

MILFORD HAVEN

NOT TO BE USED FOR NAVIGATION

TUGS

Tugs will supply their own lines (a heavingline is required).

On **no account** should a tug's line come in contact with ship's lines being run or let go, due to the risk of damage caused by friction.

SHADOW TUGS

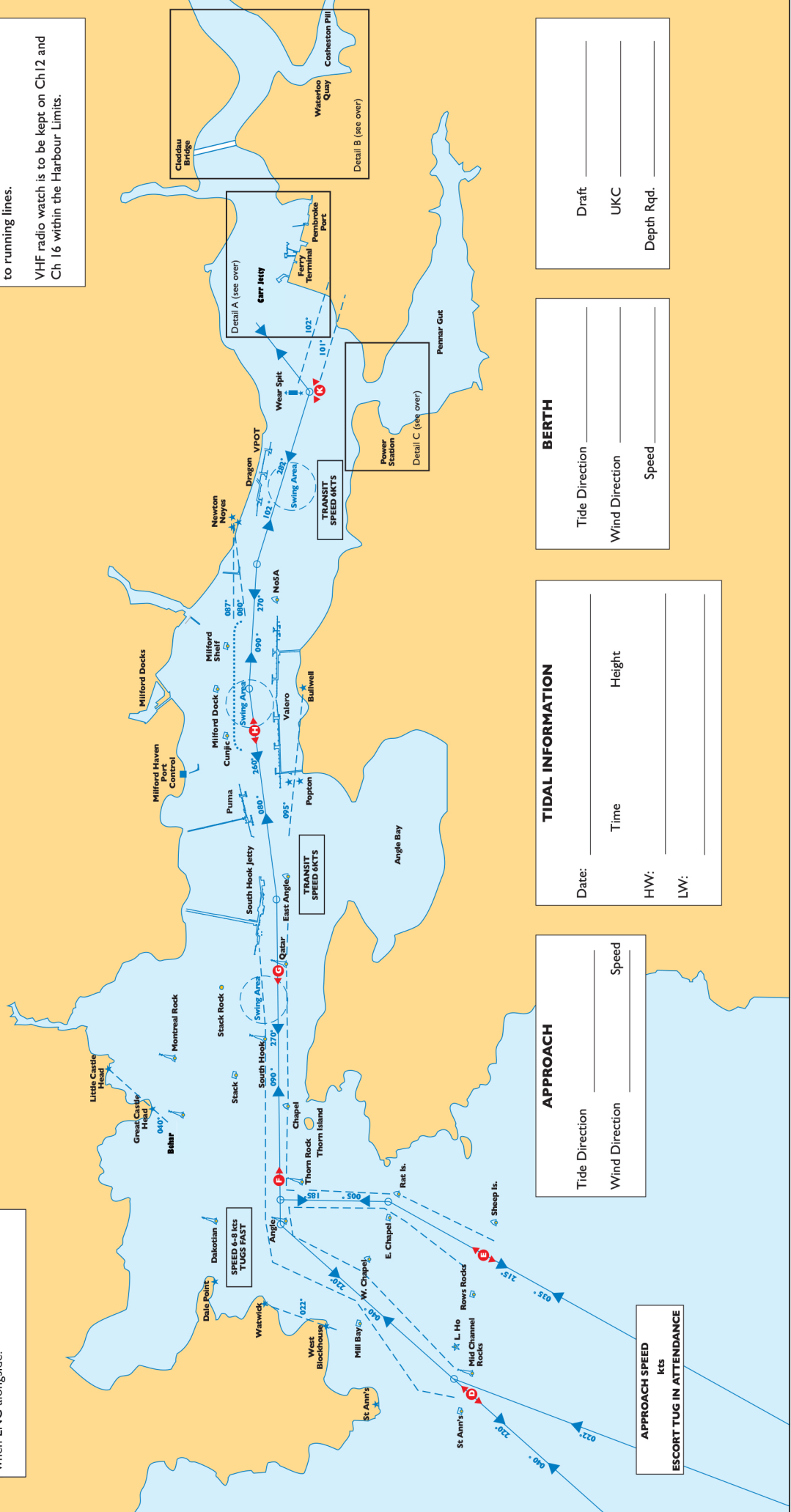
A shadow tug will be stationed at SHLNG and DLNG to assist in case of emergency, when LNG alongside.

