



BHP Mitsubishi Alliance

# Panamax 10 Winch Mooring Arrangements

Hay Point Coal Terminal



# Mooring Guidelines

The mooring arrangements that are provided in this booklet are based on most appropriate minimum mooring required at the berth. It is understood that not all vessels have the same deck layout and fairlead configuration. Therefore, adjustments must be made to these arrangements to suit the vessel at hand. When considering these adjustments, the following should be considered;

- The spread of lines should be as close as possible to that provided in this booklet;
- The lines should have as small a change in direction as possible when passing through fairleads;
- Lines should not be run around multiple deadmen or mushroom fairleads in order to achieve best arrangement;
- If a line needs to be made fast to bitts, it should be part of a pair where the other line is on the winch;
- Additional lines to those shown in the arrangement can be run, PROVIDED:
  1. Lines are a minimum of 35m in length from fairlead to hook;
  2. If additional lines are run aft, then equivalent lines should be run forward and vice versa so that the mooring arrangement remains balanced.

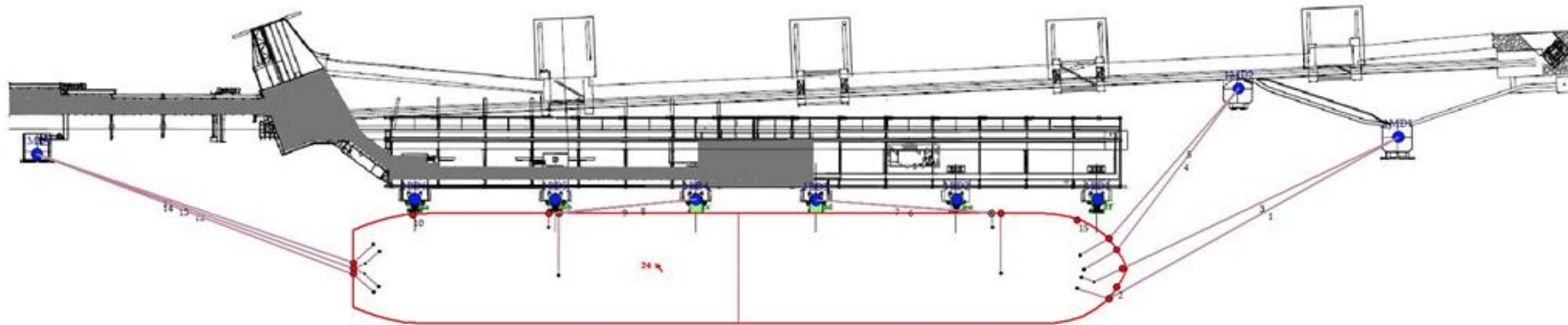
The Master of the vessel remains responsible for the vessel and the mooring arrangement and therefore any mooring arrangement proposed must be approved by the Master of the vessel.

# Plan 1/G - 10 Winch Panamax Port Side at Berth 1

Vessel on bridge marker

4/2/2/4 (All lines on winches)

- Outer headlines - on winch
- Inner headlines – on winch
- Fwd springs – one on winch and one on bitts
- Aft springs – one on winch and one on bitts
- Stern lines – on winch



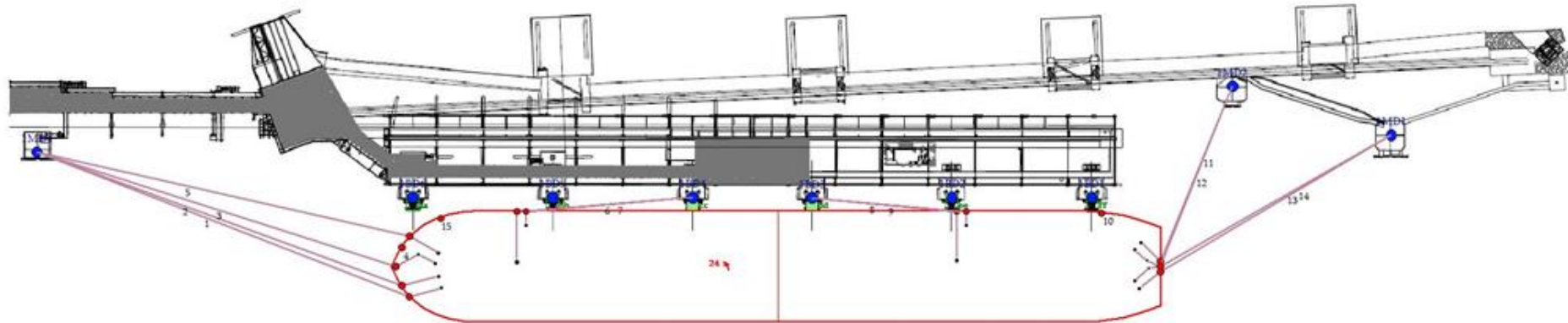
MD4	BD6	BD5	BD4	BD3	BD2	BD1	MD2	MD1
4			2	2			2	2

