

Title: Mooring Arrangement – GasChem Vessels – 5 West

Port: Port of Devonport

Description:

Vessel Masters, Pilots and Mooring crews are directed as follows in relation to the mooring arrangements for Gaschem LPG tankers at Devonport berth 5 West.

Gaschem LPG tankers are to moor with the following minimum mooring arrangement:

- 2 headlines
- 2 fwd springs
- 2 aft springs
- 2 sternlines

The minimum mooring arrangement is to be applied as per the attached mooring arrangement (see over) using the designated bollards. Where this minimum mooring arrangement cannot be actioned the attending Pilot is to advise the Harbour Master on the completion of mooring operations.

Optimoor Mooring analysis of GasChem LPG vessels at Devonport berth 5 West has indicated that the attached mooring configuration will meet the OCIMF requirement of not exceeding 50% of mooring line MBL, or overload berth bollard SWL up to a combined wind speed of 46 kts and 2 kts of river current.

Additional mooring lines maybe applied where the Master and Pilot feel it is prudent and safe to do so.

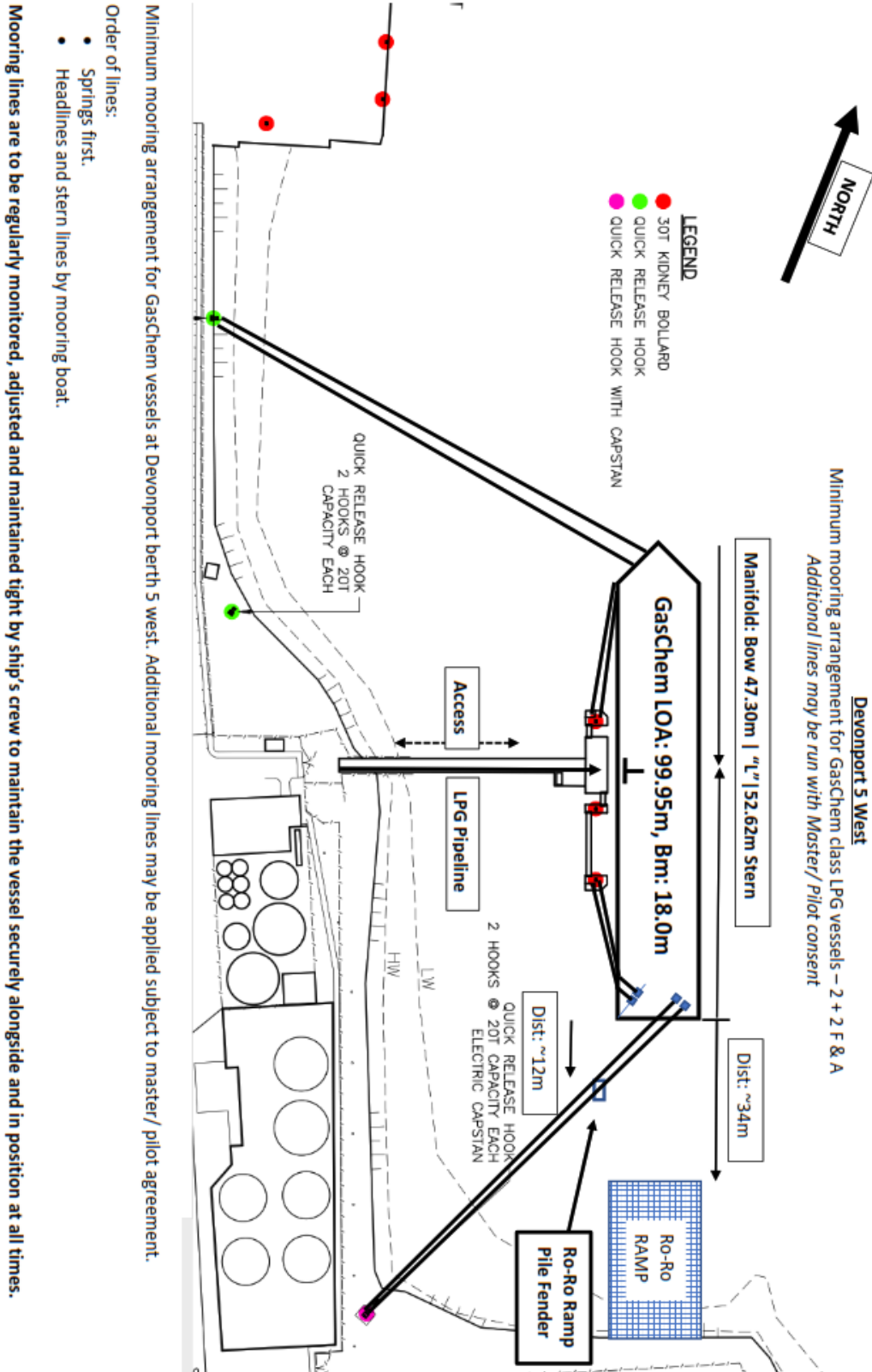
Devonport berth 5 West is subject to changing river currents and may be subject to surge from other vessel movements within the Mersey River. Therefore whilst vessels are moored at Devonport 5 West **Masters of GasChem vessels at Berth 5 West are to ensure that mooring lines are at all times kept tight**, particularly spring lines. Particular attention should be paid to mooring line tightness prior to the movement of other vessels into or out of the Port of Devonport.

Whilst in port, GasChem LPG vessels are to **maintain a listening watch on VHF ch14** for reported shipping movements.

Should vessels encounter any issues with holding position at berth 5 West, or with maintaining secure moorings **DEVONPORT VTS** is to be advised immediately on VHF Ch 14.

Captain A. Michael Wall
Harbour Master - Tasmania
Authorised Person

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