

New requirements for Capesize vessels deck fittings

Number: 02 / 21 (P)

Date Issued: 11/02/2021

Date of effect:	01 February 2021
Details:	New requirements for ships towing bits and Panama leads as of 01 February 2021
Former Notice:	01/2018 (P), 19/2019 (P) & 07/2020 (P)
Charts & Publications:	N/A
Further Notice:	N/A
Attachment:	Attachment 1: Frequently Asked Questions

Pilbara Ports Authority (PPA) maintains a high focus on managing risk within Port Hedland's shipping channel and inner harbour. 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.


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.

The requirement for Capesize vessels calling the Port of Port Hedland to have a set of 120T SWL towing bitt and lead, has come into force on 01 February 2021. PPA requires:

- All new Capesize vessels (Nominal deadweight 120,000 or more) with a keel laid date on or after 01 February 2021, to have one set of towing bits and Panama lead rated to a minimum of 120T safe working load (SWL) on the vessel's aft deck at the centre line or within 3 metres of the Centre line.
- For existing vessels with keel laid date prior to 01 February 2021, to have one set of towing bits and Panama lead rated to a minimum of 120T safe working load (SWL) on the vessel's aft deck at or near the centre line. If a vessel has a set of 120T bits and panama lead more than 3 metres off the centre line, the operators must engage with PPA to check acceptability with this requirement.

PPA first notified ship operators of this requirement in September 2017. Since that time, many operators contacted PPA to seek clarifications and request approvals for their modifications. These requests have been reviewed and approvals granted on a case by case basis. However, there are a few operators who are still seeking approvals for their existing vessel arrangements and/or seeking extension to the deadline. To answer these questions, an updated Frequently Asked Questions (FAQ) document is attached to this marine notice.

All queries related to this requirement shall be sent to the PPA Port Hedland Marine Team (PPAshipman@pilbaraports.com.au).



Harbour Master - Port of Port Hedland

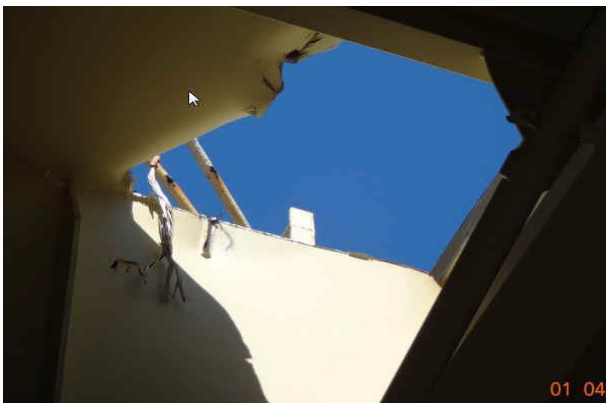
All current local Marine Notices are available on our website: <https://www.pilbaraports.com.au/Port-of-Port-Hedland/Port-operations/Local-marine-notices>

Port Hedland Vessel Traffic Service | Phone: (08) 9173 9030 | ph.vts@pilbaraports.com.au

MARINERS AND OTHER PORT USERS ARE REQUESTED TO NOTIFY THE HARBOUR MASTER ON THE DISCOVERY OF NEW DANGERS OR SUSPECTED DANGERS TO NAVIGATION WITHIN THE PORT.

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

FREQUENTLY ASKED QUESTIONS



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

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. No dispensation for this requirement will be granted.

In extenuating circumstances, upon terminal's request, non-compliant vessels may be evaluated on a case by case basis and a one-off approval may be granted with additional conditions being imposed on the vessel.

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

A: The requirement for 120T SWL bitts and leads is 'as a minimum' for the set of centre line bitt and Panama lead on the aft deck which will be used for the active escort tug. Where there is no centre line bitts and Panama lead on the vessel, consideration should be given to upgrade the closest available set of bitts and leads to the centre line or install a new set within 3 metres of the centre line. Operators are encouraged to contact PPA to check acceptance prior modifications are carried out.