# Plan 1/H - 10 Winch Panamax Starboard Side at Berth 1

Vessel position is +10m forward of bridge marker to provide clear line for headlines.

4/2/2/4 (One fwd/aft spring line on bitts)

- Headlines – on winch
- Fwd springs – one on winch and one on bitts
- Aft springs – one on winch and one on bitts
- Stern lines – on winch



MD4	BD6	BD5	BD4	BD3	BD2	BD1	MD2	MD1
4			2	2			2	2

# Plan 2/G - 10 Winch Panamax Port Side at Berth 2

Vessel on bridge marker

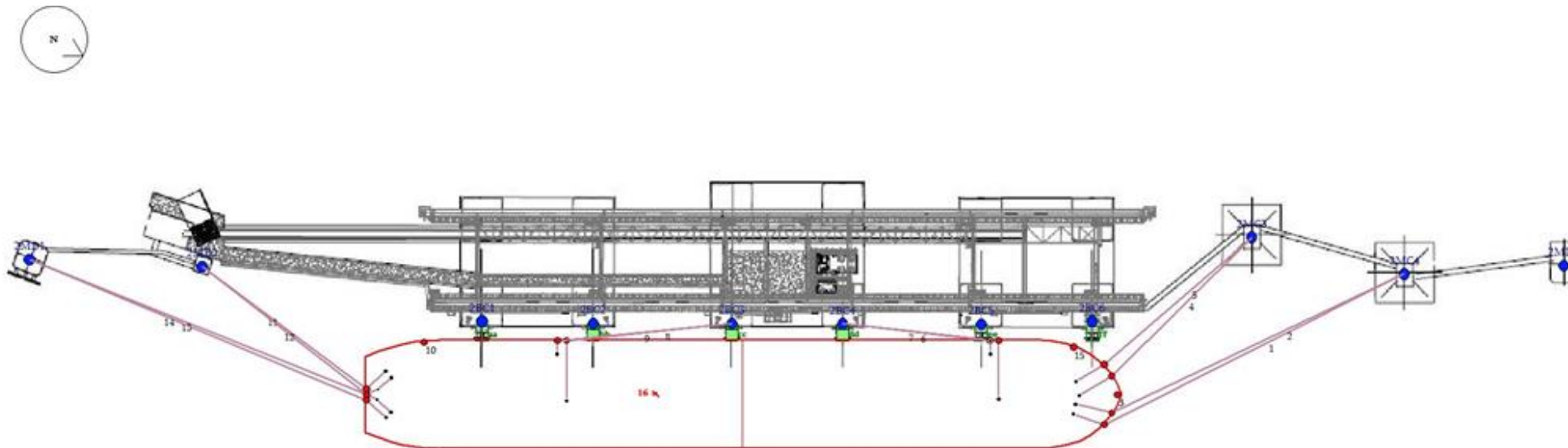
4/2/2/4 (One fwd/aft spring line on bits)

