



[Page 22 - Berthing of Supertankers](#)

ISSUE : [Issue 6](#)

Published by Ronald Caplan on 1973/12/1

are closing them. The same thing the last ship length or t m at the dock, see how much headway there is on the ship, just have her barely moving ("Over the last 100 yards velocity must come down from 50 feet per minute to no more than 5 feet per minute" • British Information Services) I don't want to comment too much on the future, but I do believe it's a good safe port. , Q) (g' (3; 0 TWO OPPSHOfi' @ TU)0 iMSHOR. • The Navigator comes on the bridge well before docking and asks the pilot what lines he will want out. Then the crews prepare the lines on deck. The tugs hold the tanker to the dock while the bow lines and stern lines are run ashore. It could be 2 off- shore, 2 inshore, followed by 2 breastlines, and the same thing aft • for a total of 16. This would be considered minimum. If storm conditions'threatened, possibly 20 lines would be put ashore. Also, the order of the lines will vary with conditions. I' a northerly gale was blowing, you would put out 2 head lines first and then the after springs. But if you have a southeast gale (strong following wind) you put out 2 stern lines first and the forward 2 springs. • Pilot Roy Bennett, Year Round Service to Cape Bretoners and their Friends Campbeirs Market Baddeck James MacDonald Building Supplies Baddeck, Nova Scotia 295-2903 (??am?fl Attttin??a \$c Art 238 Charlotte Street Sydney, Nova Scotia Phone 539-6333 Building Supplies "The Home Care Centre" Welton Street Dial: 564-5518 Cape Breton's Maga2ine/22 Better Health Centre OPEN 436 Charlotte St. MON-FRI, Sydney 2 Stores Down from Canadian Tire We have a Large Range of Health, Vegetarian, Special Diet .& Diabetic Foods TELE Natural Vitamins 562-1237 Pood Supplements Natural Cosmetics Postal Orders Accepced ' Bulk Rates Available