

**1.0 Scope**

There are NAABSA (Not Always Afloat But Safely Aground) berths operated within The Statutory Harbour Authorities (SHA) of Peel Ports. The safe operation of these berths is the responsibility of the berth operator. All vessels calling at these berths should ensure they comply with this procedure and all Statutory Harbour Authority Byelaws and General Directions.

**2.0 Introduction**

Safe operation of berths declared as NAABSA is the berth operator's responsibility. The responsibility shall encompass that the vessel and the ground alongside the berth is safe and fit for purpose. Traditionally the motivation for the creation of NAABSA berthing was the optimization of operations within Ports with large tidal variations. With the guarantee that this bed is safe and does not cause damage to the hull, there is more flexibility in the ideal conditions when loading cargo at these terminals.



Image 1: Vessel Alongside NAABSA Berth

NAABSA BERTH PROCEDURES



Image 2: Vessel alongside NAASBA Berth

### 3.0 Definitions

**NAABSA** - Not Always Afloat But Safely Aground

**SHA** – Statutory Harbour Authority

### 4.0 Requirements

#### 4.1 Vessel booking

Prior to arrival the Agent must confirm that;

- The vessel calling at the berth is suitable for operating at a NAABSA berth
- The vessel can provide alternative firefighting arrangements at the berth.
- The vessel uses the appropriate intakes, such as cooling water so as not to compromise the mechanical performance of the vessel with the intake of siltation and other such matter
- The berth is recognised as NAABSA by the harbour authority
- The berth has been declared NAABSA by the berth operator
- The vessel can provide Safe Access (via a gangway) at all times and dsates of tides / loading when alongside.
- The vessel Master has been provided with the latest survey and where applicable photographs of the berth bed.



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- The vessel Master has been provided with a description of the nature of the seabed at the berth, any obstructions on the seabed at the berth, the load or discharge rate, bollard strength and tug availability.

#### **4.2 Inspection & Survey**

Regular Inspections should be carried out by the berth operator to ensure the berth is kept clear from obstructions. The safety of the berth for taking specific vessels should be assessed and recorded. Any factor that may affect the baseline safety assessment should be reported to the SHA immediately and advise on the method and timespan to remediate. Bookings should not be accepted for the berth until advised otherwise. In this case the SHA must notify the Group Port Control Planning Department to ensure they are aware not to accept bookings on that berth.

Berths are subject to survey to determine depths, profile and debris; the extent and frequency of surveys are to be determined by a suitable assessment of risk (NAABSA Assessment).;

The NAABSA assessment will be declared to the SHA including protocols for reporting, incident management and maintaining quayside watch. The berth emergency procedures should have regard to and align with SHA emergency procedures as far as practicable.

Any objects that drop or fall onto the berth bed should be reported to the SHA and the berth operator. An impact assessment should then be conducted and the item(s) recovered prior to use of the berth if deemed a necessary / safety requirement. Vertical quayside MOB ladders are not to be used for access.

#### **4.3 Berth**

The decision as to whether it is safe for a vessel to lay on a berth is the responsibility of the vessel's Master.

To assist with the decision the following advise should be given:

- The Berth operator should keep a vigilant watch of the vessel, grounding and tidal actions whilst alongside. Any unusual or unexpected event should be reported to the SHA immediately.
- Vessels should be close to even keel when taking the ground on NAABSA berths. The Masters should keep records of grounding times and the vessels condition at the time of grounding.
- When the tide is flooding, the Master must ensure that moorings are rigorously tended when the vessel is about to re-float.
- Masters shall be aware that vessels do not always re-float at the time expected due to the nature of NAABSA berths, and the crew should be suitably aware of this.



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- The Master shall advise the Operations staff working on the vessel when the vessel is likely to re-float or if the vessel has not re-floated at the expected height of tide when a vessel could significantly rise in the water.

## **5.0 References**

[NAABSA Charter Party Wording \(bimco.org\)](http://bimco.org)