Headlines – on winch

Fwd Springs – one on winch and one on bits

Aft springs – one on winch and one on bits

Stern lines – on winch



MD1	MC2	BC1	BC2	BC3	BC4	BC5	BC6	MC3	MC4	MD5
2	2			2	2			2	2	

# Plan 2/H - 10 Winch Panamax Starboard Side at Berth 2

Vessel on bridge marker

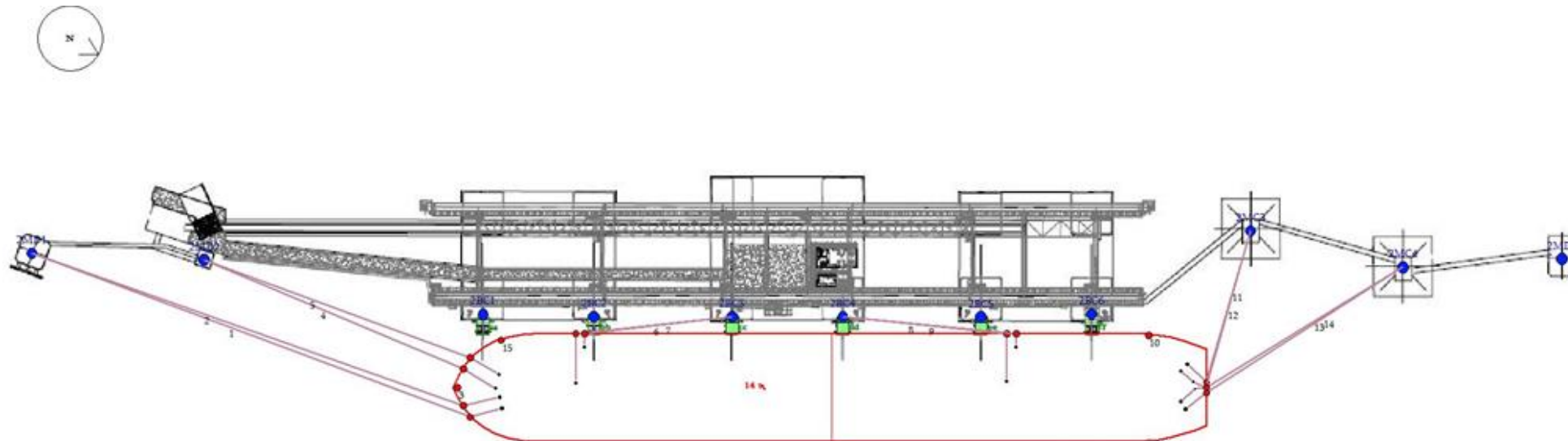
4/2/2/4 (One fwd/aft spring line on bitts)

Headlines – on winch

Fwd springs – one on winch and one on bitts

Aft springs – one on winch and one on bitts

Stern lines – on winch



MD1	MC2	BC1	BC2	BC3	BC4	BC5	BC6	MC3	MC4	MD5
2	2			2	2			2	2	

# Plan 3/G - 10 Winch Panamax Port Side at Berth 3

Vessel on bridge marker

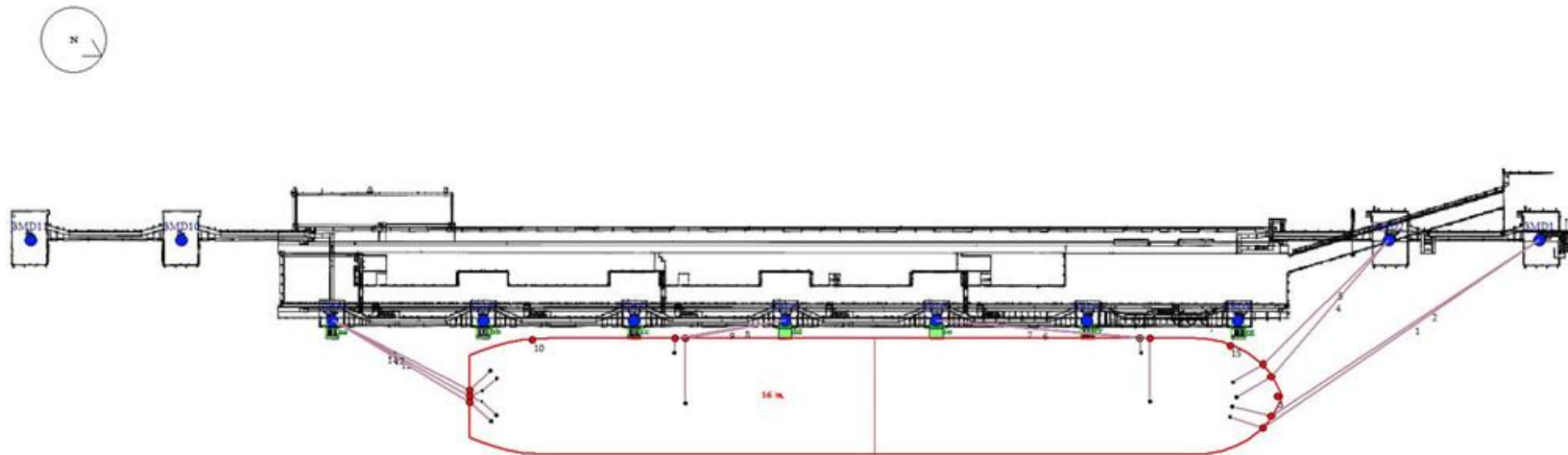
4/2/2/4 (One fwd/aft spring line on bitts)