The pilot has been trained in Bridge Resource Management and welcomes the support of the bridge team. Please bring to the attention of the pilot any matter which causes concern.

The courses shown are indicative only and may be modified to suit the prevailing conditions. The vessel's position should be plotted on the appropriate chart.

Anchors are to be cleared and ready for use on entering the channel and within the harbour and must be secured prior to running lines.

VHF radio watch is to be kept on Ch 12 and Ch 16 within the Harbour Limits.



APPROACH

Tide Direction _____ Speed _____

Wind Direction _____

TIDAL INFORMATION

Date: _____

Time _____ Height _____

HW: _____

LW: _____

BERTH

Tide Direction _____

Wind Direction _____

Speed _____

Draft _____

UKC _____

Depth Rqd. _____

APPROACH SPEED
kts
ESCORT TUG IN ATTENDANCE

**Port of Milford Haven
Master/Pilot Exchange
Berthing/Sailing Information**

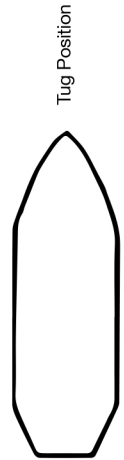
Vessel: _____ DWT: _____
 Draft: _____ GT: _____
 Berthing at: _____ Side To _____
 Sailing from: _____
 Entering Via: W Channel using _____ Leading lights _____
 Leaving by: E Channel _____
 Critical Points: Entrance Buoys/Rat Buoy _____
 Alter course at Angle/Thorn _____
 Qatar Buoy _____
 Vessel will/will not be swinging head North South

In swinging area _____
 VHF Channels: Port Control _____ Terminal _____ Tugs _____
 Number of Tugs: _____ Escort Tug: Active Passive
 Moorings: _____
 Head/Stern: _____ Breastlines: _____
 Springs: _____ Storm: _____
 Singling up to: _____ Lines fwd _____
 _____ Lines aft _____

The above may change depending on traffic, weather and tides.

Pilot ladders conforms: Yes No
 Anchors cleared away: Yes
 Forecastle manned: Yes
 2 Men on Bridge Passage Manouvering
 Minimum UKC expected on passage: _____ M
 Defects noted: _____

Signed Pilot: _____ Print: _____
 Master: _____ Print: _____
 Date _____
 Agent _____

