



SOUTHERN PORTS

ALBANY BUNBURY ESPERANCE

Esperance Port Information Guide

for Ship's Masters

May 2023

www.southernports.com.au - Marine Information

Table of Contents

1.	Emergency Contacts	1
2.	Town of Esperance	2
2.1	Description	2
2.2	Street Map of Esperance	2
3.	Pre-Arrival Information	3
3.1.	Emergency Situations	3
3.2.	Port Boundaries	3
3.3.	Navigational Charts	3
3.4.	Communications	3
3.5.	Berthing Priorities	3
3.6.	Anchorage	4
3.7.	Vessel Draft and Propeller requirements	4
3.8.	Port Towage Requirements	4
3.9.	Pilot Boarding Arrangements	4
3.10.	Master / Pilot Exchange of Information	5
3.11.	Tugs	5
3.12.	Vessel Mooring	6
3.12.1.	Berths No.1 and No.2	6
3.12.2.	Berth No.3 (Dolphin)	8
3.13.	Hand Signals	10
3.14.	Under-Keel Clearance	11
3.15.	Pollution	11
3.16.	Ship Cleanliness Directive	11
3.17.	Garbage Regulations	11
3.18.	Seafarer Welfare	12
4.	Port Security Procedures	13
4.1.	Arrival Notice	13
4.2.	Ship's Crew Shore Passes	13-15
5.	Berth Information	16
5.1.	Berth No. 1	17
5.2.	Berth No. 2	17
5.3.	Berth No. 3	17
6.	Cargo Handling Information	18
6.1.	Berth No. 1	18
6.2.	Berth No. 2	19
6.3.	Berth No. 3	20
6.4.	Dangerous Goods	21
6.5.	Grain Regulations	21
6.6.	Bulk Cargo Regulations	21
6.7.	Cargo Handling Rates	21
	Appendix 1 – Pilot Ladder Rigging	22-23
	Appendix 2 – Standard Route	24
	Appendix 3 – Passage Plan: Outbound	25
	Appendix 4 – Passage Plan: Waypoints	26
	Appendix 5 – SPA Feedback	27

1 Emergency Contacts

SHIFT SUPERINTENDENT

Mobile	+61 428 712 111 – (24/7 – Emergency first POC)
Office	+61 8 9072 3365
Mobile	+61 447 838 290
E-Mail	terminal.supervisors@southernports.com.au

HARBOUR MASTER

Office	+61 8 9072 3344
Mobile	+61 417 922 501
E-Mail	hm.esperance@southernports.com.au

MARINE PILOTS

Office	+61 8 9072 3344 / 3351
Stephen Dickason	+61 417 226 268
Patrick McMahon	+61 438 477 020
Darren Smith	+61 472 749 817
Craig Seeley	+61 474 778 041
Callum MacAdie	+61 458 022 053
E-Mail	pilots@southernports.com.au

SECURITY MANAGER

Security Office	+61 8 9072 3366 / 3367
Mobile	+61 412 456 334
E-Mail	portsecurity@southernports.com.au

POLICE, FIRE BRIGADE & AMBULANCE (IN AN EMERGENCY DIAL 000)

Police Station	+61 8 9079 8999 (<i>Duty Sergeant</i>) / 131444
Fire Station	+61 8 9071 3393 (<i>Unattended after hours</i>)
Ambulance	+61 8 9071 1618 (<i>Unattended after hours</i>)

TUGS

24 hours	+61 8 9072 0037
Mobile	+61 488 720 037
E-Mail	admin@mackenziemarineandtowage.com.au

CUSTOMS

Telephone	+61 8 9076 2601
E-Mail	esperance.shipping@abf.gov.au

STEVEDORING COMPANIES

Australian Bulk Stevedoring	+61 409 083 619
LINX Port Services	1300 487 837
Qube Ports and Bulk	+61 2 9005 1100
Southern Pacific Fibre	+61 428 264 545
Southern Ports	+61 8 9072 3333

SEAFARER WELFARE

Esperance Mission To Seafarers	+61 8 9071 6813
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2 Town of Esperance

2.1. DESCRIPTION

Esperance is located on the south coast of Western Australia, 721 kilometres south east by road from Perth. The nearest regional centres are Albany and Kalgoorlie, 480 kilometres by road to the west and 397 kilometres to the north respectively.

The Town has well developed banking, retail, transport and communication facilities, and a Seafarer's Centre offers the following services:

- Bus transfers to and from the Port are available. (please see section 4 for transfer arrangements and scheduling details)
- Money exchange;
- Internet facilities, including Skype;
- Airport transfers and bus tours by arrangement;
- Accommodation and self-catering facilities; and
- Telephones and cards.

