



SOUTHERN PORTS AUTHORITY

Port of Esperance

**THIS NOTICE IS FOR THE INFORMATION OF SHIP'S MASTERS AND
OTHER CONCERNED PARTIES**

**SOUTHERN PORTS AUTHORITY, *PORT OF ESPERANCE*
LOCAL MARINE NOTICE 08/2022.**

VESSEL MOORINGS

Local Marine Notice 01/2021 is cancelled.

Masters of vessels berthed within the Port are reminded of their responsibility to ensure mooring lines are adequately tended.

Masters of all vessels berthing at Esperance, prior to arrival of the vessel at the port, are to confirm in writing to the vessels agent the vessel's ability to comply with the requirements of this marine notice. If for any reason a vessel is unable to comply with the requirements of this notice, the Master of the vessel or its agent is to obtain the Harbour Master's approval to enter the harbour for berthing.

Ships mooring lines are to be properly tended **24 hours per day** while alongside a berth. Mooring lines are to be kept tight so that the ship is securely held alongside the wharf and parallel to the fender line. Mooring lines are not permitted to become slack in a manner which allows the vessel to range up and down the berth.

Best practice typically requires continuous control of the tension in mooring lines to a minimum of 10t per line.

Broken Mooring Lines are to be recorded on the - [Vessel Event Report Form](#) – and supplied to the Pilot before departure.

Fuel tanker vessels are to be fitted with synthetic mooring lines. Wires are not permitted.

Masters are to ensure that particular attention is given to the safety of the gangway and that it should at all times be clear of any structures that may be damaged by the gangway.

Attention must be paid to ensure that mooring winch brakes are properly set to hold the vessel alongside and to prevent it ranging along the wharf under the influence of the wind and swell.

Self-tensioning winches are **not** to be used in self-tension mode.

Mooring line arrangements are to be appropriate for the size of vessel; see Tables 1 and 2 below.

Table 1: Mooring Line Requirements – Berths 1 & 2

Lines/DWT	Head	Breast	Spring	Stern
Up to 30,000 dwt	3		2F, 2A	3
30,001 to 50,000 dwt	4	1F, 1A	2F, 2A	4
50,000 + dwt	4	2F, 2A	2F, 2A	4

Table 2: Mooring Line Requirements – Berth 3

Lines	Head	Breast	Spring	Stern
Cape size	4 Powered winches	2F, 2A Powered winches	3F/A, 2 on the bight (Powered winches) (1 Loose F/A)	4 Powered winches
Panamax - mini cape	4 Powered winches	2A Powered winches	2F/A (Powered winches)	2 Powered winches

Vessels arriving to Berth 3 must have their spring lines prepared prior to arrival.

The mooring arrangements for each vessel are to be discussed and agreed between the Pilot and the Master as a part of the Berthing Plan discussions.

If any vessels moored alongside a berth in the Port fail to tend their mooring lines adequately, it may be necessary for a pilot and/or tugs to attend the vessel to rectify the situation. This may include sailing the vessel if necessary. Associated costs will be charged to the vessels account. Vessels Masters are advised to be guided accordingly.

Esperance Port Authority has implemented a **shore-based mooring augmentation system** installed on Berths 1 and 2. This system may be applied at the discretion of the Port. The pilot will explain the procedure to

be followed when using the system which requires that the centre lead forward and aft be left clear so that the shore line may use this lead.

The application of this system does not relieve the ship's crew of their obligation to maintain their moorings as directed. If lines are allowed to become slack, stevedores may be directed to cease loading until the ship's lines have been re-tightened.

Masters are further advised that in tending their moorings, their vessel's propeller is not to be operated without permission of the Harbour Master. The Port Authorities Act Regulations 2001 provide for penalties of up to \$12000 for contravention of this directive.

Procedural Requirements

The following procedure for mooring operations must be explained to the ship's crew

- 1. Ship's crews are not to haul on any mooring lines unless the pilot advises the Master that it is safe to do so.**
2. The Pilot will not advise the Master until he has received confirmation from the Mooring Supervisor that all personnel are clear.

**The Harbour Master
Southern Ports Authority, Port of Esperance**