

New requirements for Capesize vessels deck fittings

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Date of effect:	01 February 2021
Details:	New requirements for ships towing bitts and Panama leads as of 01 February 2021
Former Notice:	01/2018 (P) & 19/2019 (P)
Charts & Publications:	N/A
Further Notice:	N/A
Attachment:	Attachment 1: Frequently Asked Questions

Pilbara Ports Authority (PPA) continues to remain focussed on managing the risk profile within Port Hedland's shipping channel and inner harbour. As a result of ongoing risk management strategies, over the past few years, the Port has seen a significant increase in the towage fleet capability specifically relating to executing indirect towage techniques on Capesize vessels manoeuvring in the harbour and shipping channel.

Over the past three (3) years, PPA has collected and reviewed data on the Panama / roller leads fitted on Capesize vessels and incidents involving the failure of vessel's mooring fittings used for towing operations.

It is evident to PPA that approximately 35% of the Capesize vessels calling the Port of Port Hedland have bitts and leads assigned for towage operations, which may not be capable of being used by the Port's existing tug fleet to avoid or mitigate the impact of an emergency situation. On water studies have indicated that the tug line force in emergency situations can be in excess of 120T, which is then transferred to the ship's deck fittings through the towline. Simulation studies have indicated that the majority of incidents leading to a channel blockage scenario could be mitigated by using a 120T line force.

To further strengthen PPA's risk management strategy in the Port of Port Hedland, PPA requires all Capesize vessels (Nominal deadweight 120,000 or more) to have one set of bitts and Panama lead / roller fairleads on the vessel's aft deck at or near the centreline to be rated to a minimum of 120T safe working load (SWL). It should be noted that the fittings mentioned above should be able to be used together for the purpose of this requirement.

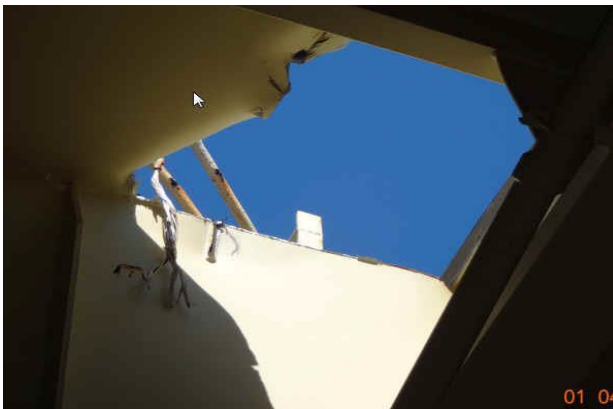
PPA has given due consideration to the nature of the structural modifications required and possible timeframes associated with undertaking this upgrade. The requirement for Capesize vessels calling the Port of Port Hedland to have a set of 120T SWL bitt and lead, will come into force as of 01 February 2021.

PPA first notified ship operators of this requirement in September 2017. Since that time, there have been several questions from ship operators regarding the requirement for modification to deck fittings. To answer these questions a Frequently Asked Questions (FAQ) document is attached to this marine notice.

Myron Fernandes
Harbour Master - Port of Port Hedland

New requirements for Capesize vessels' deck fittings as of
01 February 2021

FREQUENTLY ASKED QUESTIONS



Q: What size of ships calling Port Hedland is the new requirement for vessels deck fitting applicable to?

A: This requirement will be applicable to vessels greater than 120,000 DWT.

Q: What are the implications if my vessel is unable to comply with the requirements before 01 February 2021?

A: PPA first notified ship operators of this requirement in September 2017. In doing this, PPA has allowed adequate time for vessel operators to carry out the 120T modifications either at the vessel's scheduled drydock or at an opportune time before 01 February 2021. There is no intention to grant a dispensation for this requirement. In extenuating circumstances, non-compliant vessels may be evaluated on a case by case basis and a one-off approval may be granted. Additional conditions will be imposed on the vessel that may have the potential to negatively impact on that vessel's port call.

Q: Is the requirement for 120T SWL bits and leads for only one set of bits and panama leads?

A: The requirement for 120T SWL bits and leads is 'as a minimum' for the set of centreline bitt and Panama lead on the aft deck which will be used for the active escort tug. Where there is no centreline bitts and Panama lead on the vessel, consideration should be given to upgrade the next best available set of bitts and leads as close to the centreline as possible.



Figure 1: Vessel's bitts and Panama lead on aft deck are suitably aligned and can be used together for towing purposes. Note: the markings in this picture are an example of best practice. PPA requirement is 120T.

Q: On vessels that do not have centreline towing arrangement, what is the acceptable offset distance from the centreline for having bitts and panama lead which meet the new requirement?

A: The acceptable offset distance from the centreline will depend on the dimensions of a vessel's transom. Ship operators are requested to send a copy of the Mooring Arrangement Plan of the vessel showing a suitable alternative arrangement to PPA Port Hedland's marine team for review, if the proposed fitting is not located on the centreline.

Q: What are some alternatives to the traditional Panama Leads that can be used for the aft towing arrangement?

A: Ship operators should liaise with Classification Societies to decide on suitable alternatives to Panama leads which will satisfy the new PPA requirements of the 120 SWL requirement.

Q: Can open type fairleads be used for active escort towage purposes?

A: The use of open roller fairlead for escort towage is not recommended in most industry guidelines. The preference is for a vessel to be fitted with a Panama chock.

Q: Is the new requirement for the deck fittings to be considered only when those fittings are used for towing purposes?

A: Yes, the new requirement for deck fittings from 01 February 2021 is only applicable when that fitting is used for escort towing purposes for a tug made fast to the aft of the Capesize vessel.

Q: Is the requirement for 120T SWL bitts and leads only for the aft deck of the vessel?

A: The requirement for 120T SWL bitts and leads is only for the aft deck of the vessel. Ship operators are encouraged to review their fore deck arrangements for adequacy as a part of this upgrade.

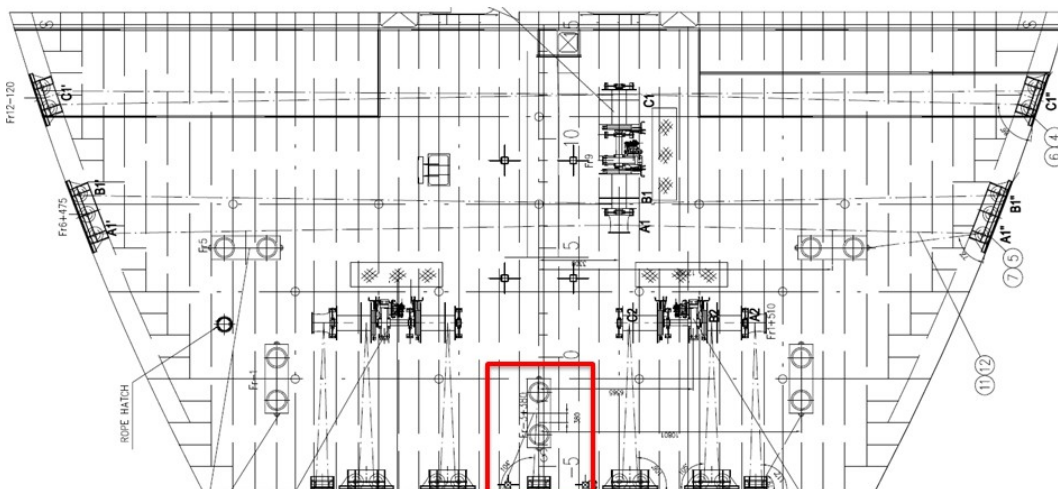


Figure 2: Centre lead bitts and Panama lead that are used together for towing operation

Q: What is the recommended marking on the ship's bitts and leads that are assigned for towing purposes?

A: A number of ships have marked their ships bitts and Panama leads that are assigned for towing with the SWL for towing purposes as well as the SWL for mooring purposes. This is reflective of the information present in the ships towing arrangement plan.



Figure 3: SWL markings on vessel deck fitting

Q: Does the ship operator need to seek approval from PPA for the design of new towing equipment on centreline aft?

A: The design and approval of towage fitting should be done in consultation with a Shipyard/Classification Society. PPA approval is not required for this purpose.

Q: Should the vessel operator have any other considerations when upgrading the ship's deck fittings to meet PPA Port Hedland requirements?

A: Tugs in Port Hedland mostly have an average bollard pull of 85T. Therefore, vessel operators should ensure that all bitts and fairleads on vessels have adequate SWL which allows tugs to provide suitable assistance during normal towing operations and in the event of emergency operations.

Q: What if my vessel meets the new requirement for deck fittings at this time? Do I need to do anything further?

A: If your Capesize vessel calling Port Hedland meets the new requirement for deck fittings at this time, there is nothing further that is required from a structural modification point of view. The vessel should declare that this requirement is met when next visiting Port Hedland (if not already done so).