



To: Steamship Line Agents, Vessel Owners, and Vessel Operators

Re: Safe Berthing and Line Handling/Hauling at the Port of Longview (Port)**

From: Port of Longview Marine Terminals Department

Date: July 1, 2024

1. The Master and crew of each vessel shall, at all times, ensure that their vessel is secured to the dock, utilizing mooring lines in sufficient number, positioning, strength, and condition.
2. The Master and crew of each vessel shall monitor and tend to their vessel's mooring lines for the duration of the vessel's dockage, as needed, to accommodate for changes due to cargo operations, tides, weather conditions, river conditions, and passing vessels. Should such conditions warrant moving or removing vessel mooring lines to ensure the vessel is at all times secured to the dock, a vessel representative should first notify the Port Operations Staff or Port Security Contractor (Port Security) that additional line handling may be required.
3. Placing, moving, and/or removing of lines from the dock mooring bollard must be done by International Longshore and Warehousemen Union (ILWU) linesmen only.
4. The Vessel crew is not permitted to place, move, and/or remove lines from the dock mooring bollard, unless in the case of an emergency.
5. All line-handling requests need to be ordered and confirmed by Port Operations Staff or Port Security at least three (3) hours prior to the start of any line-handling service. This includes tie-ups, let-goes, line hauls, and gangway moves.
 - a. Vessel crews are not allowed to move a line once it is secured to the Port's bollards. This statement affirms that all lines handled on the dock are to be handled by authorized ILWU linesmen.
 - b. Any line job cancelled after the ILWU linesmen have been ordered will be charged to the ordering party for the line crew, per the Port Tariff.
 - c. All vessels must comply with bollard/dolphin selection and vessel position on the dock as directed by Port Staff or Port Security. All other decisions regarding number

of lines, capacity, location, and tightening/loosening of vessel mooring and spring lines are the responsibility of the vessel and her Master and crew.

6. ILWU linesmen will not handle any line and/or engage with any vessel crew regarding line handling in the event of an observed unsafe mooring condition(s) created by the vessel. Any observed unsafe condition will be immediately reported to Port Security and the Port Operations Department.
7. In the event of any adverse weather, tides, river conditions, poor vessel performance, or other safety concerns during line handling, hauling, or while alongside a Port berth, the Port reserves the right, at its sole discretion, to require the Master and/or vessel agent to call in support pilots and/or tugs to ensure the vessel does not lose secure moorings against the berth. Should the Master and/or vessel agent not act in a timely manner to call in support pilots and/or tugs, the Port reserves the right, at its sole discretion, to call in such support services. All ancillary charges in these instances will be for the Vessel Owner's and/or Vessel Operator's account.
8. The Port is not responsible or liable for certification or the condition of a vessel's lines, including line extensions and/or other devices provided by the vessel, agent, tenant, and/or stevedore for their connection to Port mooring devices. Any damage to Port property, the vessel, or any third-party property, bodily injuries, or other liability caused by broken, frayed or uncertified vessel lines will be the sole liability of the vessel and/or her owners or operators.
9. Port-provided Line Fuses are recommended to be used on a vessel's spring lines while a vessel is line hauling up and down the dock face. Line fuses are not to be used on bow, stern, or other mooring lines. The line fuse is an extension of a vessel's line and not an extension of the Port's bollards or dock. Any damage caused to Port-provided line fuses due to vessel negligence will be charged a replacement fee at actual cost.
10. During all line hauling activities, the Port recommends that the vessel keep her main engine operational as an added safety measure.
11. The Port has a maximum two-lines-per-bollard rule unless said vessel's lines are tied to bollards at berths 4 and 9. If a vessel requests more than two lines per bollard (except at berths 4 and 9), it will require preapproval from Port Engineering and Facilities. To facilitate this request, the vessel representative shall notify Port Security and/or Port Operations Staff in advance of any request to exceed the Port's maximum two-lines-per-bollard rule (except at berths 4 and 9).
12. ILWU linesmen are prohibited from stretching lines beyond a safe and reasonable distance for the purpose of circumventing future line movements and/or vessel hauls due to the following:
 - a. Unnecessarily long lines can lead to increased dock damage during vessel hauls.

- b. Long lines could potentially affect the safe securement of the vessel to the dock due to strong currents along the berth, i.e., surge-out could cause damage to loading equipment and gangway.
- c. Long lines could impact the availability of bollards on the dock for adjacent vessels.

Any request from the Master or vessel crew to the ILWU linesmen to stretch lines beyond a safe and reasonable distance shall be denied.

13. Recommended Industry Safety Initiatives for all vessels tied up at the Port's berths:

- a. Vessel crews are not allowed to start heaving on their winches until the ILWU linesmen on the dock have given them an "all clear" signal.
- b. Only necessary vessel crew should be allowed on the ship's deck during line-handling activities.
- c. Vessel crews are responsible for checking all vessel mooring equipment for safe working conditions, including mooring winches, drums, windlass, etc., prior to the start of all line-handling activities.
- d. Vessel crews are responsible for checking all mooring lines for proper gear certification and condition of lines prior to the start of all line-handling activities.
- e. Vessel crews should avoid using mixed mooring lines, i.e., sizes and materials.
- f. Vessel crews are responsible for continuously checking on all mooring lines for unsafe slackening or tightening.

**** The Port Tariff may include additional requirements and other provisions related to line handling/hauling. Should there be any inconsistencies between the language in this memorandum and the Port Tariff, the language in the Port Tariff controls.**