

OPERATIONAL LIMITS

Fender and mooring operating parameters should be made available to all berth users: pilots, linesmen, Harbour Masters, arriving vessels and others involved in the berthing and mooring process. These parameters should identify the safe limits of fenders, bollards and other dock furniture. The table below is a suggested template for summarising this information.

Port:	Berth Name:
Harbour Master Tel.:	Port Operation Tel.:
Tugs Tel.:	Pilots Tel.:
VTS/VTIS Tel.:	Linesmen Tel.:

VESSELS	Min. Ship	Max. Ship	Other Ships
Type/class			
Deadweight			
Displacement (t)			
Length overall (m)			
Breadth (m)			
Laden draft (m)			
Air draft (m)			
Bow flare (deg.)			
Beltings			
Special features			
Berthing speed (m/s)			
Berthing angle (deg.)			
Draft limited approach			

Tide (min.)	m CD	Tide (max.)	m CD
Deck level	m CD	Dredged depth	m CD
Berth direction	deg.	Berth construction	*
Maximum current	kts	Current direction	deg.
Berthing wind speed	kts	Operating wind speed	kts
Cease operation wind	kts	Depart berth	kts

* closed/part-closed/open

Fender type		Fender size	
Rubber grade		Fender spacing	m
Fender projection	m	Fender drawing no.	
Hull pressure	kN/m ²	Reaction force	kN

Bollard type		Bollard model	
Bollard capacity	t	Bollard spacing	m
Maximum line angle	deg.	Bollard drawing no.	

The form can be downloaded from our website [🔗](#).

OPERATIONS CHECKLIST

It is advisable to carry out a berth inspection before vessel arrival and after departure. The table below is a suggested template for collecting this information. In the event that fender damage is identified, please contact ShibataFenderTeam for advice.

Port:	Berth Name:
Date:	Time:
Name:	Signature:

PRE-ARRIVAL INFORMATION				
Vessel name:		Vessel IMO:		
Dimensions (L × B × D)	L	m	B	m
			D	m
Vessel type		Deadweight		t
Arrival draft		m	Arrival air draft	m
Pilot		Master		
Tug names	(1)	(2)	(3)	
Tide on arrival		m CD	Current	kts
Wind speed		kts	Wind direction	deg.

PRE-ARRIVAL BERTH INSPECTION			
Damage location	(1)	(2)	(3)
Damage description			
Identified hazards			
Warnings issued	Pilot	yes/no	Vessel
			yes/no
			Linesmen
			yes/no
Risk mitigation measures taken			

POST-DEPARTURE BERTH INSPECTION			
Damage location	(1)	(2)	(3)
Damage description			
Cause			
Consequence			
Photos taken		yes/no	yes/no
Vessel/agent informed		yes/no	yes/no
ShibataFenderTeam informed		yes/no	yes/no

The form can be downloaded from our website [🔗](#).

MAINTENANCE CHECKLIST

It is advisable to prepare a checklist for routine preventative maintenance. The table below is a suggested template for collecting this information. In the event that fender damage is identified during a maintenance inspection, please contact ShibataFenderTeam for advice.

Port:	Berth Name:
Date:	Time:
Name:	Signature:

GENERAL	
Fender location:	Last inspection date:
General condition: Excellent / Good / Average / Poor / Very Poor	

RUBBER		FENDER PANEL	
Ozone cracks	yes/no (photos, size)	Paint condition, damage	yes/no (photos)
Fixings tight, secure	yes/no (photos)	Dents, bends	yes/no (photos)
Cuts or abrasions	yes/no (photos, size)	Brackets	
Spillages (paint, oil)	none/minor/major	Corrosion, scratches	yes/no (photos)
Marine growth	yes/no (vents blocked?)	Welds, cracks	yes/no (photos)
Tidal operations	yes/no (hydraulic locking?)	Accident damage	yes/no (photos)

UHMW-PE FACE PADS		CHAINS			
Original thickness		Weight/tension/shear	W	T	S
Current thickness		Slack	yes/no	yes/no	yes/no
Evenly worn	yes/no (photos)	Diameter loss	yes/no	yes/no	yes/no
Cuts, gouges	yes/no (photos)	Shackle or link wear	yes/no	yes/no	yes/no
Missing pads	yes/no (photos)	Bracket damage	yes/no	yes/no	yes/no
Fixings loose, missing	yes/no (photos)	Split pins fitted	yes/no	yes/no	yes/no

COMMENTS	PHOTOS (file names)
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.....	
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FOLLOW-UP			
Refer to ShibataFenderTeam	yes/no	Warranty issue	yes/no
Date referred		ShibataFenderTeam contact	

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INCIDENT REPORT FORM

If any damage is caused to your ShibataFenderTeam fender system, regardless of cause, then this must be reported to ShibataFenderTeam immediately. Failure to do so may affect warranty terms. Please provide all relevant information as well as photographs and maintenance records where applicable (see page 26).

Port:	Berth Name:
Reported by:	Position:
Phone:	Email:

GENERAL	
Incident date:	Last inspection date:
Fender location:	Fender number:
Suspected cause:	

RUBBER DAMAGE	FENDER PANEL DAMAGE
FACE PAD DAMAGE	CHAIN SYSTEM DAMAGE
OTHER COMMENTS	PHOTOS (file names)
 	Please take overview and close-up photos, submit in high resolution where possible. Indicate the file name(s) and respective fender position(s).

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