

Mooring Guide to Panamax Ships - Loading Grain - Berth 3 Bunbury

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DOCUMENT CONTROL

Revision Number	Description	Reviewed by	Approved by	Review Date	Issue Date
01	New Document	Pilots - Bunbury	Harbour Master – Bunbury		30/01/2026

AUDIT

This Guideline shall be reviewed or revised:

- where a Risk Assessment or Audit identifies a need to review
- when legislative changes impact this Guideline.
- following a significant incident involving this Guideline.
- at least every two years.

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1 OBJECTIVE

To give guidance to Master of Panamax sized vessels loading grain at Berth 3 / Bunbury.

2 GENERAL INFORMATION

The ship will berth starboard side to the berth and will be provided with a shore gangway.

As the loader is fixed in the centre of the berth, ships are required to warp to position the holds for loading. This requires a special mooring arrangement be used. The ship must have 5 lines on the forecastle and 5 lines from the stern, 1 spring from between hatches 1 & 2 and 1 spring from between hatches 6 & 7.

After running the 'Long Springs', the forward and Aft Breast lines will be run, and the ship will be moved such that hatch one will be the first hatch loaded. It is understood that hatch one cannot be fully loaded in one pour, however loading plan should be such that it can be accomplished in only two.

When moved back for hatch 1, or ahead for hatch 7, the length of headlines / stern lines and main deck springs is very long, the terminal provides dyneema shorelines, that connect to the ship's line. These dyneema lines provide additional length and reduce overall stretch. Dyneema extension lines will be attached by the mooring gang

When loading hold 1, the stern draft is to be less than 11.8m, so plan to use holds number 2 and 6 for final trimming. During tie-up, hold number one will be positioned beside the loader. To minimise shifting, load plan must be for hold number 1 to be first pour.

3 PROCEDURE

3.1 Sequence for Mooring Lines

Pilot will hold the ship parallel, off the berth, while spring lines are run using a line boat.

- 1) Forward spring lowered to boat and taken to the shore to be connected to dyneema shoreline. Take up slack with line just touching the water. (Banana line Clear of the water)
- 2) Aft spring lowered to the boat. Boat will pass under the forward spring and take the aft spring to the berth. When attached to dyneema, and boat clear, springs are heaved in as ship is placed against the berth. Springs **must not** go under fenders when vessel is being placed alongside.
- 3) Forward and Aft breast lines will then be run (1x Drum / 1x Loose Line each end).
- 4) **IMPORTANT**
Aft breast lines must run from the starboard side quarter and **not** the transom. Aft breast lines **must** run from the starboard side quarter and **not** the transom. A heaving line is passed to the dolphin on each end and a messenger line is attached. The messenger line goes through the BIG eye on the two breast lines (one line on drum / one loose line) and are winched to the shore at both ends.
- 5) The breast lines will be left slack to allow the ship to move back approximately 45m. This will be done using both, the forward tug and forward spring to move back.
- 6) Once the ship has moved back to place hold number one beside the loader, spring lines and breast lines will be made fast. Then 3x outboard stern lines and 3x outboard head lines (2x Drum / 1x loose each end) are lowered (together) to the boat and taken to the shore to be attached to dyneema lines. HEAVE IN ONLY WHEN INSTRUCTED BY PILOT.
- 7) Care is to be taken not to let any lines go under fenders at any time.

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Shore gangway will be provided. Be aware only a light set of steps is placed on the ship. The main component of the shore gangway is suspended from the loader and puts no weight on the hatch cover.

3.2 Diagrams for Tie-up

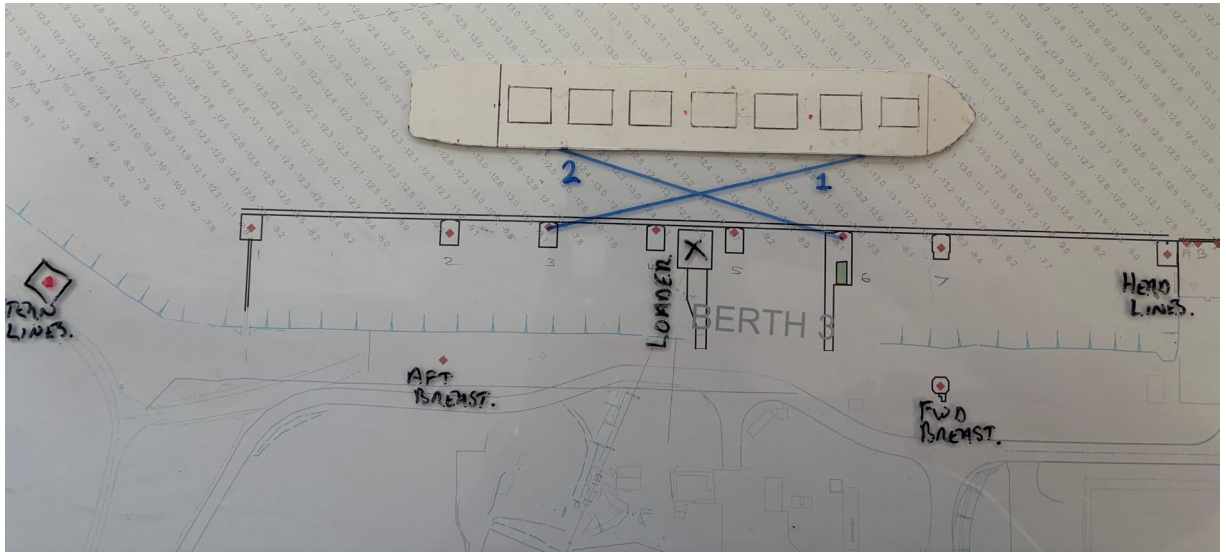


Figure 1: Spring Lines

Fwd spring Blue Number 1, is attached by Line Boat and then heaved in just clear of the water.