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 centre line towing arrangement, what is the acceptable offset distance from the centre line for having bitts and panama lead which meet the new requirement?

A: PPA will accept an offset distance of up to 3 metres from the centre line for the 120t bitts and panama lead.

Q: Vessel has existing bitt and panama lead of 120t or more SWL, but at a distance exceeding 3 metres off the centre line? Is this acceptable?

A: Noting that there are operators who have contacted PPA with constraints faced in relocating the bitts and panama lead to within 3 metres from the centre line for existing vessels, proposed arrangements with offset distance greater than 3 metres will be reviewed by PPA on a case to case basis.

The aft mooring arrangement plan should be sent to PPA (PPAshipman@pilbaraports.com.au) with the following details:

- Aft mooring arrangement plan highlighting the location and offset distance of the proposed 120t bitt and panama lead.
- Reasons as to why the bitts and panama leads cannot be relocated or installed within 3 metres off the centre line. Operators should also provide evidence that all efforts have been made to relocate or install new compliant bitts and panama leads as close to the centre line as possible.

Once the above details are provided to PPA, the marine team will assess and advise if the vessels proposed arrangement is acceptable or not.

Q: The offset distance of the bitts and/or panama lead on the vessel is exceeding 3 metres but PPA has approved the proposal/arrangement for the vessel. Should the plan be resent to PPA for approval?

A: No. If PPA has approved the arrangement provided, there is no need to resend or provide any further details again.

PPA may contact the operators even after an approval has been granted, to check and verify that the operator had thoroughly investigated and endeavored to place the required bitts and panama lead closest to the centre line. In case it becomes evident that there exists an opportunity to place the bitts and leads closer to the centre line than what was proposed by the operator and approved by PPA, PPA may re-evaluate the proposal and may grant a reasonable time extension for the modifications to be made. Conditions may be imposed for the vessel during this extension period as deemed necessary.

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. All new Capesize vessels (Nominal deadweight 120,000 or more) with a keel laid date on or after 01 February 2021 require a Panama lead to be installed.

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

A: The requirement for 120T SWL bits 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.

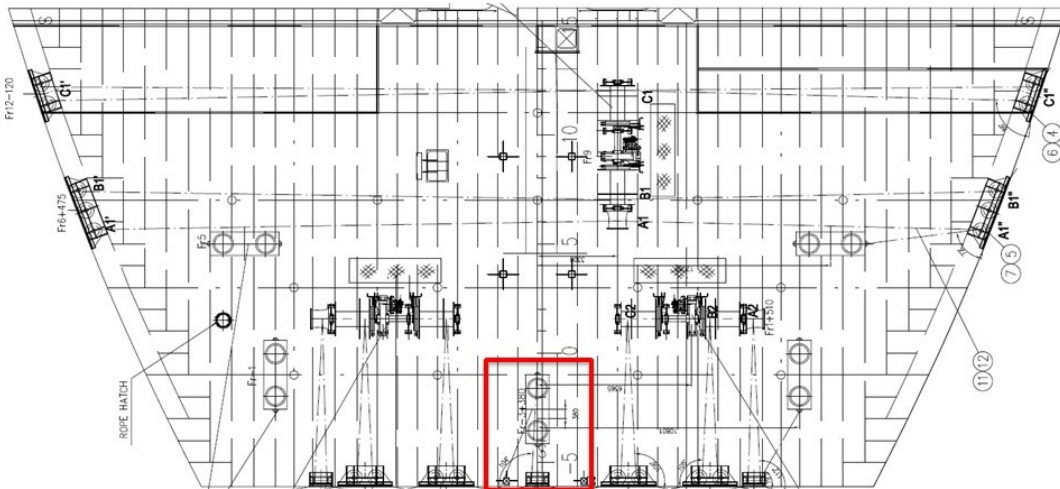


Figure 2: Centre lead bits and Panama lead that are used together for towing operation

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

A: A number of ships have marked their ships bits 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 centre line aft?

A: The design and approval of towage fitting should be done in consultation with a Shipyard/ Classification Society.

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.