

NOTICE TO MASTERS

LIVERPOOL CONTAINER TERMINAL 2

ShoreTension[®] Mooring System

The ShoreTension[®] Mooring System utilises shore-based dampers and Dyneema mooring lines to apply an automatic tension to reduce a vessel's movements caused by swell, wind and the effect of passing vessels whilst alongside.

With the Master's permission, the ShoreTension[®] Mooring System can be used during a vessel's time alongside at Liverpool Container Terminal 2.

Upon arrival, and after the vessel has been moored using its own mooring lines, the ShoreTension[®] Mooring System can be deployed in accordance with the mooring plan supplied by The Mersey Docks and Harbour Company Limited ("MDHC"). On the mooring plan, **BLUE LINES = ShoreTension[®]** and **RED LINES = vessel's mooring lines**. The ShoreTension[®] Mooring System (depending upon a vessel's configuration) comprises two breast lines (one forward and one aft) and either two spring lines (one forward and one aft) or one head line plus one stern line.

For the safe and efficient installation of the ShoreTension[®] Mooring System, the vessel's crew must assist the Mooring Gang in taking-up the ShoreTension[®] mooring lines and making the lines fast on board the vessel in accordance with the mooring plan.

The main requirements for use of the ShoreTension[®] Mooring System are:

- The ShoreTension[®] mooring lines should be lead through Panama fairleads and be the only lines passing through those fairleads.
- A suitable bitt on board the vessel must be kept clear for making fast each ShoreTension[®] mooring line.
- Drum-ends must be available to heave-up the ShoreTension[®] mooring lines from ashore.

- The protective red sleeves for the ShoreTension® mooring lines should be positioned as instructed by the Mooring Gang (generally one for the eye on the bitts and two for the fairlead).
- The crew must advise the Mooring Gang of the safe working load of the bitts/fairlead for each ShoreTension® mooring line; this will allow the Mooring Gang to adjust the mooring dampers according to the bitts/fairlead safe working load.

The general arrangement of the ShoreTension® Mooring System is shown on the following page. Further information can be found at <https://shoretension.com/>.

Any concerns regarding the ShoreTension® Mooring System should be reported immediately to the Mooring Gang Supervisor or, if not available, the Terminal Operations Manager or the Harbour Authority. The relevant contact details are:

Mooring Gang Supervisor: +44 (0)151 949 6905

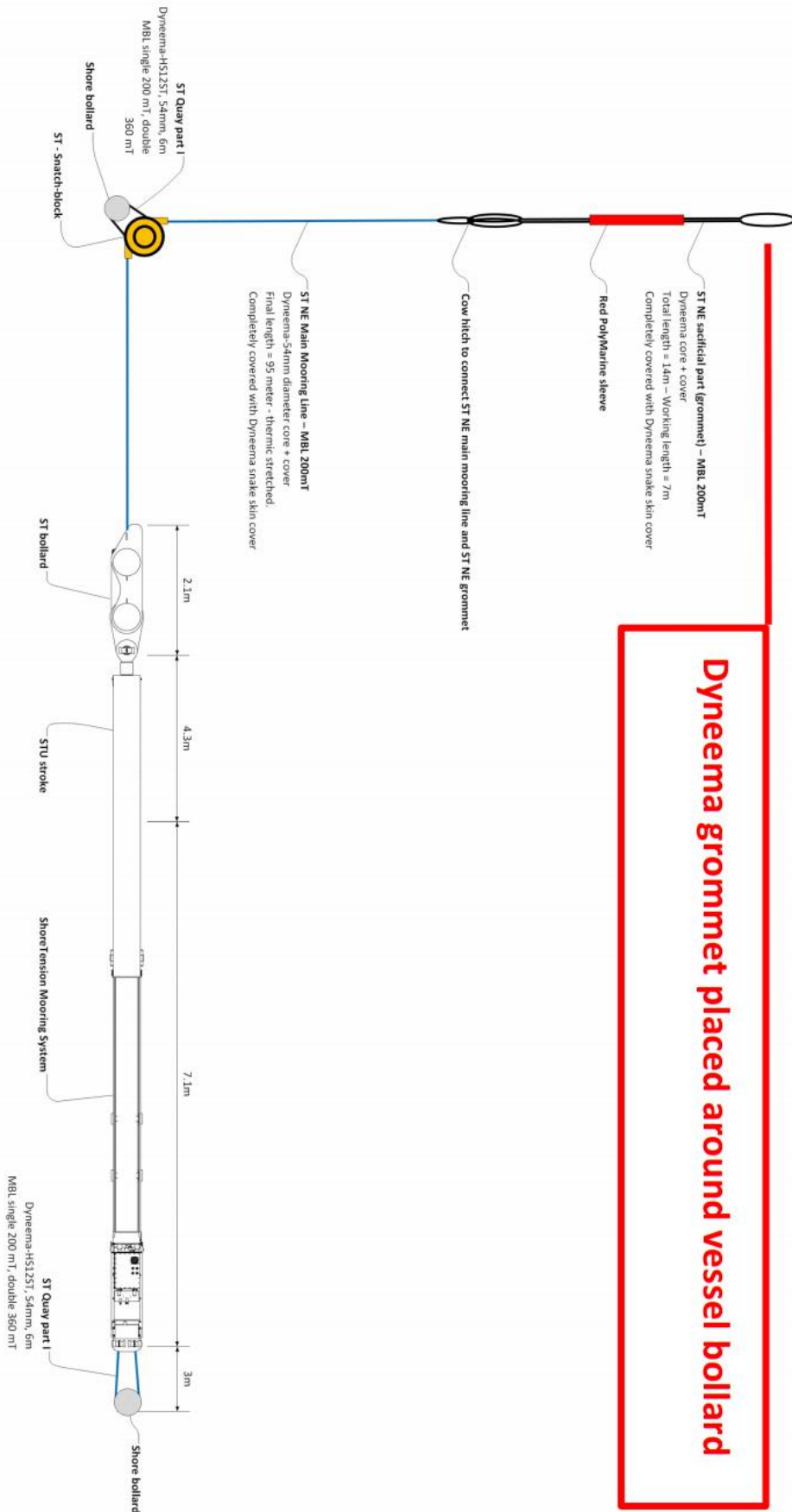
Terminal Operations Shift Manager: +44 (0)151 949 6490

**Harbour Authority: MERSEY VTS on VHF Ch.12
+44 (0)151 949 6134 or 6649**

The ShoreTension® Mooring System is a supplementary mooring; the vessel's own moorings are the primary means of securing the vessel alongside at all times. Use of the ShoreTension® Mooring System and mooring services provided by MDHC are in accordance with MDHC's Terms and Conditions for Ancillary Services in force from time to time.

Furthermore, the Master's attention is brought to the fact that the tidal range on the River Mersey can be up to 10m. Therefore, it is essential that the vessel's moorings must be tended throughout the time alongside, considering tidal range, prevailing sea state and weather conditions. The Master remains responsible for ensuring that the vessel is moored safely and properly at all times.

General Arrangement of ShoreTension® Mooring System



Dyneema grommet placed around vessel bollard