

## Vessel Preparedness for Emergency Steering Event in Port Waters

Number: PH 09/25

Date Issued: 7/07/2025

Date of Effect:	7 July 2025
Details:	Vessel Preparedness for Emergency Steering Event in Port Waters
Former Notice:	PH 19/24, 30/10/2025 – amended
Charts & Publications:	AUS 53
Further Notice:	N/A
Attachment:	N/A

In response to recent Steering events and towage strategy review and assessments, the following updated requirements have been established to enhance emergency steering preparedness for vessels navigating in Port Hedland waters. These requirements are applicable as outlined below. The main change is the requirement of a competent person(s) in steering gear flat for outbound vessels is extended to C1.

### 1. COMPETENT STANDBY PERSONNEL REQUIREMENTS

#### For inbound vessels:

- A competent standby person(s) must be present in the steering room from the time the vessel enters the Port Hedland Shipping Channel until the vessel is alongside the berth.

*Note: Entries include 15/16 entry, 26 entry and 30/31 entry.*

#### For outbound vessels:

- A competent standby person(s) must be present in the steering gear room from the time all mooring lines are released (Casting off a berth) until the vessel has passed beacon C1 and clear the Shipping Channel.

The Competent standby person(s) in the steering gear room should:

1. Be well-trained and proficient in emergency steering procedures, including switching to local emergency steering mode and maintaining a clear, direct communication link with the vessel's bridge and changing the rudder angle as per directions from the bridge.
2. Be capable of identifying and communicating the rudder's actual position (rudder angle) to the bridge when requested.
3. Remain stationed in the steering gear room until officially dismissed by the pilot.

The vessel's Master must ensure the competent standby person(s) does not operate any machinery unless instructed by the bridge.

## 2. EMERGENCY STEERING GEAR TESTING REQUIREMENTS

### **Marine Pilot Task - All Departure Cape-size vessels and above (>120.000 DWT)**

- Prior to departure, while a **marine pilot is onboard**, vessels must conduct a test of the emergency steering gear. This test should confirm:
  - The proper execution of an order issued by the marine pilot.
  - Establishing a clear communication channel between the bridge and the competent person(s) in the steering gear flat.
  - The ability to switch from bridge control to local control in the steering gear flat, with execution of a rudder movement order within 45 to 60 seconds.
  - Note and verify of time to go from hard over to mid-ship and hard over to opposite side.

#### **Pre-Arrival Recommendations:**

- It is strongly recommended that vessels calling at Port Hedland conduct an emergency steering test before arrival. This test should verify:
  - Changeover from bridge control to local control in the steering gear flat and change the rudder angle within 45 to 60 seconds.
  - Clear communication establishment with the bridge.
  - Note and verify of time to go from hard over to Mid-ship and hard over to opposite side.

For further information or clarification regarding this notice, please contact the Harbour Master Team.

Thank you,



Behrouz Daei Zadeh  
**Harbour Master East (Port Hedland)**