



# **NOTICE TO MARINERS**

**No.14 – 09<sup>th</sup> Jul 2017**

## **SUBJECT: Unusual Berthing Or Mediterranean Mooring**

**NOTICE TO TENANTS @ RAK MARITIME CITY, BERTH OPERATORS, CARGO OPERATORS, SHIP OWNERS, VESSEL MASTERS, MARINE AND CARGO AGENTS.**

**NOTICE IS HEREBY GIVEN** that Tenants/Berth Operators need to give special consideration before planning any unusual berthing operation or Mediterranean mooring (med mooring) of barges or vessels at quaysides.

By way of Mediterranean mooring, the vessel occupies less space as it is connected to a fixed length of quay along the breadth rather than its length. Vessels Mediterranean moored protrude into the waterway thereby reducing passing distance, and may require anchors to be deployed or difficult rope configurations to keep the vessel fast.

Therefore, entry for barges intending to Mediterranean moor at quaysides for loading/discharging or other operational requirements will be subject to approval of Harbour Master and/or nominated deputy, at least 48 hours in advance on a working day. The approval will be based on the mooring method and risk assessment submitted prior to vessel's arrival. Risk Assessment factors to be taken into consideration include, but should not be limited to, the following:

- Characteristics of berth and any unusual occurrences;
- Peculiar features of the berth such as overhanging berthing arrangements and cargo operations;
- Constant monitoring and attendance of mooring lines;
- Proximity of other vessels and hazards in the vicinity of the berth;
- Safe passing distances and adequate illumination;
- Safe means of access;
- Safety of personnel and equipment.

### **Tenants Responsibility**

- It is the duty of Tenants / Berth Operator to maintain a safe work area, clear of potential hazards.
- To this end, risk assessments and safe systems of work should be in place in respect of mooring and cargo handling operations at the berths.
- It is imperative that appropriate risk assessments are carried out, taking into consideration the vessel's characteristics, type, size and the prevailing weather and tidal conditions.
- It is also the responsibility of a Tenant / Berth Operator to ensure that the berth dimensions are adequate to accommodate safely any barge intending to secure alongside.
- Adequate exchange of information and safe operating procedures are agreed with the vessel Master prior to operations.

### **Cargo Handling Equipment (Including loading ramps)**

- The cargo handling equipment for cargo loading/discharging operations, must be certified, safe and suitable for the operations being undertaken. Cargo operations must be ceased to avoid any damage likely to cause either to barge or jetty or equipment due to adverse weather or tidal conditions.

### **Master / Responsible Person of the Vessel / Barge**

- While cargo transfer operations are under way, the master/responsible person shall ensure that:
  - the operations are continuously monitored with regular attention paid to moorings and other ship to shore connections;
  - ensure appropriate stability and monitor throughout cargo operations;
  - any concerns or issues are reported to the berth/cargo supervisor and if necessary contact agent and/or port control.

### **Communication**

- Effective communications must be ensured at all times between vessel master/responsible person, port authority and tenants during vessel stay.
- Any specific requirement in respect of vessel position must be made known to Pilot or Mooring Supervisor/Shore Bosun before the mooring operation commences.
- Any damage caused to the vessel, tug or berth during berthing should be reported to the Master, Pilot and the Port Control immediately on completion of the operation.

### **Vessel crew Competency**

- All vessels must be crewed to the level required for the movement to be undertaken. The ship-owner is responsible to ensure that the master and crew are competent to operate tug and barge combination and the crew must be able to communicate well in English.
- While the responsibility greatly remains with the owner/master to ensure the vessel is safe and manned with competent crew, the tenant/berth operator is encouraged to ensure that the vessels and the crew meet the required standards and should this not be the case, then they are again encouraged to report any deficiency to the Port Authority.

### **Deviation**

- Any deviation from pre agreed, routine or the standard mooring configuration required or requested by the ship, must be notified to Port Authority at least 48 hours in advance and this should not be carried out without express approval from Harbour Master and/or his nominated deputy.

**Capt. Michael Magee**  
**Harbour Master**  
**RAK Ports**

Status of previously published notices:

2015: 1

2016: 2

2017: 3, 5, 8, 10, 13