

Mooring Guidance for all Vessels

The following guidance is provided by Eyemouth Harbour Trust in relation to the mooring of all vessels in port. It aims to keep vessels secure and port users safe whilst in port.

Vessel masters and crew are asked to be considerate to all other harbour users when berthing.

Our Harbour Operations team can give assistance and guidance on the safe mooring and securing of vessels. They can be contacted on 01890 750223 or via the duty mobile 07885 742505. VHF Channel 12

	SUMMER HOURS April - September	WINTER HOURS October - March
Monday - Friday	06:00 – 19:00 hours	07:00 – 17:00 hours
Saturday - Sunday	ON CALL / AVAILABLE: 09:00 – 17:00 hours	ON CALL / AVAILABLE: 09:00 – 17:00 hours

Failure to meet the requirements set out in this Guidance may result in the issue of a Special Direction under the Harbour Revision Order 2021 (HRO), article 26. Non-compliance with any Special Direction can result in the vessel master being fined under article 28 of the HRO, or the vessel being excluded from the Harbour.

All berthing at Eyemouth Harbour is subject to Berthing Terms & Conditions, available online at:
<https://www.eyemouth-harbour.co.uk/cms/uploads/2025/01/Eyemouth-Harbour-Trust-Our-Terms-and-Conditions-v4-Effective-21-January-2025.pdf>

Vessel Masters have responsibility for the following:

- The vessel is held firmly against the fenders at all times by means of adequate mooring lines.
- All mooring equipment is in good operational condition, i.e. winches, bitts and fairleads, at all times vessels are alongside.
- Mooring lines must be in good condition. Mooring ropes in poor condition will be refused or replaced at the expense of the Vessel Master.
- Crew aboard the vessel must receive appropriate training or coaching before undertaking a mooring task.
- To ensure a safe means of access and egress as defined in Maritime and Coastguard Agency (MCA) Marine Guidance Notes (MGNs).

Where to moor:

Eyemouth Harbour has mooring points located throughout the harbour. Tying mooring ropes to anything other than dedicated mooring cleats, such as ladders, ladder heads and electric box pole barriers or branders is prohibited. Vessel masters may be fined under article 28 of the HRO if this is not adhered to.

Vessel lines:

Vessel Masters are expected to take full responsibility for vessel mooring lines. If Eyemouth Harbour operational staff come across any substandard mooring ropes, the rope will be replaced at the expense of the Vessel Master along with a charge towards man hours spent rectifying the issue.

The following should be borne in mind in relation to mooring lines.

- Weight and diameter of the line in comparison to required strength.
- Elasticity of the material.

- Durability including resistance to high temperature, strong sunlight or chemicals.
- Whether the lines will float or not.
- Required maintenance including method and ease of repair.
- Availability of replacement lines.

Guidance on mooring - snap back zone:

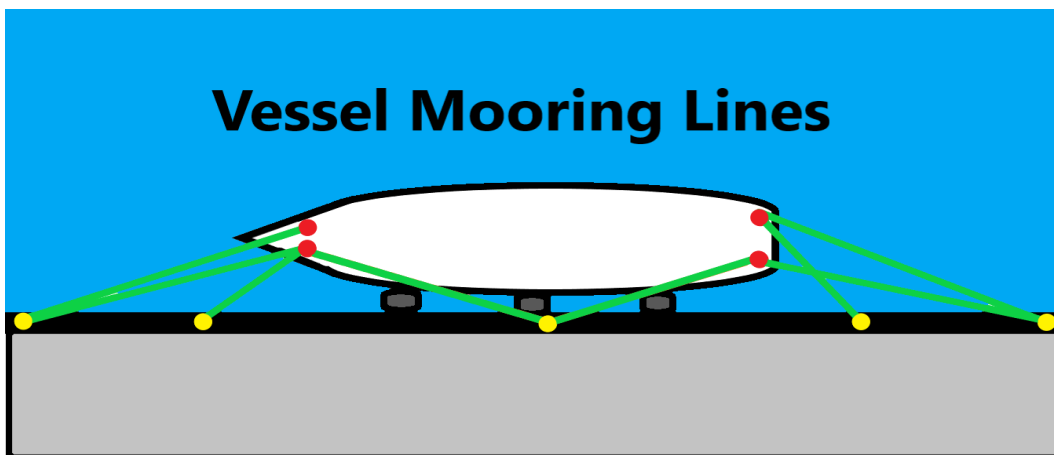
Safety in Port [SiP] - Section 10.7 - The "snap back zone" is an area where a person could be injured if a mooring line of a vessel, parts under tension and comes flying back. When a mooring line parts, it releases a tremendous amount of stored energy and anyone who is in the "snap back zone" could be hit by the flying rope/wire resulting in serious or fatal injuries. Traumatic amputation of limbs and decapitations have been reported.

Prior to each mooring operation the Vessel Master should ensure that all personnel are aware of the hazards of snap back and the probable areas of the quay that are not safe when mooring lines are under load.

Number of mooring lines:

Previously, we have seen cases where vessels only use two mooring lines whilst berthing. This can result in ropes parting, increased vessel movement, and damage to other vessels, etc. To prevent this, all vessels are advised to use at least 4 mooring lines when berthed.