Headlines – on winch

Fwd springs – one on winch and one on bitts

Aft springs – one on winch and one on bitts

Stern lines – on winch



MD11	MD10	BD9	BD8	BD7	BD6	BD5	BD4	BD3	MD2	MD1
		4			2	2			2	2

# Plan 3/H - 10 Winch Panamax Starboard Side at Berth 3

Vessel on bridge marker

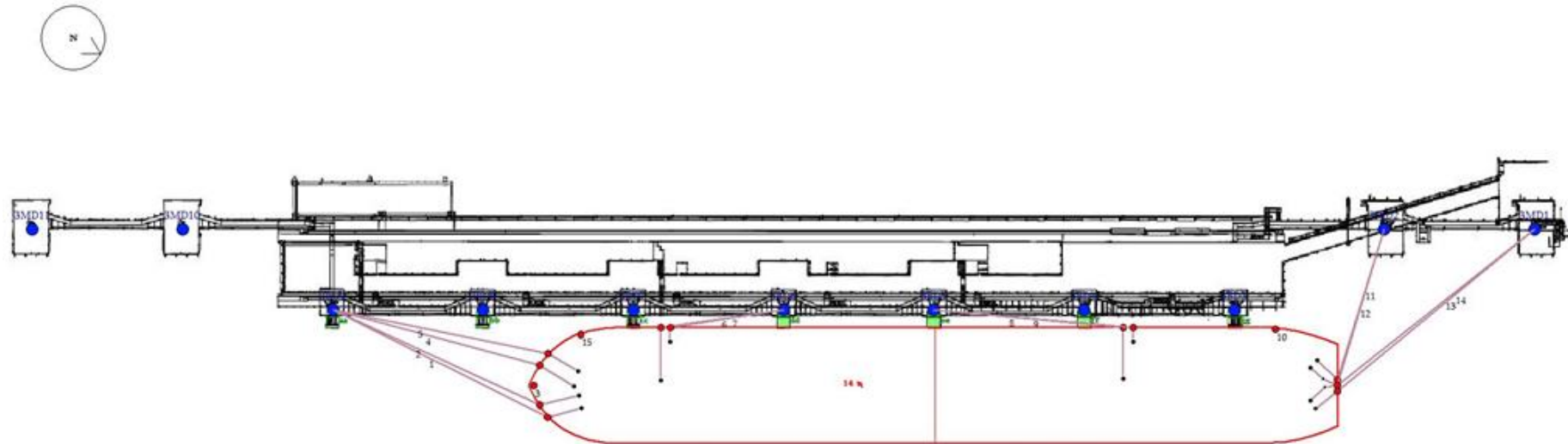
4/2/2/4 (One fwd/aft spring line on bits)

Headlines – on winch

Fwd springs – one on winch and one on bits

Aft springs – one on winch and one on bits

Stern lines – on winch



MD11	MD10	BD9	BD8	BD7	BD6	BD5	BD4	BD3	MD2	MD1
		4			2	2			2	2