

Harbour Master Instruction

Number: 06/2022
Date of Effect: 15 July 2022

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DETAILS	Mooring vessels requiring Crossed Mooring Line operations
FORMER NOTICE	N/A

1 PURPOSE

The purpose of this Harbour Master Instruction is to advise port users of a change in operating practice when crossed mooring line operations are required for vessels berthing at Berths 3, 4, 5 and 6 at the Port of Geraldton. The intent of this change is to enhance the safety of mooring personnel and reduce the risk of parted mooring lines to As Low As Reasonably Practicable (ALARP).

2 BACKGROUND

During recent times, the size of vessels visiting the Port of Geraldton have increased in length (LOA) and beam. This increase in the vessel sizes, which is not accompanied with a proportionate increase in berth infrastructure, has led to a reduction in clearing distances between vessels berthed at adjacent berths. Consequently, crossed mooring line operations are undertaken to secure vessels at adjacent berths concurrently.

Crossed mooring line operations require the mooring crew to weave mooring lines from one vessel through the mooring lines from another vessel. Personnel work within the mooring line snap back zone for a period to conduct this operation. The environmental elements, particularly surge, further increase the risk as it places mooring lines under increased loads, which could then part.

3 MANAGEMENT PLAN

Mid West Port Authority (MWPA) takes all reasonably practicable measures to eliminate or minimise risks to the health, safety and wellbeing of personnel while they are at work.

MWPA have procured Shore Tension (STU) devices for assisting in controlling and reducing the movement of vessels. These provide a reduction in the loads that a vessel's mooring lines come under.

MWPA will implement the following additional risk mitigating controls:

- **Engineered control** – MWPA will be procuring and installing additional bollards in strategic locations between Berth 5 and Berth 6, and between Berth 3 and Berth 4 to reduce the crossing of lines. The installation of the bollards is expected by November 2022 and once completed, crossed mooring line operations will be eliminated between Berth 5 and Berth 6, and reduced significantly between Berth 3 and Berth 4.
- **Administrative control** – Crossed mooring line operations during berthing of vessels will only be allowed if the Surge is 8 cm or below. This threshold will neither apply for unberthing operations nor for vessel's stay alongside.

4 CONCLUSION

MWPA promotes systems for identifying work, health, safety and wellbeing risks associated with its operations. The above additional risk mitigating controls will go a long way in minimising crossed mooring line operations and ensure the safety of mooring personnel.