BHP Mitsubishi Alliance

Quick Reference Guide:
Guidance Notes to assist SUPRAMAX vessels with completing the Hay Point Terminal Vetting Questionnaire

BHP Mitsubishi Alliance

SECTION 1: VESSEL DETAILS

1.1 DWT summer

To ensure the best chance of acceptance to the port of Hay Point only vessels above 50K DWT should be nominated.

SECTION 3: VESSEL MOORING DETAILS

3.2 How many lines will the vessel use for mooring?

Most vessels will only moor with mooring lines run from a winch drum (addressed in q3.1) however some ships only have 8/10 winches with the 2 additional spring lines secured to bitts – in this example, the answer would be 12.

NOTE- Vessels with less than 12 mooring lines on winch drums will incur weather restrictions and be restricted to calm weather berthing only at no cost to the Terminal.

3.6 Are all mooring lines types uniform in MBL, Size and Construction within each lead?

'Each lead' refers to the grouping of lines in the same direction – e.g. head lines, forward breast lines, aft spring lines, etc. For example, all head lines are a lead and should be uniform. The forward breast lines are a lead and should be uniform.

MBL refers to the design MBL of the mooring line and not the actual breaking load during test. Hay Point expects all mooring lines in each lead are within 5t MBL to be considered uniform.

Size refers to the diameter of the mooring line. Hay Point expects all mooring lines in each lead are within 5mm diameter to be considered uniform.

Construction refers to the material the line is constructed of (e.g. polypropylene, HMPE, nylon, etc.). Hay Point expects all mooring lines in each lead be of similar construction to be considered uniform – e.g. all polypropylene.

- LDBF on all lines shall be >60T, if vessel DWT<120k.
- At all times, the minimum length of the mooring line shall be 200 meters.
- The maximum diameter of the mooring line must not exceed 110mm.
- All mooring lines (including spares) shall be in good condition and free from knots, bends, splices and wear/abrasion damage.
- Lines with limited stretch (elasticity), such as HMPE lines, must be used with mooring line tails.
- Vessels shall ensure that tail (pendant) connection to the main line are in accordance with the requirements of the OEM.
- Tails must have a breaking force of 125% to 130% of the line that they are joined to.
- Tails must have a minimum length of 11m due to the open sea nature of the port.
- Adequate vessel crewing shall be made available to ensure mooring lines are monitored at intervals of no more than 30 minutes.

- The full length of all mooring lines shall undergo at least one detailed inspection at intervals of not more than 12 months. All records shall be kept on board and made available for inspection upon request.

3.7 Is the vessel prepared to replace lines older than 5 years old from certificate date?

Hay Point has strict requirements regarding the age of mooring lines – only lines that are less than 5 years from date of certificate are permitted to be used (not date of installation or first use). Should your mooring lines be older than 5 years from date of certificate, they must not be used while at Hay Point. If you are not prepared to replace old lines, please consider raising this with your BHP contact before proceeding.

3.10 Has a brake render test been completed on all winches within the last 12 months?

The ability for a ship's mooring winch brakes to "render" or pay out mooring line when the tension in the ship's mooring system reaches a pre-determined value is a crucial safety system on board modern merchant vessels. As implied by the question, Hay Point require brake render testing be performed on all mooring winches every 12 months. We understand brake render testing is a complex matter and not all crews have experience in this area. Brake render testing can also be a dangerous task to perform.

Please advise at the earliest point if you're unsure about brake render testing as we can assist with the following:

- Review brake render calculations before the test is performed to ensure it will meet our requirements.
- Provide details of external consultants that can assist with the testing.

Due to the complexity of brake render testing, we are unable to sufficiently address the topic in this guidance note. Please refer to the '2024 HPCT Brake Render Testing Guidelines' for further information.

Brake render testing MUST be performed and current within the last 12 months. External technicians can assist with brake render testing at the anchorage at the vessel's cost.

Hay point has a 30T minimum set point requirement for brake render test. Vessels are reviewed on a case by case basis if the vessel cannot achieve the minimum set point.

Key Points:
•Hay Point requires the render point be at least 30t at the 3rd layer of rope on the drum for conventional drums and the 1st layer for split drums. The max BHC MUST NOT be exceeded at the first layer of rope on the drum.
•Vessels that can't achieve the above requirement will be assessed on a case by case basis. They are likely to have weather restrictions applied to berthing prospects at no cost to the Terminal.

