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Updated, 25/03/2021

STANDING NOTICE TO MARINERS

Perth Harbour

Dangerously Weighted Heaving Lines

Dangerously Weighted Heaving Lines (DWHL) are a significant safety hazard and have the potential to cause serious or fatal injury and is not an accepted activity at Perth Harbour.

In September 2015, the MCA issued [Safety Bulletin No.2](#) highlighting the problem of DWHL being used by some mariners to facilitate the transfer of larger, heavier mooring lines to shore mooring personnel.

The MCA again highlighted the continuing problem with reference to the subject within [MGN 592 \(M+F\)](#) published on 24 August 2018.

The use of DWHL remains a significant concern to the maritime community who have issued an [industry joint notice](#) against the continued illegal use of DWHL in UK ports and harbours.

In addition, international and domestic codes are clear and unambiguous on the construction and weight of heaving lines. Further information can be found at:

[Code of Safe Working Practice \(CoSWP\) 2020 Amendment](#), Section 26.3.5

[The International Labour Organisation \(ILO\) Code of Practice –Safety and Health in Ports](#), Section 6.13, Mooring Operations, Para 357

Masters are reminded the person in charge at the mooring stations should check that lines are not dangerously weighted. If any such lines are found, these should be removed and replaced with appropriate heaving lines.

If any line handlers suspect that a heaving line thrown ashore is dangerously weighted, they are requested to remove and retain the weighted portion of the line, inform the vessel's Master they have done so, raise a near miss report and notify Perth Harbour Manager.

On receipt of a report of weighted heaving line use, in accordance with the latest MCA guidance (**Annex A**) the Perth Harbour Manager will report the incident to the nearest Marine Office.

MCA Regional Marine Office contact details for reporting.

North & East Scotland AberdeenMO@mcga.gov.uk

Further details can be obtained using the contact details below.

Fraser Wallace
Harbour Manager

Annex A

Actions on Receipt of a Report: non-UK Flagged Ships

- Harbour/Marina Authority to report the incident to the nearest Marine Office (MO).
- Resulting in injuries to personnel - the ship should be considered for inspection in the normal manner.
- No injuries reported – a stepped approach is considered by the Marine Office
- A letter to be sent to the ship manager via the agent (preferably by email) highlighting the incident.
- Marine Office to send copies of email/correspondence to the MCA Enforcement Branch and Port Liaison Policy Manager (PLPM) as soon as practicable, for their records and to consider any additional enforcement action that may be appropriate.
- Marine Office to maintain a simple recording system of the reports and the response from the MO; to recognize repeat offenders.
- Second Offence by the same ship – MO to consult the issue with Inspection Operations Branch and enter an unexpected factor message in THETIS [THETIS is the information system that supports the new Port State Control inspection regime (NIR)]. Ship considered for inspection.
- MO to notify PLPM and Enforcement Branch
- Third and subsequent incident reports of the same ship – MO to refer the matter to Enforcement Branch to consider appropriate enforcement action. PLPM and Inspection Operations Branch to be kept in the copy.

Actions on Receipt of a Report: UK Flagged Ships

- Harbour/Marina Authority to report the incident to the nearest Marine Office (MO).
- Resulting in injuries to personnel - the ship should be considered for inspection in the normal manner.
- No injuries reported – a stepped approach is considered by the Marine Office
- A letter to be sent to the ship manager via the agent (preferably by email) highlighting the incident.
- Marine Office to send copies of email/correspondence to the MCA Enforcement Branch and Port Liaison Policy Manager (PLPM) as soon as practicable, for their records and to consider any additional enforcement action that may be appropriate.
- Marine Office to maintain a simple recording system of the reports and the response from the MO; to recognize repeat offenders.
- MO to follow this up or by referral to the MCA Customer Service Manager (CSM) on case by case basis
- Second Offence by the same ship - Marine Office to consult Inspection Operations Branch and consider inspection and notify PLPM and Enforcement Branch.
- Second Offence for UK Flagged Company - MO or CSM to notify the company (DP). Discuss the issue and establish a corrective action plan.
- Third or subsequent Offence by the same ship – MO to refer the matter to the Enforcement Branch to consider appropriate enforcement action and to notify PLPM.