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PORT INFO

GENERAL BERTH INFO

OIL TERMINAL (berth 1)

Situated at the end of the ore jetty.

Tanker jetty length = 365 m

Permissible draught = 21,25 m

Maximum air draught = 19 m (waterline to manifold)

Maximum displacement = 300 000 mt

Maximum L.O.A. = 333 m

Commodities: Liquid bulk crude oil is handled by pipeline.

The tanker berth is equipped with 3 x 16" connection Chicksan hydraulic arms, placed 11m apart on the jetty. Port midships derrick/crane is required on berthing. Special spooling pieces are bolted to the ship's manifold to enable the arms to be attached. The maximum freeboard allowed is 19,0 m. The arms have a very limited ranging capacity and are fitted with audible alarms to warn of their limits.

The storage tanks are about 8 km away (outside port limits) and a discharge rate of up to 10 000 tons per hour can be obtained. The Surveyor, Discharge Advisor and Agent stay on board throughout discharge/loading.

Scuppers must be cemented prior to commencement of discharge.

IRON ORE JETTY

Ore jetty length = 630 m.

Maximum permissible draught = 21,25 m.

Maximum beam = 58 m. Minimum beam = 30 m.

Maximum air draught = 22 m.

Minimum safe clearance under chute: east side = 24,5 m, west side = 24,5 m height from CD (including 2,2 m safety factor).

Maximum dw = 320 000 t.

Minimum dw = 50 000 t.

Gearless vessels preferred.

Commodities: iron ore.

MULTI PURPOSE BERTH

MPT Jetty Length = 870 m.

Maximum permissible draught = 13.5 m.

No beam or air draft restrictions

Geared vessels only as no loading appliance available on MPT.

MPT Berth Restrictions

Quay Number	Length (m)	Max Draught (m)	Max Beam	Tidal Variance (m)	Quay Level (m) @ LWOST
MPT – 201	250	12.0	N/A	1.5	5.1
MPT - 202	combined 620m	13.5	N/A	1.5	5.1
MPT – 203	"	13.5	N/A	1.5	5.1
MPT – 204	"	13.5	N/A	1.5	5.1

PORT CONTROL / VTS (Vessel Traffic Services) CENTRE

Channels 11,12 14 & 16 are available, 29 Mhz and ChA, radio tel. 2182.

The estimated time of arrival of a vessel destined for Saldanha should be confirmed by calling the Port Control on Channel 16; 48 hours, 24 hours and 12 hours then again at least four hours before that arrival time.

Thereafter when the vessel is in a position 12 miles from the pilot boarding station, again call Port Control to receive pilot boarding time and final berthing instruction.

A telephone is compulsory for tankers and is placed on board immediately after docking.

NAVIGATION AND TRACKING

Navigational services are offered by the Port Control centre on a 24-hour basis. Communication is effected by VHF recognised marine frequencies.

Vessels which load to 21,5 m draught must, when sailing, have at least 1 metre on the tide gauge when passing down the channel.

Incoming vessels with a draught of over 19,5 m must have the equivalent of the excess over 19,5 m on the tide gauge when turning in the basin. If the tide is ebbing, the pilot will decide whether there is sufficient time for the operation to be completed safely.

Vessels docking with a draught in excess of 14 metres are handled in daylight hours only.

Vessels with draught over 19 m, movement is tidal and daylight only. NB: Ships smaller than 100 000 DWT are docked port side to, on east or west. Larger vessels are docked bow to sea.

Under normal conditions the typical tanker will be required to put out 6 lines each end, 4 breasts and 4 springs. A launch will assist in running the longer lines.

DOCUMENTATION

After boarding the vessel upon completion of docking, a single officer will handle the formalities for customs, immigration and port health. The documents and papers normally required are: 5 crew lists, 1 store list, 1 crew effects list, 1 animal list, 1 health narcotics list, 1 passenger list, 1 maritime declaration of health, 1 DA5 list of sealable goods. The following must be available for inspection:

- Safety radio certificate, load line certificate.
- Safety equipment certificate International or pollution prevention certificate, de-rat certificate.
- Light dues are paid at the first South African port and are valid for one month.

