



ships and the Amsterdam have azipods and bow thrusters. The azipods double up as stern thrusters. In docking and undocking procedures the azipods are placed in 'aziman mode' which means that the two pods can be rotated independently through 360° depending on the direction in which the Captain wishes to maneuver the ship.

When the ship is close enough to the dock, the deck parties, forward and aft, will throw heaving lines ashore. Heaving lines are the lighter lines to which the main lines are then attached. Once a line is dropped into the water it

becomes very heavy. It is much easier for the linesmen ashore to pick up a heaving line and work the main line from that.

The officer in charge forward stands on a retractable platform in order to assess and confirm to the Bridge the distances from the dock. The flare of the bow is such that it is not always possible for the Captain to see how close the ship is to the dockside and he relies on the officer for such information. Positioned on this platform, the officer is also ideally placed to talk to the linesmen.

The Captain will also use the bow thrusters, stern thrusters, or azipods in order to move sideways onto the berth.

Arriving in Victoria with very little room to spare.



First line ashore

A ship needs several lines to tie up securely to the dock. Each line that is 'put out' serves a different purpose, either holding the ship in position or giving additional strength to the mooring.

The first line ashore is almost invariably the 'forespring', so called because it is used to stop the ship going forward. It is paid out from the ship's forward mooring deck and is run aft to a bollard along the dock. If the ship continues to move forward, the line can be tightened and held on one of the ship's mooring winches. This then acts as a brake on any forward movement of the ship.



The forespring stops the ship moving forward. Head lines in the distance.

A 'backspring' is used to the same effect. It is run out from the aft mooring deck, forward along the dock and when tightened, stops the ship moving backwards.

Head lines, stern lines and breast lines are then added. These keep the ship's bow and stern in position and the breast lines keep the ship tight alongside the dock.

On the smaller ships, the usual line configuration is known as '5 and 2'.



The Volendam tied up alongside. Note the five lines - two head lines and three breast lines configuration.