

PORT HEDLAND SHIP SALVAGE PLAN

Example Template Only

PORT HEDLAND SHIP SALVAGE PLAN (PHSSP)

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1. DOCUMENT AMENDMENT TABLE

VERSION	PREPARED BY	DATE	AMENDMENT DETAILS

2. PURPOSE AND INTENT

This document is a vessel-side salvage plan complementary to the Port of Port Hedland Salvage Plan (SRP).

This Port Hedland Ship Salvage Plan (PHSSP) is a Port Hedland-specific, vessel-side salvage plan developed for ships above 120,000 DWT calling at the Port of Port Hedland.

The PHSSP is intended to:

- Ensure vessels arrive at Port Hedland with a prepared, structured and port-aligned salvage capability;
- Govern ship-side technical actions and decision-making during a marine casualty;
- Complement, and operate in conjunction with, the Port of Port Hedland Salvage Response Plan (SRP), which governs port-level coordination, traffic management, statutory control and business continuity under Harbour Master direction.

The PHSSP does not duplicate the Port Salvage Response Plan. In the event of an incident, both plans shall be applied concurrently, with full compliance at all times with lawful directions issued by the Harbour Master.

The PHSSP does not replace SOPEP/Shipboard emergency procedures currently in use, as required by the ISM and as part of Ship SMS.

3. SCOPE AND APPLICATION

The PHSSP:

- Is applicable to vessels >120,000 DWT calling at the Port of Port Hedland.
- Is applicable to the Port Hedland channel, port limits and approaches.
- Applies when the vessel is:
 - Within Port Hedland port limits, channel or approaches;
 - Under pilotage to or from Port Hedland; or
 - Holding or awaiting clearance following a casualty related to Port Hedland operations.

The PHSSP applies to the following casualty types:

- Soft grounding and channel contact
- Hard grounding on channel batters
- Stranding with or without hull damage
- Collision or allision affecting buoyancy or manoeuvrability

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- Loss of propulsion or steering with grounding risk
- Constructive Total Loss (CTL) and wreck scenarios
- Pollution is addressed where it arises from salvage casualties and is managed under SOPEP, but this PHSSP includes pollution-risk actions that affect stabilisation/refloat decisions.

4. GOVERNING PRINCIPLES

All actions under this PHSSP shall adhere to the following principles:

1. Life Safety First – crew, pilots and responders
2. Early Stabilisation – time and tide degrade outcomes
3. Preserve Buoyancy and Hull Integrity
4. Avoid Channel Obstruction and Escalation
5. Early Engagement of Class ERS and Professional Salvors
6. Full Compliance with Harbour Master Directions
7. Harbour Master approval is required for refloat attempts

5. COMMAND, CONTROL AND INTERFACES

5.1 Authority

- The Master retains command of the vessel at all times.
- The Harbour Master exercises statutory authority over navigation, traffic management and obstruction removal.
- Upon engagement, a Salvage Master assumes technical control of salvage operations in consultation with the Ship Master and under the direction of the Harbour Master.

5.2 Key Interfaces

- Harbour Master / VTS Port Hedland
- Marine Pilots and Towage Providers
- Vessel Owner / Operator
- Classification Society (Emergency Response Service)
- P&I Club / Hull & Machinery Underwriters
- Professional Salvage Contractors
- AMSA and Western Australian authorities (as applicable)

6. PORT HEDLAND OPERATING CONTEXT (VESSEL-SIDE)

6.1 Channel Characteristics

- Single, narrow, tidally constrained export channel
- One-way traffic per tide
- Steep channel batters in Zones 3 and 4
- Uneven and rocky seabed features in Zone 5
- Wider but metocean-exposed Zone 6

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6.2 Channel Zones (Reference)

- Zone 3: Hunt Point – highest consequence grounding zone
- Zone 4: Beacons 36–30 – confined, limited passing
- Zone 5: Mid-channel outcrop section – uneven ground reaction
- Zone 6: Outer channel – wider but weather exposed

7. IMMEDIATE SHIP-SIDE ACTIONS

Upon any grounding, contact, collision or loss of control:

- Stop engines as appropriate and secure propulsion
- Immediately notify VTS Port Hedland / Harbour Master
- Check for Injuries and/or Medical Response Needs
- Declare “Salvage Casualty – Initial Response”
- Record time, position, heading, speed and tide
- Check for Vessel’s Watertight Integrity
- Sound all tanks, voids and holds
- Assess flooding, pollution risk and structural damage
- Muster crew and assign an On-Scene Coordinator (OSC)
- Prepare for tug connections and helicopter operations
- Preserve evidence (VDR, ECDIS, logs, photographs)

This section does not replace the ship’s current checklists, such as grounding, that are designed as per ISM and are part of the ship’s SMS.

