Vessels loading at the Pilbara Ports (Port Hedland) Utah Point Berth (**PH4**) will be moored using an Automated Vacuum System (Cavotec).

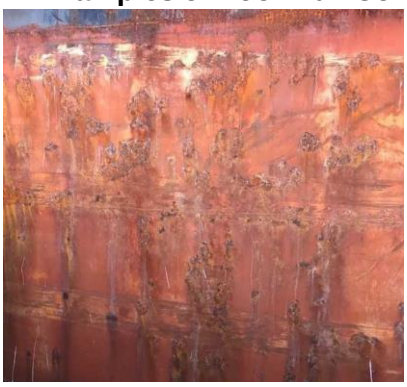
The vessel must comply with the following requirements. The vessels Master is to confirm that requirements can be met in writing prior to any acceptance to berth being granted.

A vessel not meeting these requirements could result in the vessel being *repositioned* or *removed* from the berth at Owners / Charterers cost.

HULL SUITABILITY:

- Wherever possible, hull surface must be flat and must not exhibit evidence of indentation, ribbing or panelling (refer image).
- Vessels that are constructed with reduced vertical weld configurations and a greater distance between vertical welds have an increased chance of berthing successfully.
- If welds, in particular **vertical welds** protrude or concave greater than **10mm**, it significantly reduces the chance of efficient pad vacuum (refer image).
- Vessel hull must be free from all barnacles, marine growth, rust scale, flaking paint, antifouling paint and salt build-up.

Examples of Poor Hull Condition:



- Scuppers, tug push points and deck drains should not have a protruding lip surface.
- Welds and hull patch repairs must be no greater than **10mm** in depth.
- Distance between horizontal welds must be greater than **1.6m**.
- Hull dents or deformations must be no greater than **20mm** in depth and are not to exceed **1m** of hull length.

VESSEL STABILITY DURING LOADING:

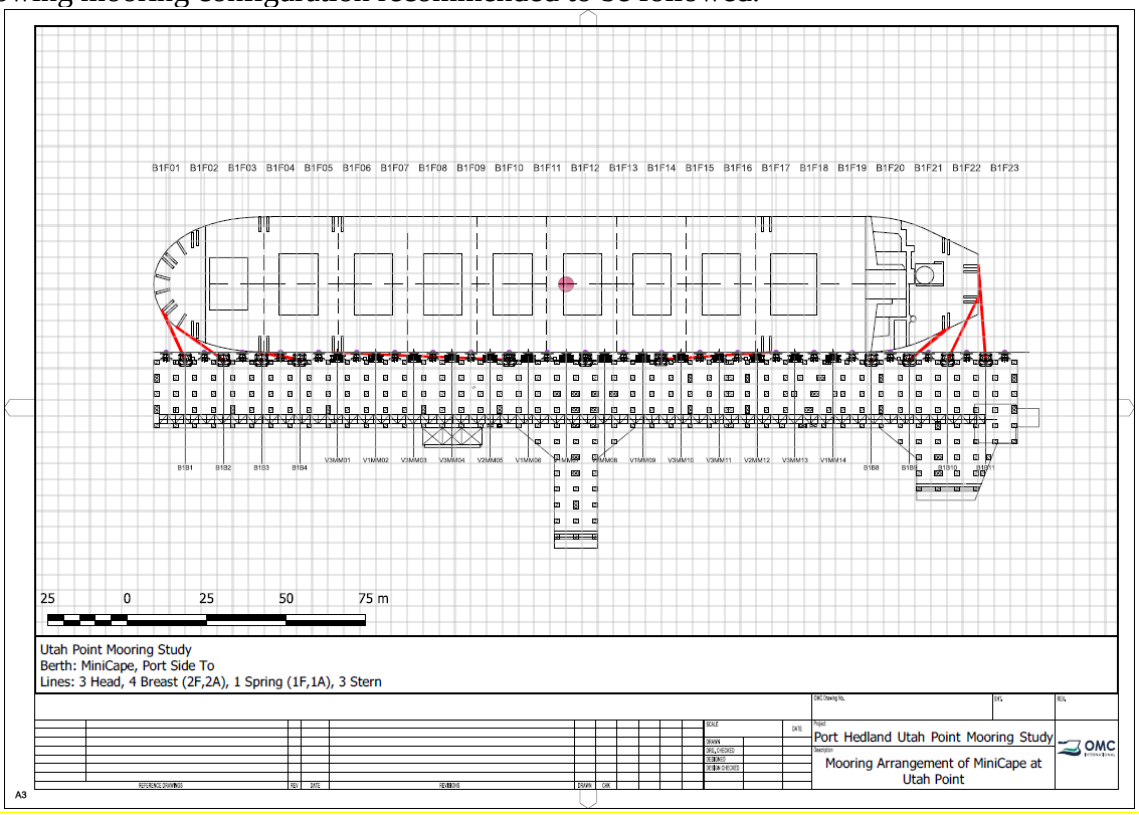
- Maximum vessel Bow / Stern trim + or – 5 metres.
- Maximum vessel Port / Starboard list no greater than 2 degrees.
- De-ballasting must be able to be undertaken using only Starboard side de-ballast points for duration of loading. In special circumstances agreed prior to berthing Port side de-ballasting may be approved on the condition that Port side ballast outlets are below the water line at time of discharge.
- Vessel de-ballast systems are adequate to maintain efficient loading rates for the product being loaded.

