**Questionnaire for Ship’s Captain Regarding Allowable Vessel Motions**

**at Berth for Safe and Efficient Operations (OCIMF Version)**

*Dear Captain,*

*The World Association for Waterborne Transport Infrastructure, PIANC (*[*https://www.pianc.org/about*](https://www.pianc.org/about)*), is in the process of refreshing the WG-24 guidelines “Criteria for Movement of Moored Ships in Harbors”. Working Group (WG) 212 has been convened for this purpose.*

*We would be grateful if you could provide us the benefit of your experience by sharing information related to limits for motions of moored ships. All information will be kept strictly confidential, without any reference to the respondents, and will only be used to update the information in the PIANC guidelines being developed by WG-212.*

*The completed questionnaire can be emailed to:* [*PIANCWG212@gmail.com*](mailto:PIANCWG212@gmail.com) *and/or* [*P.Bos@shell.com*](mailto:P.Bos@shell.com)*. If you wish to obtain an electronic copy of this questionnaire (MS Word) please send a request to the aforementioned emails. All questions can also be addressed to the provided emails.*

1. Which vessels do you have working experience with? (please check ✓all that apply)

|  |  |
| --- | --- |
| Vessel Type | Experience ✓ |
| Oil Tanker |  |
| Liquid Bulk Carrier |  |
| Gas Carrier |  |
| Dry Bulk Carrier |  |
| General Cargo Vessel |  |
| Container Ship |  |
| Ro-Ro Ship (including ferries) |  |
| Cruise Ship (including ferries) |  |
| Tugboats |  |
| Offshore support vessels |  |
| Fishing vessels |  |
| Other Vessel (please specify) |  |

1. For vessels types with which you have working experience, when considering operability of the vessel when it is at berth (the ability to load or unload cargo at an acceptable level of efficiency), which type(s) of vessel motion typically has the most significant effect on productivity? Check all that apply. Please also indicate the maximum amount of motion (peak excursion from mean position) of the vessel which is acceptable.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Vessel Type | Surge  ✓, m | Sway  ✓, m | Heave  ✓, m | Roll  ✓, ° | Pitch  ✓, ° | Yaw  ✓, ° |
| Oil Tanker |  |  |  |  |  |  |
| Liquid Bulk Carrier |  |  |  |  |  |  |
| Gas Carrier |  |  |  |  |  |  |
| Dry Bulk Carrier |  |  |  |  |  |  |
| General Cargo Vessel |  |  |  |  |  |  |
| Container Ship |  |  |  |  |  |  |
| Ro-Ro Ship (including ferries) |  |  |  |  |  |  |
| Cruise Ship (including ferries) |  |  |  |  |  |  |
| Tugboats |  |  |  |  |  |  |
| Offshore support vessel |  |  |  |  |  |  |
| Fishing vessels |  |  |  |  |  |  |
| Other Vessel (please specify) |  |  |  |  |  |  |

1. When considering the safety of moored vessels (the prevention of injuries to the crew, or damage to the vessel or dock), which type(s) of vessel motion typically has the most significant effect on safety? Check all that apply. Please also indicate the maximum amount of motion (peak excursion from mean position) of the vessel which is acceptable.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Vessel Type | Surge  ✓, m | Sway  ✓, m | Heave  ✓, m | Roll  ✓, ° | Pitch  ✓, ° | Yaw  ✓, ° |
| Oil Tanker |  |  |  |  |  |  |
| Liquid Bulk Carrier |  |  |  |  |  |  |
| Gas Carrier |  |  |  |  |  |  |
| Dry Bulk Carrier |  |  |  |  |  |  |
| General Cargo Vessel |  |  |  |  |  |  |
| Container Ship |  |  |  |  |  |  |
| Ro-Ro Ship (including ferries) |  |  |  |  |  |  |
| Cruise Ship (including ferries) |  |  |  |  |  |  |
| Tugboats |  |  |  |  |  |  |
| Offshore support vessels |  |  |  |  |  |  |
| Fishing vessels |  |  |  |  |  |  |
| Other Vessel (please specify) |  |  |  |  |  |  |

1. Are the indicated maximum motions referenced above estimated or measured? If measured please specify the measuring equipment used. Please clarify the location where movements are monitored (e.g., cabin, locations along the hull, center of gravity, other).

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1. Please add any other comments which you consider to be relevant or important in the context of the responses which you have provided above, and which could assist the WG-212 members to best make use of the information:
2. Information regarding the respondent. Please kindly provide the following contact details. As previously stated, specific details provided herein will not be divulged and any information provided herein will be anonymized before publishing.

Name:

Email:

Phone Number:

Will it be possible for a member of the PIANC WG212 to contact you to follow-up on the information contained in this questionnaire?

Date:

Thank you very much for you time and cooperation.