8. SALVAGE SCENARIOS – PORT HEDLAND ALIGNMENT

The following vessel-side scenarios align with the Port of Port Hedland SRP scenarios and channel zoning.

Scenario 0 – Soft Grounding / Channel Contact

- Vessel retains way (SOG > 0.5 knots)
- Objective: maintain control and clear channel constrictions
- Continuous damage assessment mandatory
- Formal GO / NO-GO decision required before Beacons 15/16

Scenario 1A – Hard Grounding (Initial Stabilisation)

- Vessel stopped or near stopped on channel batter
- Objective: stabilise on batter and maximise remaining fairway
- Tug holding arrangements implemented
- No uncontrolled ballasting or de-ballasting

Scenario 1B – Hard Grounding (Refloat Attempt)

- Hull intact or ingress controllable
- Refloat attempts only with Harbour Master approval
- Rising tide window preferred
- Abort criteria clearly defined

Scenario 2 – Stranding (Lightering Required)

- High ground reaction preventing refloat

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- Cargo and/or bunker removal required
- Salvage contractor engagement mandatory

Scenario 3 – Stranding with Damage (Salvage)

- Hull breach or progressive flooding
- Engineered salvage required (patching, pumping, air)
- Continuous SF/BM monitoring across tidal cycles

Scenario 4 – Constructive Total Loss (Wreck Removal)

- Salvage not viable
- Transition to caretaker status
- Wreck removal conducted under Harbour Master direction

- **Pollution from breached tanks** is a possible concurrent condition and triggers SOPEP + port notifications

9. TECHNICAL DATA AND ENGINEERING SUPPORT

The following information shall be immediately available onboard and provided upon request:

- General Arrangement Plan
- Capacity and Tank Plans
- Emergency Towing Booklet
- Loading Condition and Stability Data
- Longitudinal Strength (SF/BM) limits
- Damage Stability Data
- Classification Society ERS activation details

- Onboard loading computers shall not be relied upon as the sole decision-making tool for grounded conditions.

10. STABILISATION AND DAMAGE CONTROL

Subject to approval, potential measures include:

- Controlled ballast transfer to manage hull stress
- Counter-flooding where engineered and authorised
- Tug positioning to control heading and interaction forces
- Anchoring or temporary mooring where appropriate
- Pollution prevention measures in accordance with SOPEP

11. LIGHTERING AND DE-BUNKERING

- Conducted only under an approved salvage plan
- Stability and longitudinal strength continuously assessed
- Pollution prevention is a priority at all stages
- Coordination with the port, terminals and authorities mandatory

- Immediate internal fuel transfer may be required to avoid or minimise pollution

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12. COMMUNICATION, REPORTING AND RECORDS

- Single communication chain via Master / OSC
- Regular SITREPs to VTS / Harbour Master
- Statutory reporting completed as required
- All actions, calculations and decisions logged and retained

13. SALVOR ENGAGEMENT AND CONTRACTING

- Early engagement of professional salvors is mandatory for Scenarios 2–4
- Salvage contracts, commercial arrangements
- Financial security arranged promptly via insurers
- Response Time / Mobilisation Time

14. TRAINING, REVIEW AND FAMILIARISATION

- Bridge team familiarisation prior to Port Hedland arrival
- Annual review of this plan
- Update following vessel modification or trade change

15. MANDATORY SHIP-SPECIFIC ANNEXES

- Annex A: Vessel Particulars and Operational Limitations
 - Annex B: Tug Connection Points and Safe Working Loads
 - Annex C: Stability and Longitudinal Strength Limits (Intact and Damage)
 - Annex D: Salvage, ERS and Emergency Contact List
 - Annex E: Pollution Response Equipment and Tank Layouts
 - Annex F: Port Hedland Operational Notes (drafts, tides, constraints)
- Annexes A, B, D and E are static ship-specific documents and shall be kept current following any material modification to the vessel.
 - Annex C, F are voyage-specific and shall reflect the vessel's actual arrival / Departure conditions for each call to Port Hedland.

16. DOCUMENT OWNER

The Company Designated Person Ashore (DPA) is responsible for this Port Hedland Ship Salvage Plan and has Approval Authority.

Date approved:

Review date:

Version:

Approved by: