



GOOLE
MARINE CONTROL CENTRE
OCEAN LOCK
EAST PARADE
GOOLE
DN14 5RB

GRIMSBY
MARINE CONTROL CENTRE
ROYAL DOCK ISLAND
GRIMSBY DOCK
N.E. LINCOLNSHIRE
DN31 3PA

HULL
MARINE CONTROL CENTRE
LOCKHEAD
KING GEORGE DOCK
HULL
HU9 5PR

IMMINGHAM
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NOTICE TO MASTER USING THE PORTS AND JETTIES OPERATED BY ABP GOOLE, ABP GRIMSBY, ABP HULL, & ABP IMMINGHAM.

MOORING ROPES AND WIRES

1. The number of mooring lines required must be agreed with the Duty Berthing Master, licensed boatmen and Duty ADM* due to the frequent number of large ship movements within the ports and river.
2. Mooring ropes must be in good condition and loose ropes correctly turned up on mooring bits – figure of eight style – not left on winch drums. Previously damaged ropes must be correctly re-spliced. **Mooring ropes in poor condition will not be accepted.**
3. Mooring wires must be in good condition, fitted to winches and fitted with rope pendants, which must be attached using Mandrel type shackles or similar. Ordinary shackles and direct coupling (cow hitches) are not acceptable and will be refused. **Loose wires and mooring wires in poor condition will not be accepted.**
4. Rope tails fitted to the eye of a rope or wire to add handling must not be too long to present a hazard to the line handlers.
5. Combination mooring ropes and wires must not be used to warp vessels.
6. Tension winches must not be used, unless operation has been agreed between the Port Authority and ships representative. Mooring winches must be left out of gear with brakes applied.
7. No mixed moorings of ropes and wires are allowed in the same duty, i.e. mixing of wires and ropes together as springs or head/sternlines.
8. The ends of heaving lines must not contain metal or other weights. The ‘Monkeys First’ must be made up in accordance with the *“Code of Safe Working Practices for Merchant Seaman”* - To prevent personal injury, the ‘fist’ should be made only with rope and should not contain added weighting material.
9. Mooring ropes must be passed ashore under control and the sudden release of ropes must be avoided, especially during lock transit when shore staff may be at risk from being pulled into the lock.
10. A warning must be given to shore personnel if it is suspected that mooring winches may have riding or trapped turns.
11. Mooring ropes/wires must not be tightened until shore personnel have given a clear signal that the line is secure on a bollard.
12. Ships Officers and crew should be aware of the position of shore personnel during mooring and unmooring operations.

Please see additional mooring requirements for large vessels mooring at Immingham Jetty Terminals.

*Where applicable