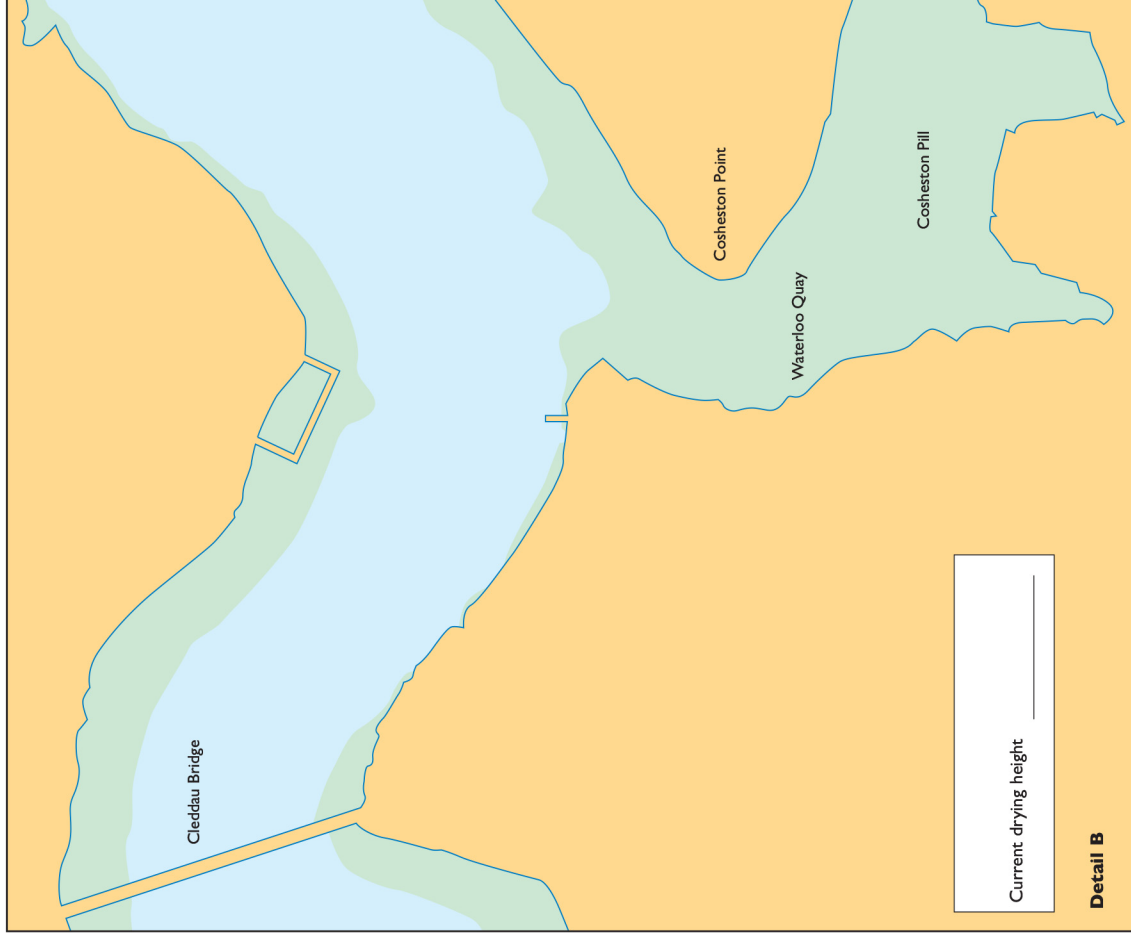
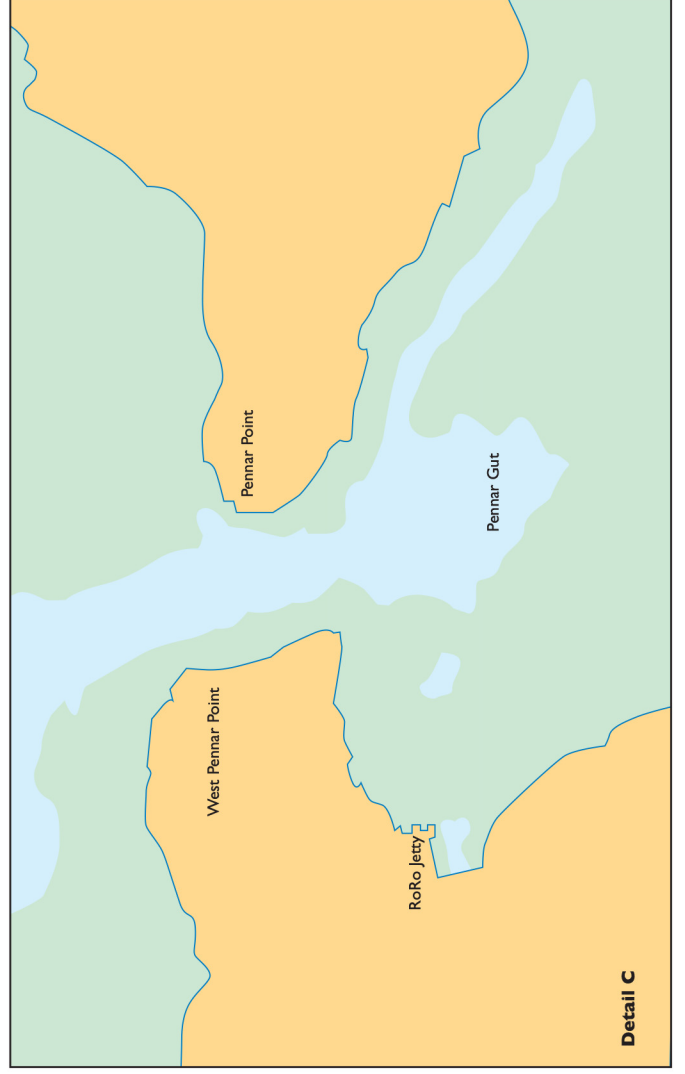
