



BHP Mitsubishi Alliance

Hay Point Coal Terminal
Mooring Management Standard
March 2024



Contents

1.	Purpose	2
2.	Requirements	2
2.1	Certification.....	2
2.2	Mooring Lines.....	2
2.3	High Modulus Polyethylene (HMPE) Mooring Lines and Mooring Tails	3
2.4	Chafe Protection.....	3
2.5	Brake Render Testing.....	4
2.6	Vessel Crew and Line Management.....	4

1. Purpose

BMA's commitment to safety means everyone goes home safe.

Safe practices for mooring operations are encouraged at an industry-wide level to reduce the risks of injury, loss of life and harm to the environment resulting from mooring line snapback events and vessels drifting away from the berth.

This set of standards sets out mandatory requirements that apply to all vessels calling Hay Point Coal Terminal (the Terminal) and accountabilities for the crew on board.

2. Requirements

All vessels and crew calling the Terminal must comply with the requirements described below.

The Terminal will verify the vessel and crew are compliant via the Terminal Vetting Questionnaire and/or a physical inspection and audit while the vessel is alongside.

2.1 Certification

Vessels shall have on board valid up-to-date certificates for all mooring lines and mooring line tails that are in use or kept as spares. These certificates must be produced for inspection if requested by the Terminal.

2.2 Mooring Lines

- Mooring lines must be no older than 5 years from the date stated on the certificate.
- At all times the minimum length of the mooring line must be 200 meters.
- The maximum diameter of the mooring line must not exceed 110mm.
- All mooring lines in each lead must be uniform for:
 - o Material type – all HMPE OR nylon OR synthetic (e.g. polypropylene, polyester, etc).
 - o Diameter – all lines within 5mm.
 - o MBL – all lines within 5t.

The mooring line leads will be assessed as follows:

- o Head lines
 - o Fwd breast lines
 - o Fwd spring lines
 - o Aft breast lines
 - o Aft spring lines
 - o Stern lines
- Mooring line LDBF (line design break force) must be 100-105% of the ship design MBL. The minimum breaking load (MBL) of all lines must be:
 - o At least 60t if the vessel DWT is less than 120kt.

- At least 75t if the vessel DWT is greater than 120kt.
- All mooring lines (including spares) must be in good condition and free from knots, bends, splices and wear/abrasion damage.
- All vessels must have a minimum of 2 spare mooring lines and tails on board in addition to all lines that might be deployed. Spare lines must be uniform with other mooring lines on board so if they are put into service all lines in each lead remain uniform.
- Spare mooring lines and tails must meet all the same requirements as lines and tails in use.
- Wire ropes MUST NOT be used at the Terminal.
- The full length of all mooring lines must undergo at least one detailed inspection every 12 months.
- Mooring line records must be kept on board and made available for inspection upon request.
- Mooring lines must be end to ended every 2.5 years.

2.3 High Modulus Polyethylene (HMPE) Mooring Lines and Mooring Tails

- Mooring lines with limited stretch / elasticity, such as HMPE lines, must be fitted with mooring line tails.
- Mooring lines tails must not be fitted with metal shackles.
- Mooring line tails must not be older than 18 months from the date of certificate.
- Mooring line tails must not be constructed of HMPE.
- The MBL of the mooring line tail must be 125-130% of the mooring line it is connected to.
- Mooring line tails must be at least 11m in length.
- All mooring line tails in each lead must be uniform for:
 - Material type.
 - Diameter – all lines within 5mm.
 - MBL – all lines within 5t.
 - Length – the length must be the same for all tails in the lead.
- All vessels must have at least 2 spare mooring line tails that meet the above requirements.

2.4 Chafe Protection

- Chafe protective is mandatory for all mooring lines that run through chocks / bitts / rollers / mushroom fairleads.

- Chafe protection must be fit for purpose – fabricated chafe protection is not acceptable to Hay Point.
- All vessel's must have at least 2 spare pieces of chafe protection on board.

2.5 Brake Render Testing

Hay Point has strict requirements regarding brake render testing. These are discussed in detail in the 'HPCT Brake Render Testing Guidelines'.

2.6 Vessel Crew and Line Management

- All crew who are tending mooring lines must be adequately trained and competent to do so.
- Adequate crewing must be made available to ensure the following are monitored at intervals of no more than 30 minutes while alongside:
 - o Mooring lines
 - o Chafe protection
 - o Mooring winch brakes
- Monitoring / inspection of the mooring system must be recorded in an inspection log. The inspection log must be provided to the Terminal if requested.
- Crew must continuously monitor the vessel's mooring lines for 2 hours before and 2 hours after the turn of the tide (both high and low tides).
- Mooring lines must run from winches or if approved, on bitts.
- Mooring lines must not be secured on crucifixes or on warping drums (drum ends).