Aft spring Blue Number 2 is then run under the fwd spring and attached.

Ship will berth against the wharf with hold number 3 beside the loader. Both springs are kept clear of the water as the ship moves alongside

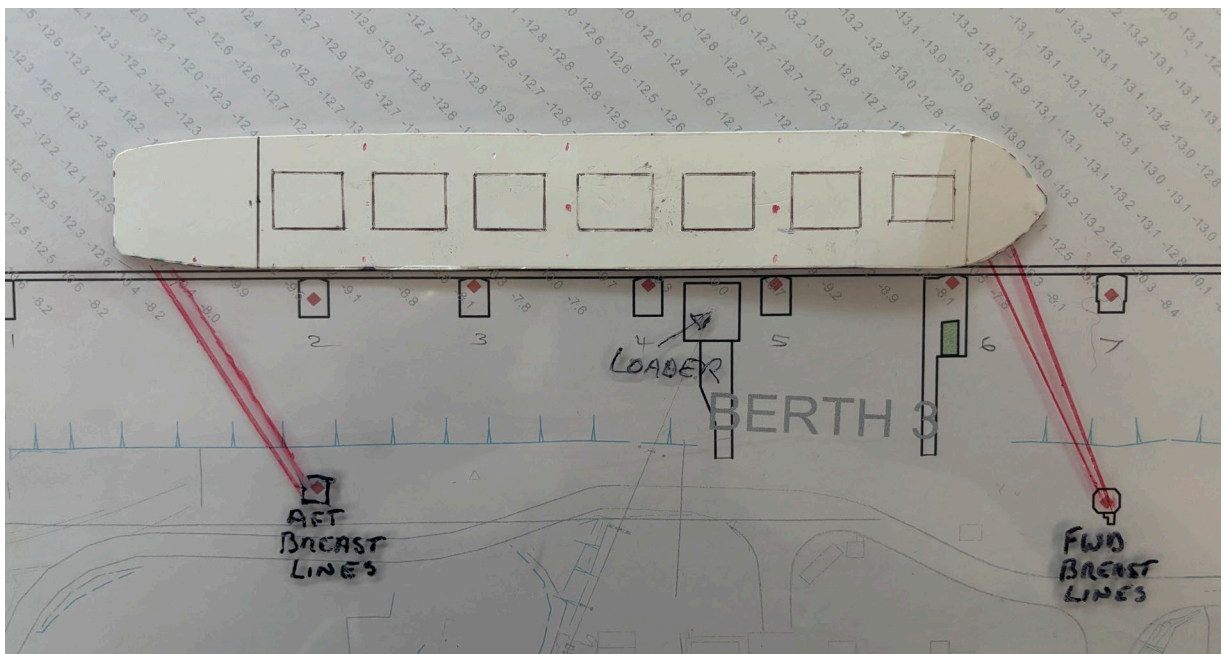


Figure 2: Fwd Breast & Aft Breast Lines

When alongside, Fwd and Aft Breast lines (Red) are run.

The ship is then moved back approximately **50m**, to place hold one beside the loader.

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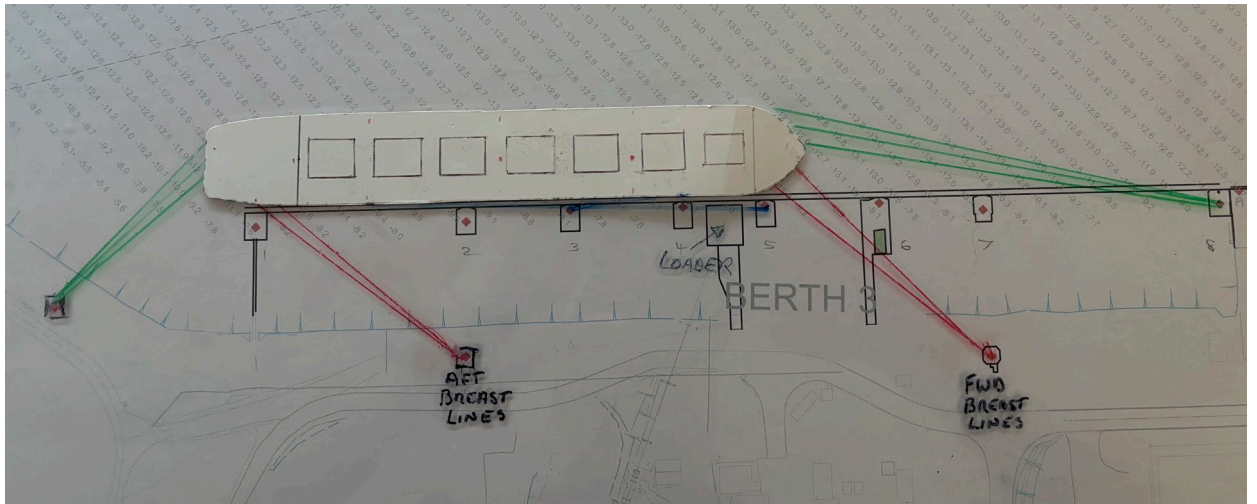


Figure 3: Ship moved back and Stern & Headlines made fast

Headlines and Stern lines (green) are then run and all lines are made fast.