, be also guided by the following:

VTS / Local Port Service

Mostyn operates a Local Port Service during office hours and periods when vessel movements are scheduled. The port monitors VHF channel 14, from 1 hour before the scheduled pilot boarding time until a vessel is berthed, and again from the sailing time until 1 hour after the pilot has disembarked. Local Notices to Mariners can be downloaded from the Port's website at www.portofmostyn.co.uk.

Anchorage areas

North Rhyl (53° 23'N 003°33'W)

Vessels awaiting a berth or, which have arrived at the Mostyn-Outer Pilot boarding area prior to the time specified may anchor in a position approximately 1.25 nm North West of the Middle Patch Spit Light-buoy. However, this is an open anchorage and affords no shelter from weather or tidal stream, and vessels have been known to drag their anchor even in moderate conditions. Your attention is drawn to the gas pipeline 9 cables north of the anchorage, a good anchor watch must be maintained at all times and engines kept available. In adverse weather conditions, shelter can be found off Anglesey in wind directions South through to West, and off the Isle of Man in wind directions West through to North.

Wild Road (53° 22'N 003° 18'W)

Anchorage can be obtained in Wild Road, in depths of 17m, which affords little shelter from weather and tidal stream. Due to the proximity of sand banks the anchorage should only be used in slight to moderate weather conditions and only as a short-term waiting anchorage during which the vessels engines should remain ready for manoeuvre.

Mostyn Deep (53° 21'N 003° 17'W)

Anchorage can be obtained in Mostyn Deep, which has depths of 6 to 14m. Whilst more sheltered in South Westerly conditions than Wild Road, in all other conditions vessels are advised to take precautions as prescribed for the Wild Road.

Note:- Datum of all given coordinates is WGS 84

Real time tide/wind data

Mostyn harbour real time tide/wind data is available on the port's website at www.portofmostyn.co.uk/pilotage.php?title=Weather-Information, where the screenshot is uploaded every two minutes.

Tidal Streams

From the North Rhyl Anchorage area to the Dee light-buoy the flood tidal stream mainly follows an Easterly direction, and from the Dee light-buoy to the Mostyn Fairway light-buoy mainly in a South Easterly direction, so will follow the inbound vessel's track. From the Mostyn Fairway light-buoy to the Mostyn breakwater the flood tidal stream will generally continue to flow in a South Easterly direction, however as the vessels track will now be Southerly, a vessel will experience tidal streams running across the navigable channel. On spring tides, rates of up to 3-4 knots can be experienced within the estuary; neap tidal streams are approximately half the rate of spring tidal streams. Ebb tidal streams generally flow in the opposite direction to the flood tidal streams and rates are a little less.

South Hoyle and Salisbury dredged channels

The South Hoyle dredged channel, from the SH Outer to the SH7 light-buoys, and the Salisbury dredged channel from the Mostyn Fairway light-buoy to the S4 lights-buoy are only suitable for one direction of vessel movement at any time. **Masters will therefore be allocated a time slot for passage through these channels, and it is imperative that vessels only proceed at such time as specified by the Harbour Master.** Passing areas for vessels are in the Inner Passage, Welsh Channel, Wild Road and Mostyn Deep areas.

“A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.” (*Rule 9b of the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996*).

Prior to entering each of the dredged channels it must be confirmed that it is safe to do by checking that it is clear of other vessels. This is achieved by carrying out a visual check of the dredged channel, combined with a safety broadcast on VHF channel 14, advising other vessels in the area, of the intention to enter the dredged channel, and reminding small craft not to impede your vessel's safe passage. In the event that a dredged channel is occupied, then under no circumstances should another vessel enter that channel until the occupying vessel has passed clear.

Mostyn Channel

The Mostyn Channel is now longer dredged and is only suitable for use by smaller vessels.

Under keel clearance (UKC)

The available depth of water is dependent on the advertised channel depth and the height of tide throughout a vessels passage.

The port specifies that a minimum under keel clearance (UKC) of 1 metre must be maintained. In order to ensure this, the allocated time slot for any vessel will only be within the period when the available depth of water exceeds that required for safe navigation. In determining the depth of water required for safe navigation account must be taken of; the vessels length, breadth and maximum draught, the manoeuvring characteristics and turning ability of the vessel, the specified UKC, anticipated squat, and the prevailing weather conditions.

(For practical purposes when allocating time slots the port uses a maximum figure of 1.2m for squat, if a Master believes his vessel's squat is likely to be greater than this he must advise the Harbour Master and pilot).

Reporting Points

Inbound

In addition to the Pre Arrival Notice and Arrival Report, inbound vessels are required to report as follows:

- 1) Proceeding inbound from the Mostyn Outer Pilotage Station, a safety broadcast on VHF Ch 14 notifying other vessels that they are proceeding inbound.
- 2) At the Prestatyn Light-buoy, prior to entering the South Hoyle Channel, a safety broadcast on VHF channel 14.
- 3) At the North East Mostyn Light-buoy, prior to entering the Salisbury or Mostyn Channel, a safety broadcast on VHF channel 14, stating which channel will be used.

Outbound

- 1) Prior to leaving the berth, to enter the Salisbury or Mostyn Channel a safety broadcast on VHF channel 14, stating which channel will be used.
- 2) At the East Hoyle Light-buoy, prior to entering the South Hoyle Channel, a safety broadcast on VHF channel 14.

**IF REQUIRED COPIES OF THESE NOTICES MAY
BE OBTAINED FROM THE HARBOUR MASTER'S
OFFICE AT THE ABOVE ADDRESS.**

**Capt. R. Jackson
Mostyn Harbour Master
4th January 2019**