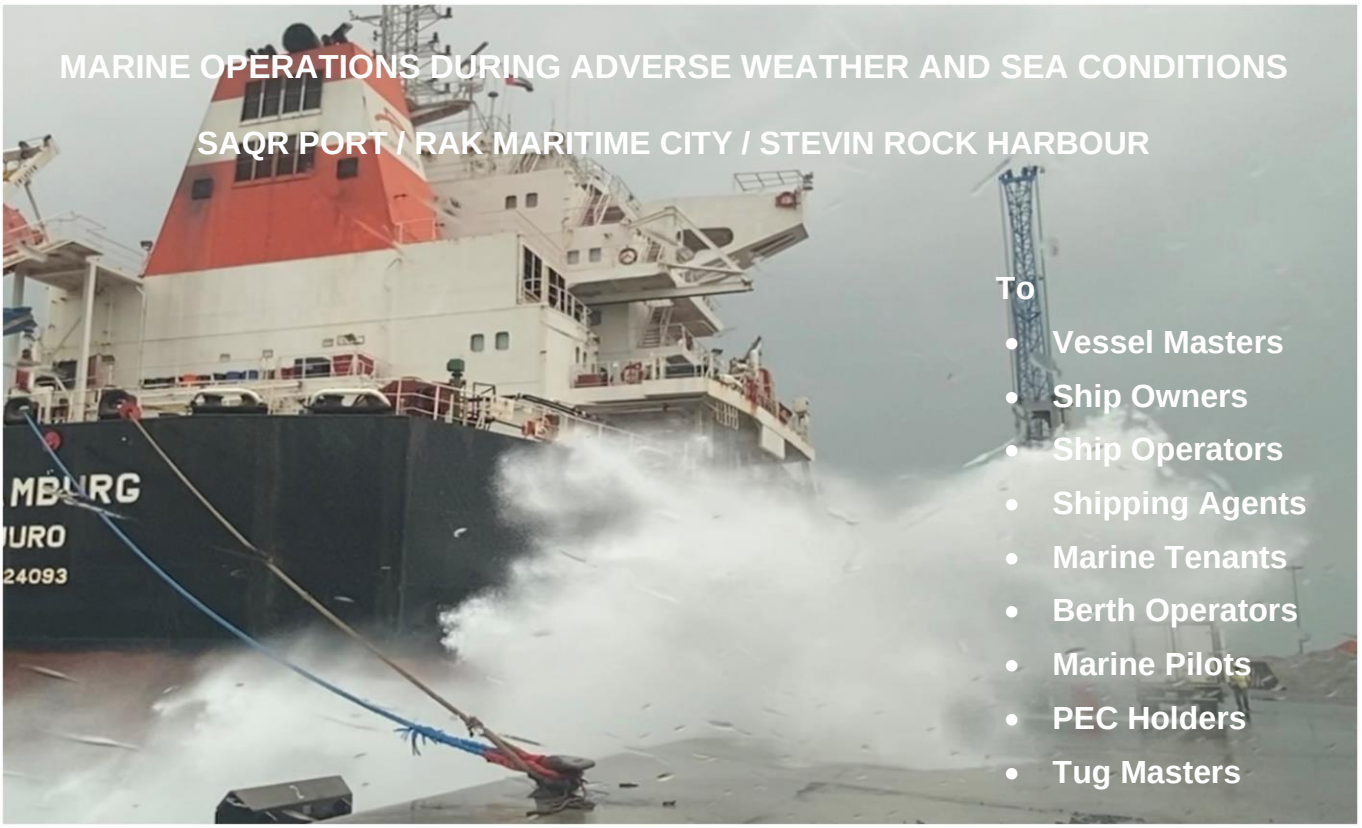
Marine Safety Notice

Notice No. MSN 12 (2023) **Date: 04.10.2023**



Background

Weather conditions pose challenges when the wind and sea conditions increase, especially during the winter weather season. If adverse weather or sea conditions including high winds, waves, and swell affect marine operations involving pilotage, towage, berthing, sailing, or mooring operations, a suspension of marine operations will be necessary due to safety concerns.

The decision when to suspend and resume Marine operations is based on weather forecasts, current and wave monitoring equipment, advanced digitised software and the experience of vessel Masters, Pilots, Harbour Masters, Tug Masters, Control Tower staff and marine teams.

Parameters

The parameters in the tables below are based on previous experience, simulator modelling and detailed analysis. Whilst these are guiding principles, overriding authority will lie with the Harbour Master, Master and senior marine team. Overall responsibility for safety of the ship rests with the Master and a collaborative approach between ship and port is encouraged.

Note

The following parameters are to support decision making in the event of adverse weather. Masters and Pilots are empowered to make appropriate decisions regarding ‘Go or No Go” at any point of time, and may abort the operation if it is deemed unsafe, but also resume operations if conditions are suitable. It is the Master’s prerogative to depart or suspend berthing out with the parameters detailed in the table below.

Panamax and Handymax (parameters will be used as a guiding principle)

Location	Weather parameters to suspend / resume berthing operations	
Saqr Port Inner Harbour / RMC (ships)	Wind 25kts*	Sea/Swell Hmax > 1.80m / Period ≥ 6.2s
Saqr Port Deep Water Terminal	Wind 25kts*	Sea/Swell Hmax ≥ 1.3m* / Period westerly ≥ 6.0s
RMC / Stevin Rock (Barges)	Wind 25kts*	Sea/Swell Hmax > 1.10m / Period ≥ 5.2s

- ** This will vary depending on direction (also applies to table below)*
- *The parameters for the deep-water terminal are a mean position based on a half laden Panamax (225m loaded with 35,000t). A Handymax or lightship Panamax may be adversely affected.*

Capesize and Mini Capesize (parameters will be used as a guiding principle)

Location	Weather parameters to suspend / resume berthing operations	
Saqr Port Deep Water Terminal	Wind 25kts*	Sea/Swell Hmax > 1.3m* / Period westerly ≥ 7.0s

- The tables above are a base and there are multiple other factors to be considered.
- A placid looking sea with no wind wave may still have a swell, causing vessels to roll and strain moorings.
- Masters and Pilots should use all available means to assist with the decision-making process. These include:
  - Detailed weather forecast with wind, sea and swell conditions
  - Anemometers
  - Wave buoy
  - Current monitor
  - Smart Mooring System

Smart Mooring System

The Smart Mooring system is a digitised system developed by Royal Haskoning and predicts, based on sea conditions forecast, the strain on mooring lines at the Deep-Water Berths. The system can predict up to five days ahead.

Notification of Suspension/Resumption of Port Marine Operations

Suspending Marine Operations may require a vessel to depart the berth or delay a vessel from berthing until the conditions improve. During the suspension the conditions will be monitored constantly with a view to resuming operations at the earliest opportunity.

If it is determined to suspend marine operations due to adverse weather or sea conditions, RAK Ports circulates a “Notification of Suspension/Resumption of Port Marine Operations”. After dissemination of the suspension notice, operations will only be resumed at each location subject to satisfactory weather and sea conditions. Thereafter, when conditions improve at all locations a resumption notice will be circulated.

Precautions

In the event of impending adverse weather and/or sea conditions, it is important for the Master to be prepared to take extra precautions to keep the vessel safely moored and/or safely vacate the berth, prior to, or when the mooring lines are strained. If the vessel stays alongside the berth in marginal weather and sea conditions, the Master must remain vigilant and consider deploying extra mooring lines and having engines on stand-by.

Capt. Michael Magee

Group Harbour Master, RAK Ports