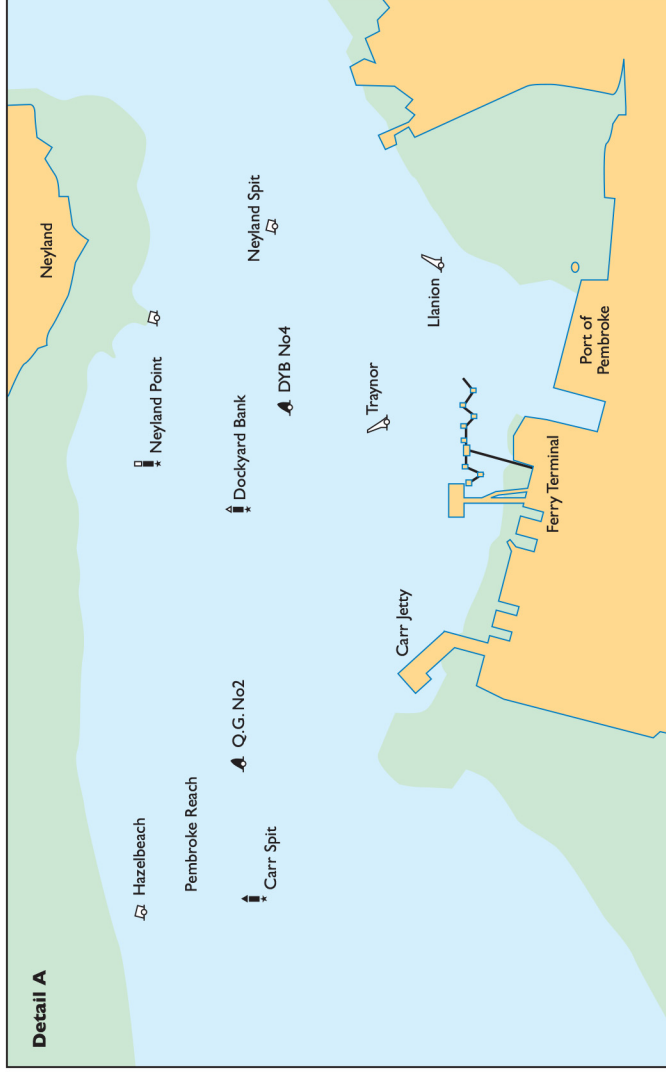


