

Holyhead – Marine Safety & Information Circular 07/2025

Operating Guidelines Terminal 3 & 5

Issued 17th July 2025
Expires N/A

This notice is supported by and should be read, where applicable, in conjunction with the most up to date versions of following documents;

Reference	Title	Remarks
	SSOW Shore mooring instructions	
	Irish Ferries OCT vessel specific operating parameters	To be provided by the 1 st of September 2025
	Stena Line Ferries OCT vessel specific operating parameters	To be provided by the 1 st of September 2025

1) Slot Times and Departure Times

- a) Stena Line ports have agreed and published slot times for ferry operators.
 - i) The Harbour Authority may alter the published slot times if so required for operational reasons.
 - ii) In the event of a requirement to temporarily close Terminal 3 and/or Terminal 5 to allow for maintenance works, the Harbour Authority shall endeavour to provide ferry operators with as much notice as possible.
- b) The normal inward reporting protocols of one hours' notice and Point Victor remain in place.

2) Restricted Area

- a) If due to, incident, emergent or planned maintenance it becomes necessary to facilitate works in way of Terminal 3 & 5, a restricted zone will be set up at the discretion of the Harbour Authority to ensure safe and efficient operations for all stakeholders.
- b) Vessels are required to adhere to this notice particularly regarding gaining permission to enter the Restricted Area. This permission is to be requested each and every time to ensure a common and up to date understanding of activities in the Restricted Area is held.
 - i) Port Control will advise on works being undertaken on each arrival.
 - ii) The establishment and withdrawal of a restricted zone will be promulgated by LNTM and VHF arrival of the first visit of each vessel post implantation.

3) Operating Parameters.

- a) No vessel is permitted to berth when the average maximum windspeed over a 15 minute period (as measured at Port Control) exceeds 45 knots.
- b) Vessels are to operate within the limitations of their published OCT at all times, utilising towage and turning fenders in line with the OCT to permit safe operations.
- c) In line with its statutory powers the Harbour authority will exercise its authority to temporarily close the port in emergency situations or to protect safety of port users which may include exceptional weather incidents. The Port shall issue separate procedures for closure notification and methods of promulgation.

4) Mooring Communication between Ship and Shore

To ensure alignment between the ports safe system of works and vessel operations:

- a) At each shore mooring station there is a specific shore 'Person in Charge' (PIC) who is nominated to specifically oversee that mooring station safe operation and is the focus point for communication between the ship individual mooring stations team leader and shore mooring team.
- b) Arrival: The vessel shall communicate to the PICs when their vessel is in a controlled position alongside the berth to indicate that the vessel is in a safe position for the lines men to transit from the central spine to the mooring dolphins. The officer at the mooring station will then

use international hand signals to direct the lines men to which rope goes to which mooring hook or bollard.

- c) Departure: The vessel shall communicate to the PICs when their vessel is in a controlled position alongside the berth and ready to depart the berth, to indicate that the vessel is in a safe position for the lines men to transit from the central spine to the mooring dolphins. The officer at the mooring station will then use international hand signals to direct the lines men to which rope is to be released from which mooring hook or bollard. The linesmen will not step onto the mooring dolphin until the officer at the mooring station has indicated to let go of the rope.

Communication between vessels and shoreside PIC:

Stena Line Channel C

Irish Ferries Channel B

New arriving vessels Channel 8 (until such time secure channels are available)

VHF Emergency Radio Channel 14 (Base stations)

Shore PIC to communicate with other Port Users that during berthing operations radio communications should be limited to those team member involved in berthing operations only.

5. Berth parameters:

- a. Mooring hooks and bollards: all hooks and bollards are now rated at 100t SWL. Vessels are limited to one rope per hook / bollard.
- b. The maximum lateral berthing speed parallel to the berth is 0.2 Kts.
- c. Any derating or alteration will be issued in a LNTM.

Harbour Master

Holyhead Harbour