

Monsoon Surge Guidelines

During the monsoon season, which lasts from June to September, the harbor basin may experience waves that can cause vessels to surge in the port. Surge can lead to the Parting of loosely secured mooring lines. It is crucial to continuously monitor the mooring arrangements onboard the vessel throughout its stay in the port. Effective mooring practices and good seamanship can significantly reduce the impact of surge.

The following guidelines aim to minimize the effects of surge:

1. Before entering the harbor, discuss and agree with the pilot on the mooring plan. Always use high-quality lines that are in good condition.
2. Pay special attention to the forward (FWD) and aft (AFT) spring lines. Ensure that at least two springs are passed to the same lead, both forward and aft, with the lines always kept taut to maintain equal tension.
3. Pass three breast lines forward and aft, preferably with near perpendicular leads, to keep the vessel close to the fender-face, thereby reducing fore-and-aft surge. The mooring configuration will typically be 3+3+3 FWD & AFT, except for berth-2 (berth with Shore Tension Units), where 4+2 may be used.
4. Ensure that the load is evenly distributed among all mooring lines. Avoid mixing mooring lines on the same lead.
5. Take care to protect the lines from chafing, especially near fair/Panama leads, and avoid passing the lines over sharp edges.
6. Pass the lines with reasonable leads to improve shock absorption.
7. Personnel should always stand clear of the backlash zone of the lines.
8. Winches should not be engaged in Auto Tension mode.
9. It is recommended that vessels carry backup mooring lines to replace any parted ropes if necessary.
10. Throughout the port stay, vessels are requested to maintain a continuous listening watch on VHF channels 12 and 16 for any emergencies or information. Vessels should report any parted lines to port control immediately on channel 12.

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Salalah Port Services Co. (S.A.O.G.)
C.P. No. 211278114

11. Automatic mooring systems, CAVOTEC Moor master MM400, are installed at Berth No 3, 4, 5, and 6. These systems consist of eight units with two pads each, offering a holding power of 40 MT per unit. These vacuum-based mooring units should be used whenever possible alongside conventional mooring ropes to minimize surge. While alongside, care must be taken to avoid damaging the CAVOTEC units with the vessel's mooring lines. Engine immobilization is not allowed during the Khareef period, but exceptions may be considered on a case-by-case basis, with one tug on standby at tug standby charges as per port tariff during the period of engine immobilization.

12. The Port of Salalah has a limited number of shore tension units, which can be offered to ships based on availability.

13. The Mooring Supervisor/Leader on the jetty should report any substandard lines to the pilot, who will bring it to the attention of the Master.

14. Regardless of these guidelines, the Master and crew of the vessel will always be responsible for the safety of the vessel, Mooring lines, and crew. Strict adherence to all-time safe watchkeeping in the Port of Salalah is required.

Wishing you a pleasant stay and a safe watch.

Harbour Master

Capt. Mohamed Al Ojaili

Date: 15.06.2023



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