



SOUTHERN PORTS AUTHORITY

Port of Esperance

THIS NOTICE IS FOR THE INFORMATION OF SHIP'S MASTERS AND OTHER CONCERNED PARTIES

**SOUTHERN PORTS AUTHORITY, PORT OF ESPERANCE
LOCAL MARINE NOTICE 2/2023.**

ESPERANCE PORT – BERTH 3 IRON ORE VESSEL RULES

This LMN applies to any bulk carrier calling the Port of Esperance and berthing at Berth 3, exceeding a LOA of 270m OR exceeding a beam of 42m. Vessel's Masters / Ship Agents are to comply with the following requirements:

Requirements pre-visit (to be provided to the Port at earliest convenience):

- Confirmation of the intended loading plan, so that need of warping vessel while alongside can be assessed.
- Maximum draft for the loading, considering that it will be limited by tidal predictions (from the estimated time of arrival until 3 days after the estimated time of departure), to ensure a minimum UKC of 0.6m at all times. Changes may be discussed when more reliable information about loading progress and environmental conditions (tidal residuals) become available.
- If intended departure displacement is more than 215'000t, provision of loading plans for every additional 10'000t.
- Drafts expected on arrival, in strict consideration of maximum allowed arrival displacement of 100'000t.
- Maximum windage area (based on arrival drafts).
- General arrangement plans.
- Completed Cape Size Questionnaire.
- Type of mooring lines (dyneema or polypropylene).
- Acceptance on behalf of the client of the known risks and possible additional costs associated with berthing and loading of this class of vessel at the Port of Esperance.

Requirements on ARRIVAL:

- 3 tugs.
- Wind limitation to be at the discretion of the Duty Pilot and under no circumstances to exceed 25knots (10min average) or gusts in excess of 30 knots as reported by SPA Esperance public meteorological webpages: <https://www.southernports.com.au/esperance/weather-tides/beacon-1/met>.
- LOA not greater than 300m.
- Beam not greater than 50m.

- Maximum displacement not greater than 100'000t.
- Air draft for loader access is 19.10m (highest astronomical tide). Compliance with max displacement takes priority. Compliance with air draft can be achieved via ballasting once alongside, before commencing cargo operations.

Requirements during cargo operations

- Should weather conditions exceed safety limits while alongside (strong winds or Long Period Swell events), the vessel will be directed to sea even though cargo operations may not be completed.
- Reach for loader is 31.7m. Effective reach of the ship loader to the seaboard side of the vessel will only be able to be confirmed once alongside. If the loader cannot reach the further most port side of the cargo hold, then loading capacity into each cargo hold may be reduced. Load plans may have to be adjusted to suit. Master must ensure that the vessel is loaded safely.
- Should the distance from the centre of hatch 1 to the aft gangway platform in fully lowered position at ballast draft be in excess of 223m, use of launch is required to board the vessel, with limited ability for shore personnel to safely access to the vessel at all times.
- During shifting / warping, if any ship's mooring lines are required to be relocated (Springs) or the warping will exceed 10 meters, it will be mandatory that the SPA PoE Pilot is aboard to oversee this operation, and a mooring gang is engaged. Depending on weather conditions, towage may be required in assistance, at discretion of the Duty Pilot / Harbour Master.
- Throughout ship loading operations it is the vessel's responsibility to maintain a vigilant gangway watch and adjust the height / position of the gangway as / when required to avoid the vessel's gangway causing damage to the Berth 3 gangway landing area.
- Maintain at all times a minimum UKC of 0.6m (as per declared Port depths published in [LMN 14/2022](#)), closely monitoring tide and residuals publicly available here:
<https://www.southernports.com.au/esperance/weather-tides/harbour/tide>
- Based on agreed loading plan, tidal predictions and most current residuals, Duty Pilot / Harbour Master are to be timely informed by surveyor / agent (via regular loading progress updates) if vessel's UKC could be less than 0.6m at any low tide while vessel alongside, until 24 hours after expected departure.

Requirements on DEPARTURE:

- 3 tugs.
- Vessels max draft \leq Berth 3 declared depth + tide - 0.6m
- Vessels max draft \leq Channel declared depth + tide - 1.3m.
- Conditions above in place for at least 2 hours from expected last line (available tidal window).

Based on weather conditions and forecasts, with the aim to minimise risks related to weather events that may be expected to occur or could be developing while the vessel is alongside, time of arrival may be changed at short notice at Duty Pilot / Harbour Master discretion.