IMPORTANT

PORT OF MILFORD HAVEN

OIL POLLUTION

BE ON YOUR GUARD AGAINST OIL POLLUTION. MAKE SURE THAT YOU HAVE THE CO-OPERATION OF YOUR DECK AND ENGINE ROOM OFFICERS. YOU ARE LEGALLY RESPONSIBLE FOR REPORTING OIL POLLUTION TO MILFORD HAVEN PORT AUTHORITY. CALL THE ATTENTION OF SHORE PERSONNEL TO ANY SPILLAGE OF OIL INTO THE HAVEN IMMEDIATELY IN ORDER THAT CLEANING OPERATIONS MAY START WITHOUT DELAY. POST THIS NOTICE IN A PROMINENT POSITION ON BOARD.



MILFORD HAVEN PORT AUTHORITY

Notice to Masters of Vessels within Milford Haven

All vessels to be in possession of this notice, supplied by agents, prior to entering the port limits of Milford Haven.

1. THE AUTHORITY RESPONSIBLE FOR THE REGULATION AND CONTROL OF SHIPPING IN MILFORD HAVEN IS THE MILFORD HAVEN PORT AUTHORITY. Situated at Hubberston Point (Latitude 51° 42.4' North; Longitude 05° 03.1' West), manned 24 hours, it is the centre for the programming of shipping movements and associated communications.
Call sign "MILFORD HAVEN VTS".
2. ALL VESSELS AT ANCHOR, MOORED TO BUOYS, OR UNDERWAY WITHIN THE HAVEN OR ITS APPROACHES ARE TO MAINTAIN A CONTINUOUS LISTENING WATCH WITH VTS ON VHF CHANNEL 12.
3. COMMUNICATIONS
 - VTS maintains a continuous listening watch on channels 16, 12 and 11.
 - VESSELS ENTERING THE HAVEN – make contact with VTS on channel 12 when within one hour's steaming of St Ann's Head. After making contact, vessels to maintain a watch on channel 12 until safely moored or at anchor. Vessels are required to report to VTS when they are safely moored or brought up at anchor.
 - VESSELS LEAVING THE HAVEN – continuous watch on channel 12 from the time of singling up or heaving anchor, until the pilot has disembarked or the vessel has cleared Port Limits.
 - VESSELS MOVING IN THE HAVEN – continuous watch on channel 12. Before any vessel utilises any other channel for any operational communications with any other party within the Haven, VTS should be informed.
 - VESSELS AT ANCHOR IN THE HAVEN – continuous watch on channel 12. **MASTERS MUST ENSURE THAT AN ADEQUATE ANCHOR WATCH IS MAINTAINED AT ALL TIMES AND THAT THE VESSEL'S POSITION IS CHECKED REGULARLY IN ORDER THAT IMMEDIATE ACTION MAY BE TAKEN IN ANY CASE OF A VESSEL DRAGGING WHILST AT ANCHOR.**
4. POLLUTION. If a vessel is causing or has a likelihood of causing a pollutant to enter the Haven, the Harbourmaster will mobilise the anti-oil spill response resource on the vessel's behalf. Such an order is for the benefit of the vessel, as well as the environment, and will be deemed to be carried out as a procurement by that vessel of such resources that are mobilised.
5. DAMAGED VESSELS ENTERING THE HAVEN. The master of a vessel wishing to enter the haven which is in danger of foundering, or sinking, or is leaking, or which, during the voyage in question has been in collision, has stranded, or has been on fire, or has suffered damage to her hull, machinery or equipment which might make the vessel a danger or a nuisance to other users of the Haven, must report to the VTS and obtain the specific permission of the Harbourmaster before entering. Such permission may be granted subject to conditions, these may include the provision of tugs by order of the Harbourmaster. Such vessels may be inspected by the Harbourmaster **before** permission to enter is given.
6. FIRE OR OTHER EMERGENCY. In the case of an emergency occurring in your vessel or in any craft moored to your vessel you should **immediately** raise the alarm either via channels 12 or 16, or by visual signal, or by exhibiting one or more of the signals prescribe in Annex IV of the Collision Regulations. As soon as possible after the initial message, there needs to be another message describing the incident and detailing the assistance required.
Fire – what is on fire – extend – possible dangers – likelihood of spreading.
Damage – description of what affected – extend – effect on stability and sea worthiness.
Oil Spillage – if any danger of oil spillage exists this should be reported. Chargeable oil spill response and clean up are provided through VTS.
ON NO ACCOUNT SHOULD THE INITIAL ALARM MESSAGE BE DELAYED IN ORDER THAT FULL DETAILS CAN BE PROVIDED.
7. The Harbourmaster may order tug assistance in the case of fire or any emergency. Such an order is for the benefit of the vessel and will be deemed to be carried out as procurement by that vessel of any tug as is made available.
8. WEATHER FORECASTS. Gale warnings are broadcast immediately upon receipt on channels 12 and 14 and, when still in force, re-broadcast at 03:00, 09:00, 15:00 and 21:00 hours GMT. Forecasts can be relayed at any time upon request.
9. NAVIGATION WARNINGS – issued on channel 14 immediately following the weather forecast.
10. **Before entering the port or before sailing from berth within the port (in particular after repairs) Masters are required to ensure that:**
 - (a) Main engine and bridge to engine controls are functioning properly;
 - (b) Steering gears are fully tested in both primary and secondary systems;
 - (c) Anchors are cleared away ready to use and the foc'sle head is manned at all times when in transit within the Haven eastwards of Angle Buoy, to ensure that anchors are available for use rapidly in any emergency.

BY ORDER
HARBOURMASTER
Rev. 1 June 2022