The diagram below indicates 8 recommended mooring lines. It is highly recommended that you choose from the diagram; at least 4 mooring lines which suits the vessel shape, size, type, and mooring points.



Loading and Unloading Passengers:

Vessels are hereby advised that the designated loading and unloading berths on the pontoons are to be always kept clear. These berths are required for several vessels to gain access for passengers and must be cleared promptly once passengers have disembarked/embarked.

Landing Berths:

Designated landing berths can be found in two locations around the Harbour. One outside the Contented Sole and the other in Gunsreen Basin at the Fuel Berth, these are to allow fishing/creel vessels to land at any time of day. Vessel Masters are respectfully reminded to appreciate that the landing berths are made available for everyone's benefit.

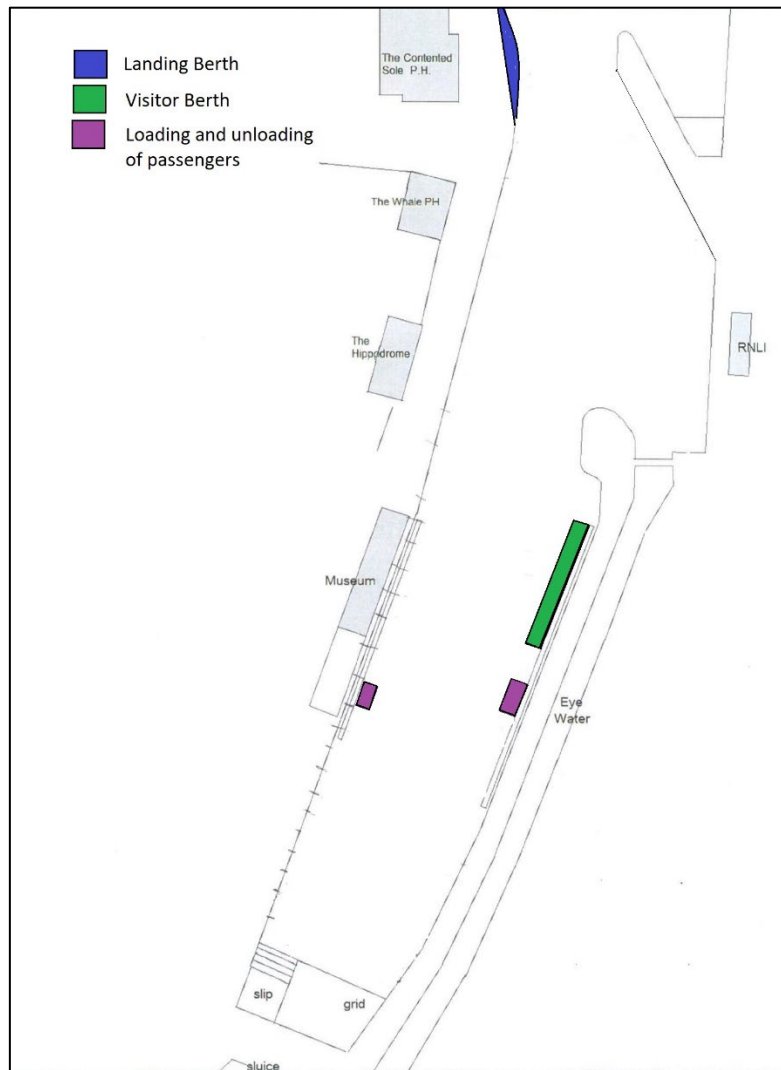
Visitor Berths:

A section of the serviced pontoon is usually reserved for visiting vessels. These could be leisure or commercial vessels. These berths are allocated at the Harbour Master's discretion for use by visiting vessels only.

Fuel Berth:

The designated fuel berth should always be kept clear unless taking fuel or landing

The designated areas are shown on the diagram below.



Single Handed:

Vessels which find themselves single handed must:

- take further additional safety measures
- plan ahead
- make handling easier (prepare mooring ropes)
- ask for assistance when required, be always alert
- follow guidance issued by MCA

Double Berthing:

When double berthed, or when mooring alongside and/or inside of any other vessel, the Vessel Master is responsible for the correct adjustment of other vessels' moorings altered, to allow safe access to and from your berthing position.

Suitable safe access must be maintained and available at all times, with correct and suitable mooring lines and appropriate fending provided as protection to each and all vessels when moored. This should include lines to shore as well as to the inboard vessel.

If the vessel has sails, these must be removed and stored safely when not in use and all rigging should be secured safely. Any outboard motors are to be removed from the water and stored safely on the vessel when not in use.

Further Guidance:

Provision of safe means of access to fishing vessels and small vessels in port:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/887105/MGN_591.pdf

Safety in Port - Guidance on mooring:

<https://www.portskillsandsafety.co.uk/knowledge-hub/sip005-guidance-on-mooring-operations/>

Safety in Port - Guidance on safe access to and from vessels:

<https://www.portskillsandsafety.co.uk/knowledge-hub/sip021-guidance-on-safe-access-to-fishing-vessels-and-small-craft/>

Statutory Guidance:

Small craft codes

Safety codes of practice for small (up to 24m) vessels

<https://www.gov.uk/government/publications/small-craft-codes>

Single handed fishing

<https://www.gov.uk/government/publications/single-handed-fishing>