No consular representation is available locally and Esperance keeps UTC + 8 hours

2.2. ESPERANCE STREET MAP



3 Arrival Information

3.1. EMERGENCY SITUATIONS

Ships' Masters must notify the Port of Esperance's Shift Superintendent immediately of any emergency situation on board their vessel (see Section 1 for contact details).

If a Ship's Master is in any doubt with regards to the instructions they have been given by the Shift Superintendent they should then contact the Harbour Master's office (see Section 1).

3.2. PORT BOUNDARIES

Refer to charts AUS 119 and AUS 762 for the location of the Port of Esperance Limits.

3.3. NAVIGATIONAL CHARTS

Unless a vessel is legally compliant with an approved ECDIS for paperless navigation, an original and up-to-date publication of Chart AUS 119 is required to be on board all vessels before they enter Port of Esperance limits. Arrangements can be made to have the chart delivered by tug or pilot launch.

The recommended rendezvous position is 34°00' S and 121°50' E.

3.4. COMMUNICATIONS

The Port operates VHF channels **16** and **12**. The Port of Esperance's call sign is "Esperance Harbour". **The Port VHF radio is not manned 24hrs, and is only available **ONE HOUR PRIOR** to Pilot on Board time.** All vessels are requested to keep clear of VHF channel **13** (working channel for manoeuvring only) and **72** (local weather transmissions).

Radio communications can interfere with Port's cargo operations and should be limited to low power only. Masters are to refer to latest Esperance Local Marine notice on Radio Transmissions (See www.southernports.com.au/esperance/marine-information)

3.5. BERTHING ARRANGEMENTS

Ships' Masters must note the following arrangements in relation to berthing at the Port of Esperance:

- All vessel movements are the responsibility of the Port's Pilots;
- All vessels should move through the Port as efficiently and quickly as is safely possible;
- All decisions will be made with a "whole of Port" focus, which includes community considerations;
- The principle of "first come, first served" applies to all vessels wishing to enter Esperance Harbour. This means first vessel to the Pilot boarding ground one nautical mile east of Cull Island will be given priority. This principle can change under certain conditions, such as:
 - Tide restricted vessels;
 - Where the affected parties agree to the change; and
 - Unless otherwise arranged with Management if another vessel's cargo is not ready.
- Vessels arriving before their required berthing time may be berthed on arrival at the Port's convenience. Port dues will commence one hour after the scheduled Pilot on board time;
- When possible, vessels with labour waiting may be given priority, subject to safe navigation;
- Agents who book their arrivals, removals and departures first will usually be given preference over late bookings;
- Vessels that have been delayed the longest by industrial matters are usually given preference

3 Arrival Information continued

- SPA-POE provides a 24-hour pilotage service but it is not an “on demand” service. Generally, 4 hours notice (6 hours after office hours) is required to amend a booking subject to the following considerations:
 - Shipping movements occurring after 2000 hours must be confirmed by 1630 hours daily;
See ‘Berthing Rules’ at www.southernports.com.au/esperance/navigation-and-pilotage
 - Ships that complete their discharge earlier than expected may bring their departure forward, providing that it is brought forward to 2200 hours or earlier;
 - Shipping movements booked between 2200 hours and 0600 hours that are delayed must be put back to 0600, or 8 hours after notification whichever is later;
 - Variations to shipping are subject to marine services availability; and
 - Variations must not conflict with existing shipping movements.

3.6. ANCHORAGES

Eight designated anchorage positions (A, B, C, D, E, F, G and H) are situated east of the main breakwater between Low Rock and Limpet Rock (see Aus Chart 119 and Appendix 2).

Name	Latitude	Longitude	Radius
A	33° 51'.8S	121° 55'.8E	0.35nm
B	33° 52'.35S	121° 56'.3E	0.35nm
C	33° 53'.1S	121° 56'.3E	0.35nm
D	33° 51'.6S	121° 56'.6E	0.35nm
E	33° 52'.15S	121° 57'.2E	0.35nm
F	33° 53'.5S	121° 57'.2E	0.35nm
G	33° 53'.9S	121° 58'.0E	0.35nm
H	33° 54'.3S	121° 57'.2E	0.35nm

3.7. VESSEL DRAFT AND PROPELLER IMMERSION REQUIRMENTS

For safe navigation, vessels should be **trimmed by their stern**, their **propeller fully immersed** and the **forward draft not less than 2% of vessel's LOA**. Vessels that cannot meet these criteria may be delayed until compliant at Harbour Master / Duty Pilots discretion.