3.24 Does the vessel have chafe protection installed for lines that are run through Chock/Bitt/Roller/Mushroom fairleads? (Chafe Protection must be fit for purpose, fabricated chafe protection is not accepted at the port of Hay Point)

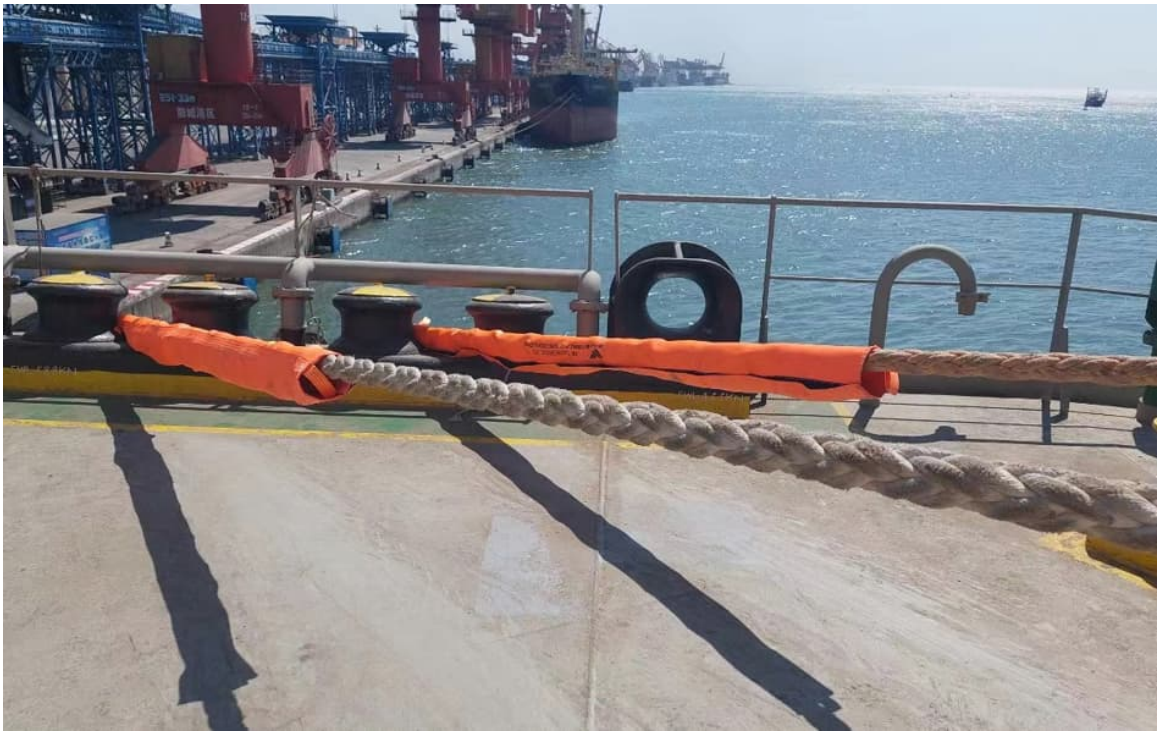
This question is referring to chafe protection that is used on the part of the mooring line that runs through chocks / bitts / rollers and mushroom fairleads. It does not apply to protection used on the end loop of the mooring line.

The use of chafe protection on mooring lines is mandatory at Hay Point. The ship must have fit for purpose chafe protection on board that is in good working order.

Fabricated chafe protection, e.g. made from hose or canvas, is not acceptable to Hay Point.

Answering 'no' to this question will not result in the TVQ being rejected – we expect the completing party to advise a plan of how and when new chafe protection will be sourced before the vessel berths at Hay Point.

An example of fit for purpose chafe protection is shown below:



SECTION 4: TUGS

The tugs that operate at Hay Point have safe working load (SWL) limits that a ship must meet to ensure the ship can be towed and berthed safely.

This question does not consider the SWL of equipment used for other operations, e.g. securing provision vessels, Panama canal operations, etc. Please ensure you answers reconcile to the Mooring Arrangement uploaded to q9.3.

SWL on all Tug/Mooring fittings must be >40t if vessel DWT < 120k.

Section 7: HELICOPTER REQUIREMENTS

Photos of the helicopter landing area must be provided so we can verify the Port Pilots can land safely. Should any issues with the helicopter landing area present while the helicopter is trying to land, the vessel is likely to be delayed at anchor while a Pilot launch is organised.

Helicopter safety events are taken seriously at the Port of Hay Point. The ship should ensure helicopter operation checklists are completed and that all crew are trained and understand what is required for safe helicopter operations.

Hay Point gives preference to vessels that have a certified helicopter hatch as this is more efficient for the Port. The Port of Hay Point does not provide winching services for helicopter operations.

Vessels without helicopter hatches can still be nominated and vetted to Hay Point, although the vessel must acknowledge this can come with delays due to the availability of the Pilot launch. The Harbour Pilot will also need to assess the environmental conditions to determine suitability of using the Pilot launch for boarding the vessel.