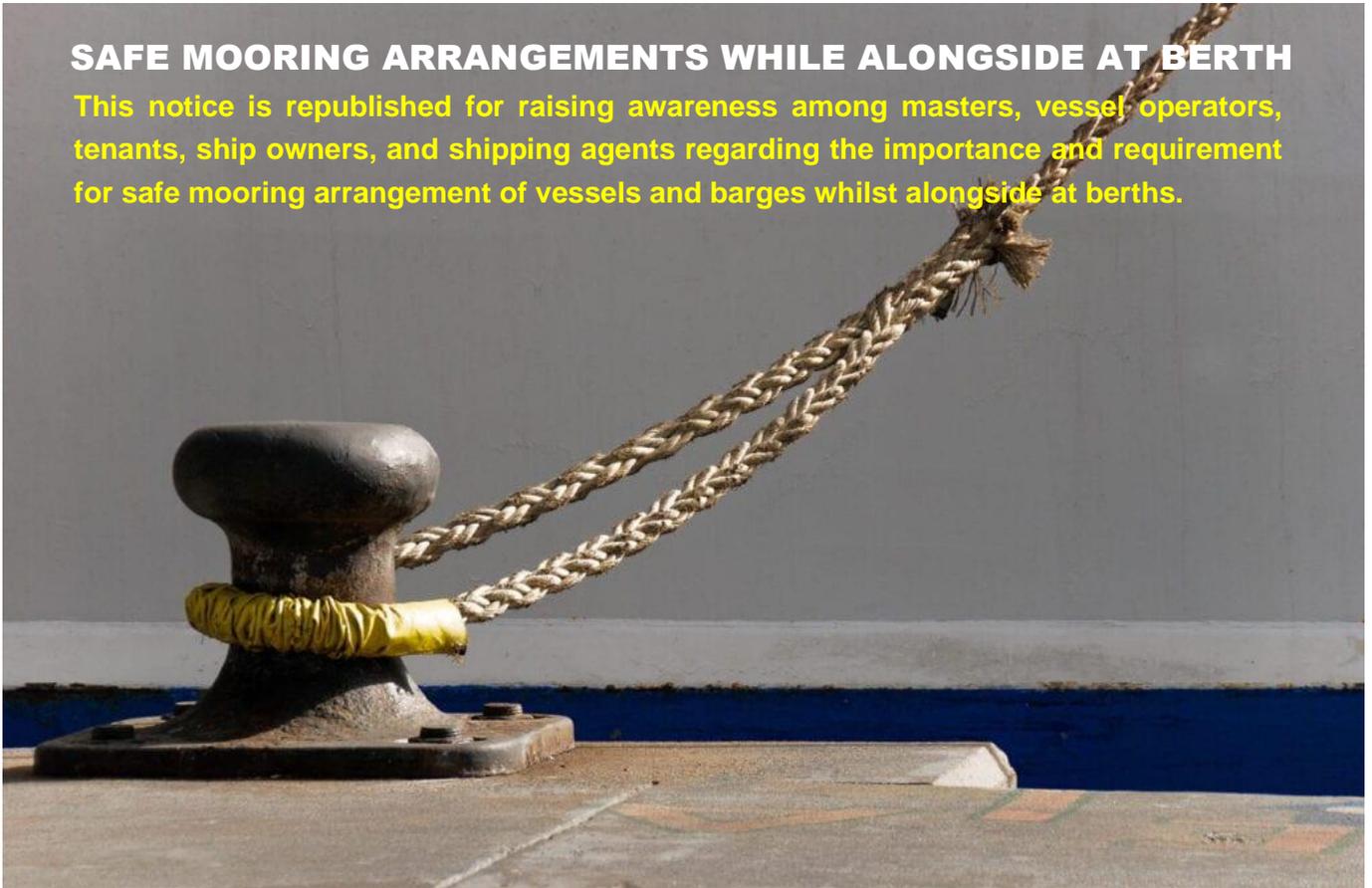


Notice No. MSN 09 (2021)**Date: 19.10.2021****SAFE MOORING ARRANGEMENTS WHILE ALONGSIDE AT BERTH**

This notice is republished for raising awareness among masters, vessel operators, tenants, ship owners, and shipping agents regarding the importance and requirement for safe mooring arrangement of vessels and barges whilst alongside at berths.



There have been a couple of incidents recently where alongside barges' mooring lines have parted and the barge being displaced laterally due to interaction effects from passing vessels, owing to poor mooring conditions.

When interaction between a passing vessel and a moored vessel has caused the latter vessel to move at her berth, damage may typically be caused to the vessel's accommodation ladder or gangway, as well as to mooring lines. In some cases, fenders and/or the berth may be damaged. Vessel/barges with external ramps need to especially cautious regarding quality and tendering of lines.

It is noted that the effects of wave and wind actions can cause vessels to move whilst alongside the berth if mooring lines are not tended correctly especially when large or deep-draft vessels proceeding inbound or outbound the navigation channel. Weather conditions and vessel's displacement can exacerbate this. It is also noted that the deterioration of mooring line condition due to wear and tear, storage and the operating environment and unequal or incorrect mooring line tension are significant factors in mooring line failure.

The above conditions, and the breakaway of vessels from jetty may lead to serious personal injuries, significant contact damage to the vessel, including grounding and damage.

Therefore, vessel Masters, vessel crew, tenants, berth operators and shipping agents shall observe the following safety instructions:

- There must be sufficient mooring lines of a suitable size, and in good condition, to withstand with pressure from wind, current, suction effect of interaction from passing vessels.
- Mooring lines are to be placed according to the vessel size, vessel type, berth and weather conditions prevailing/anticipated at the time. During periods of adverse weather, with high winds acting on vessels additional mooring lines will be necessary.
- Mooring lines are well secured, equally loaded and tightened always.
- Regular inspection / visual check of mooring lines to be carried out to avoid risk of breaking.
- Maintenance of mooring ropes to be carried out as per manufactures instruction.
- Replace ropes whenever necessary - wear and tear of ropes will have negative impact on the breaking strength.
- Identify Chafing points and either eliminate or minimise the friction.
- When mooring lines are under strain, all personnel should remain in positions of safety i.e. out of the snap back zones.
- Constant vigilance is required to prevent the ropes from becoming unduly slack or over-tightened, taking into account the fluctuations in tide heights, draft variation and rates of cargo loading (or unloading) and deballasting (or ballasting) of the vessel / combinations.
- The AIS systems must remain switched on during the entire port stay.
- If a berthed vessel should move or break off from her moorings, the Master must take immediate steps to regain control of the vessel and safely re-fasten alongside, seeking pilot and tug assistance, if necessary.
- Tenants and berth operators must ensure the good condition of the quayside, or vessel if double banking, is suitably maintained to ensure that the mooring lines of berthed vessels are not compromised. There must be adequate fendering and bollards to safeguard berthed integrity. Unmanned vessels should be regularly checked to maintain safe mooring.
- Port Control must be notified of any incident and any imminent risk to navigation or the environment, and occurrences of breakage of mooring lines.
- Passing Vessels should proceed at a safe speed considering the effects of interaction on berthed vessels. The bridge team and crew should remain vigilant on passage to observe any disturbance that may arise from their vessel's movement.

Note:

- It is the responsibility of the vessel Master to see that his vessel is always properly moored. For unmanned vessels the obligation rests with the Tenant or owner to take necessary precautions.
- The vessel owner/Master shall be solely responsible for damage to their vessel, or third-party damage arising from unsafe mooring.

Capt. Michael Magee

Group Harbour Master, RAK Ports