PILOTAGE

A fast pilot launch with radar and VHF operates at Saldanha. Pilotage is compulsory. The pilot rendezvous position is located in a position with North Head Light bearing 058 degrees (T) x 5,0 nautical miles. Tankers should stay 6 miles off and south of the 080 degree line before boarding. Pilot ladders must comply with SOLAS regulations. The ladder must be a clean pilot ladder, well secured and clear of obstructions or discharges. The ladder must have the following:

- 2 bulwark or rail stanchions,

- 2 separate man ropes of manilla free of knots, with diameter of about 25 mm and of sufficient length and well secured,
- spreaders to ensure the ladder cannot twist,
- a lifebouy with line and safety light.

The ladder and immediate area must be adequately lit at night. During boarding or disembarking, a ship's officer and at least one deckhand should be in attendance. All vessels with a freeboard in excess of 9,0 m must have an accommodation ladder rigged in conjunction with the pilot ladder and man ropes must be provided.

The lower end of the accommodation ladder must not be less than 5 m or more than 9 m from the water. Pilot hoists are not acceptable at this port. Under certain adverse conditions it may be necessary for the pilot to board by helicopter. The master, in consultation with the pilot must authorise the agent to order a helicopter for boarding. The operational limits are 46 m cloud height and 1000 m visibility. The recommended boarding positions are marked on the chart. Vessels in ballast are boarded in position 230 by 2 miles from North Head and loaded vessels in position 283 by 3,7 miles from South Head. For final boarding, consult Port Control.

BALLAST REQUIREMENTS

Vessels must be sufficiently ballasted to permit safe navigation within the harbour. The following table illustrates the Required Actual Draught (Ballast).

LOA (meters)	FORWARD DRAFT	AFT DRAFT
183	6.0	7.5
213	7.5	8.5
244	8.0	9.0
274	8.5	10.0
+274	8.5	10.5

Too light a draught could well delay the docking of a vessel in windy conditions or prejudice her safety.

PILOTAGE:

VESSEL	BERTH	DRAFT	SERVICE	REMARK
ALL	Anchor	N/A	ANCHOR	MINIMUM ONE TUG REQUIRED
	MAIN	+14,0 M	DOCK	DAYLIGHT ONLY. TURNING CIRCLE TO BE USED. SWELL - 2M
		17-19 M	DOCK COMPULSORY	3 TUGS TO ASSIST. 056° APPROACH
		+19 M	DOCK	4 TUGS TO ASSIST. 056° APPROACH
		+20.5 M	LOAD	ONLY WITH PORT'S PERMISSION
		+21.5 M	ALL	MAXIMUM DRAFT WITH 1.0 M WATER ON CHART DATUM
TANKER	TANKER	+19.5 M	DOCK	MINIMUM TIDE TURNING CIRCLE (DRAFT - 19.5 M)
	ALL	N/A	PLO	FROM 18:00 LOCAL OR WHEN MEAN SWELL 1.5M
	ALL	LOADED	SAIL	
BULK	OBS	N/A	SAIL	
GENERAL	MPT	N/A	DOCK	AT ANY SIDE, 24 HR SERVICE
	MPT 201	+ 12.0 M		
	MPT 202	+ 13.5 M	LOAD	ONLY WITH PORT'S PERMISSION
	MPT 203	+13.5 M	SAIL	

VESSEL	BERTH	DRAFT	SERVICE	REMARK
	MPT 201	+ 12.0 M		
	MPT 202	+ 13.5 M		
	MPT 203	+ 13.5 M		

ASSISTANCE e.g.TUGS

Tug attendance is compulsory. Tugs will meet an incoming vessel about 1 mile to seaward of the entrance channel. Three tugs (owned and operated by Transnet National Ports Authority) are stationed at the port for assisting with docking and undocking operations. The tugs have a bollard pull of 42 tons each and are maintained to the Department of Transport's standards.

All tugs are equipped with radar, echo sounders, direction finders, radio telephone (SSB), VHF transmitters, fire-fighting and salvage equipment.