3.8. PORT TOWAGE REQUIREMENTS

Standard vessel movements within the Port of Esperance require a minimum of 2 Tugs on each movement. Additionally, the use of 1 Tug may be required for vessel warping movements at the Duty Pilots discretion.

Furthermore, the following vessels will require the use of 3 Tugs in assistance;

- (1) Any vessel with a length overall $\geq 270\text{m}$.
- (2) Any vessel with a displacement $\geq 120,000$ tonnes.

Any variation to the above requirement is only at the discretion and approval of the Esperance Harbour Master or their delegate.

3 Arrival Information continued

3.9. PILOT BOARDING ARRANGEMENTS

Pilot boarding arrangements must comply with IMO requirements and IMPA recommendations. (See: <https://www.impahq.org/impa-policies-publications/pilot-ladder-poster> and Pilot ladder rigging diagram – Appendix I).

In the case of a combined ladder, the Ship's Officer in contact with the bridge should be positioned at the lower gangway platform.

The ladder is to rest firmly against the ship's side and should be lashed to the pilot ladder lugs.

If the vessel does not have securing lugs, securing magnets are available from the port and should be requested prior to the pilot boarding.

The Master is to provide a lee for the safe boarding of the pilot.

For more detailed information, please consult our Marine Notices on our web page - www.southernports.com.au/esperance/marine-information

3.10. MASTER / PILOT EXCHANGE OF INFORMATION

All vessels are required to provide the Pilot with a Pilot Card containing appropriate information. The Pilot will provide the Master with a Port Passage Plan.

The Agent is to ensure that the Master receives the local Marine Notices electronically in good time prior to arriving at port limits.

Bridge Resource Management (BRM) principles for pilotage apply.

Should the Master or Officer of the Watch have any concerns about any part of the manoeuvre, they are to bring this to the attention of the Pilot who will respond to their concerns.

Port of Esperance Pilot's welcome feedback, comments, and suggestions to pilots.esperance@southernports.com.au

3.11. TUGS

Four tugs operate at Port of Esperance:

TUG NAME	BOLLARD PULL	HORSEPOWER	PROPULSION
Cape Pasley	65 tonnes	5,400hp	Azimuth stern drive
Shoal Cape	68 tonnes	5,590hp	Azimuth stern drive
Hellfire Bay	68 tonnes	5,590hp	Azimuth stern drive
Lillian Mac	70 tonnes	5,632hp	Azimuth stern drive

On arrival, tugs make fast with tugs' lines at positions agreed during Master Pilot exchange. The Tug Masters will indicate if different locations might be preferred to secure their vessels. Tug lines should be handled with care. The Pilot will advise the vessel when to let go of the line and, thereafter, the line should be lowered in a slow and controlled manner onto the deck of the tug, taking particular care not to injure personnel on either vessel. The use of any metal weight at the end of any heaving line is strictly prohibited.

3 Arrival Information continued

3.12. VESSEL MOORING

(See www.southernports.com.au/esperance/marine-information)

- Ships' Masters are to adequately secure their vessels at all times when alongside a berth;
- Mooring lines are to be tended at appropriate intervals throughout each 24 hour period to ensure vessels are securely positioned alongside the berth without ranging. All lines are to be in a good condition and kept firm with even tension to minimise the risks of lines parting. Winch brakes must be in good condition and applied firmly when lines are not being adjusted;
- Ship's Master must ensure vessel complies with relevant Local Marine Notices as they pertain to the mooring and securing of the vessel;
- Ships' Masters concerned that they are unable to comply with this requirement must contact the Port of Esperance Harbour Master immediately and suspend loading until concerns are dealt with; and
- The pilot will advise the Master as to any changes to the mooring system.

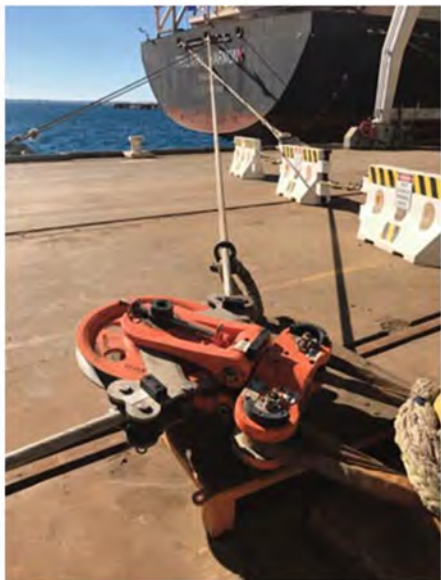
3.12.1 Berths No.1 and No. 2

The use of shore breast lines (**ShoreTension™**) is required at all times. In addition, depending on the configuration of the vessel and other circumstances other systems, such as “preventers” can be deployed:

A preventer is a short additional breast line with one eye attached to a shore bollard and at the ship's end a soft shackle through which a ship's mooring breast line is secured and sent back to the vessel.