REQUIREMENTS ALONGSDE:

- Can any part of the hatch covers and associated vessel structure extend beyond vessel handrails? **Yes** or **No** (please circle)
- If yes, please confirm that hatch covers and/or associated vessel structure will **NOT** protrude beyond the vessel handrails at any time. **Yes** or **No** (please circle)
- Razor wire or other similar piracy boarding prevention devices *must* be removed prior to berthing.
- Vessel engines *are not* to be tested when alongside without a Pilbara Ports Marine Pilot on-board. Main engine immobilisation is not permitted when alongside the Utah Point Berth (**PH4**).
- Vessel *must* be contactable by Terminal 24 hours a day.
- All "Comfort Lines" will be attached to a winch drum (i.e not to bits or winch ends).

Mooring Line Requirements

- In the event that hull conditions prevent the facility from attaching the minimum of 10 Cavotec units, the facility may use additional mooring lines in conjunction with 8 Cavotec units to secure the vessel alongside.
- To secure the vessel using a total of 12 mooring lines (12 winches) and 8 Cavotec units, the following mooring configuration recommended to be followed.



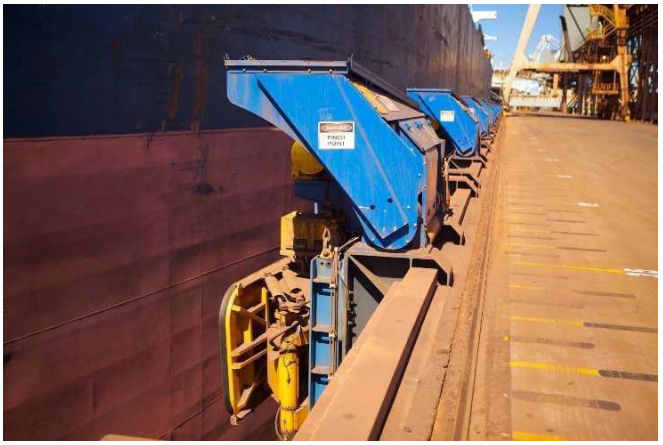
If, for any reason, a vessel fails to have the required CAVOTEC units attached, and a combination of CAVOTEC and mooring lines can be used, provided that the following requirements are met:

- The vessel must have 12 mooring winches available.
- A brake render test must be conducted at 60% of the SDMBL on all 12 mooring lines.

I confirm that my vessel M.V ..... is able to comply with the above requirements.

……. …….
Signature & Stamp Master Date & Time
as Agent for and on behalf of the Master

Images of Cavotec Units and Unit Positions (13 Total) along Berth face:



DOCUMENT OWNER:

The Utah Point Port Manager is accountable and has overall responsibility for this procedure.