

**DATE: 11 February 2023**

**SUBJECT: Revised Towing and Lines boats requirements for vessels**

This Harbour Master Instruction supersedes the previous Harbour Master Instructions 01-2017, which is now cancelled.

Fremantle Ports' recently conducted a review of its operational parameters in accordance with its continual improvement process to enhance safety of operations. Accordingly, a revised process for Towing and Lines boats requirements for vessels during berthing, unberthing, removals (shifting), warping alongside berths is being implemented.

These requirements will be effective **from 13 February 2023**.

### Towage tables based on vessel sizes

The allocation of tugs shall be in accordance with the Towage Tables for the Inner and Outer Harbour. The tables specify the minimum number of power units required for vessels with right hand fixed propellers or left hand variable propellers. If circumstances dictate that an A Class tug may be unsuitable (example: low freeboard or constrained swinging area), 1 x A Class tug maybe replaced by 2 x C Class tugs by HMO/Duty Pilot consultation.

Nominal LOA (m)	Towage	Maximum wind	Displacement / Draft	Minimum UKC (Transit)	Maximum current
>347m but ≤350m	AAA	Max 15 Kts (10 min. av) Max gusts 20 Kts	CT1 to CT4 berths only	1 m or DUKC	1 kt at Bridge
	AAAA (TDD)				
>310m but ≤347m	AAA	Max 20 Kts (10 min. av) Max gusts 25 Kts	CT1 to CT4 berths only	1 m or DUKC	1 kt at Bridge
	AAAA (TOA)				
>250m but ≤310m	AA(*A)	34 Kts (10 min av) 27 Kts for High sided vessels > 240m	* > 100kMT / * > 12.5m (*Swing) Only relevant to CT berths and ORJ3	1 m or DUKC	1 kt at Bridge
>135m but ≤250m	AA	34 Kts (10 min av)	N/A	1 m or DUKC	N/A
≤135m	CC	25 Kts (Max.gusts)	N/A	1 m	N/A
	AA (if vessel design permits)	34 Kts (Max.gusts)			

\*TOA - Turning On Arrival

TDD - Turning During Departure

### Lines boats tables based on vessel sizes

Shipping Agents are responsible for the ordering of line boats as per below table and must arrange with the lines boat company well in advance of the movement. Failure to do so or failure of the line boats to attend may result in the delayed berthing of the vessel. All delays / cancellation costs will be to the vessel's account

LOCATION / LOA	MOORING / ARR		UNMOORING / DEP	
	ROPES	WIRES	ROPES	WIRES
Inner and Outer Harbour <160m	1	2	0	2
Inner and Outer Harbour ≥160m	2	2	0	2
ORJ	2	2	As required	

### Warping of vessels alongside berths and removals(shifting) from a berth

Removal from one berth to a different berth requires towage and lines boats allocation as per the Towage and Lines boats tables. The main engine is to be available for all removals and warping's. Where a vessel is "dead ship" a non-routine evaluation process will apply.

Warping requirements are as follows:

- Warping will be permitted only during safe environmental conditions
- Warping along a berth / quay is permitted for a maximum distance of 30m, with the shore mooring crew in attendance only
- Where a vessel must be shifted along a continuous quay length by one third of the ship's LOA or 30m, whichever is less, then a Pilot and Lines Boat shall be ordered. Additionally, tugs are to be ordered as per the below table


VESSEL LOA	WITH MAIN ENGINE	WITHOUT MAIN ENGINE
<135m	C	C
135-160m	A	AA
160-310m	AA	AA
310-350m	AA*	AA*

\*Pilot may request third A-Class tug where weather concerns prevail.

## HARBOUR MASTER'S INSTRUCTION

**01-2023**

- Any warping of vessels in the Inner Harbour is to be carried out only after approval from HMO
- Vessels removing/shifting from one berth to another at the KBB3/4 are to be provided with a towage and lines boats in compliance with the tables in this Harbour Masters Instruction.
- Implementation of the above warping related requirements for Alcoa and Kwinana Bulk Terminal will be deferred to a further date after additional internal assessments by Fremantle Ports.



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**Capt. Savio Fernandes**

Harbour Master