

Title: Newcastle Harbour – Berthed Vessels Moorings and Hydrodynamic Interaction

Reference: [Newcastle Shipping Schedule](#)

Harbour Master Memo “Precautions Required at Dyke Berths” is replaced by this HMI

Description:

While all vessels berthing in Newcastle Harbour may be subject to hydrodynamic interaction forces from passing vessels, the berths most susceptible are Dyke 1 (D1), Dyke 2 (D2), Dyke 4 (D4), Dyke 5 (D5) and Mayfield 7 (M7) and require extra vigilance. Passing speed restrictions are in place and will be observed by passing vessels.

The Master is responsible for ensuring that their vessel is safely moored at all times whilst within the Port of Newcastle.

Vessels while berthed must ensure:

- All mooring equipment (including mooring lines, winches, winch brakes, mooring bits, fairleads and any other shipboard equipment used in the mooring of your vessel) must be of suitable type, in good condition and properly maintained and tested.
- Winches must be “on the brake”. The use of “auto tension mode” is not permitted.
- Winch brakes must be properly adjusted and set.
- An effective deck watch must be maintained and all moorings regularly inspected and adjusted at all times particularly prior to a vessel passing in the channel. Mooring lines are to be kept tight and secure at all times. Slack mooring lines are not permitted.
- Mooring lines should not be adjusted whilst a vessel is passing in the channel – they must be properly adjusted before other vessels are passing. Crew members must remain clear of mooring line snap back zones whilst a vessel is passing in the channel.
- Vessels should sit alongside at all times against the fenders.
- In the event that mooring lines have parted, Newcastle Harbour is to be advised on VHF channel 09.

The Master must ensure ship’s gangway is in good condition and properly rigged in compliance with the [Australian Maritime Safety Authority](#) requirements (please refer to [Marine Notice’s](#) and [Marine Orders](#) currently in force) and Terminal Hand book (where applicable).

The Master must ensure that the effective deck watch ensures that no personnel (ship or shore) access the gangway whilst a vessel is passing in the channel. If an interaction incident occurs personnel must remain clear of gangways until all vessel movement has stopped and the hazard has passed to prevent the possibility of injury.

The terminal, agent and Master are responsible for ensuring they have available up to date and current shipping schedule information to identify and plan for times when ships are passing their berths.

Interaction incidents will be [reported to AMSA](#) and terminal owner / berth operator for further action.