ShoreTension™ is a shore breast line that is passed from the shore to the vessel through the ship's centre leads fore and aft. This line is secured directly to the vessels' bollards. The tension on the line is controlled from the shore by way of hydraulic rams.

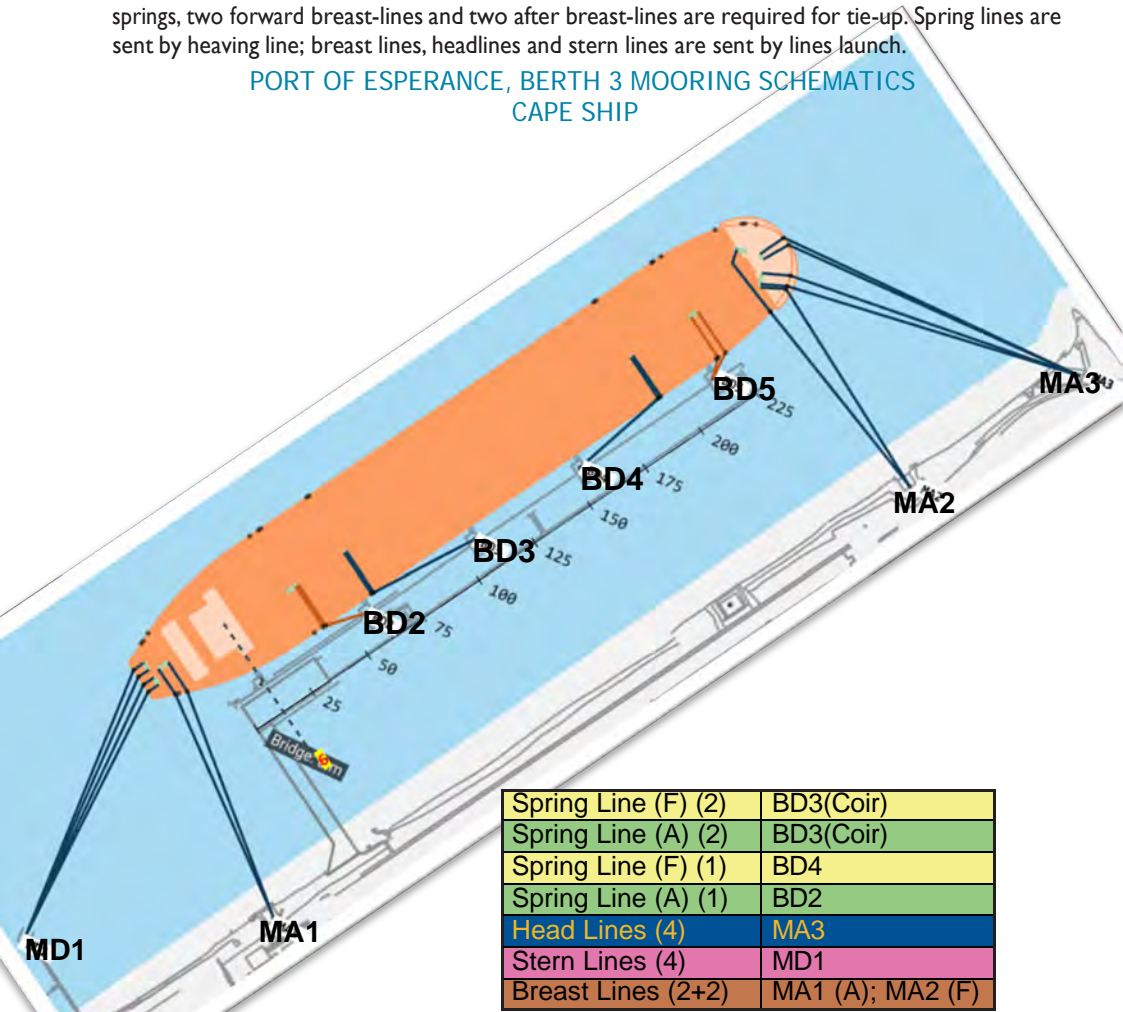


3 Arrival Information continued

3.12.2. Berth No.3 (Dolphin Berth)

On Berth No.3, for Cape size vessels, four headlines, four stern lines, three forward springs, three after springs, two forward breast-lines and two after breast-lines are required for tie-up. Spring lines are sent by heaving line; breast lines, headlines and stern lines are sent by lines launch.

PORT OF ESPERANCE, BERTH 3 MOORING SCHEMATICS
CAPE SHIP



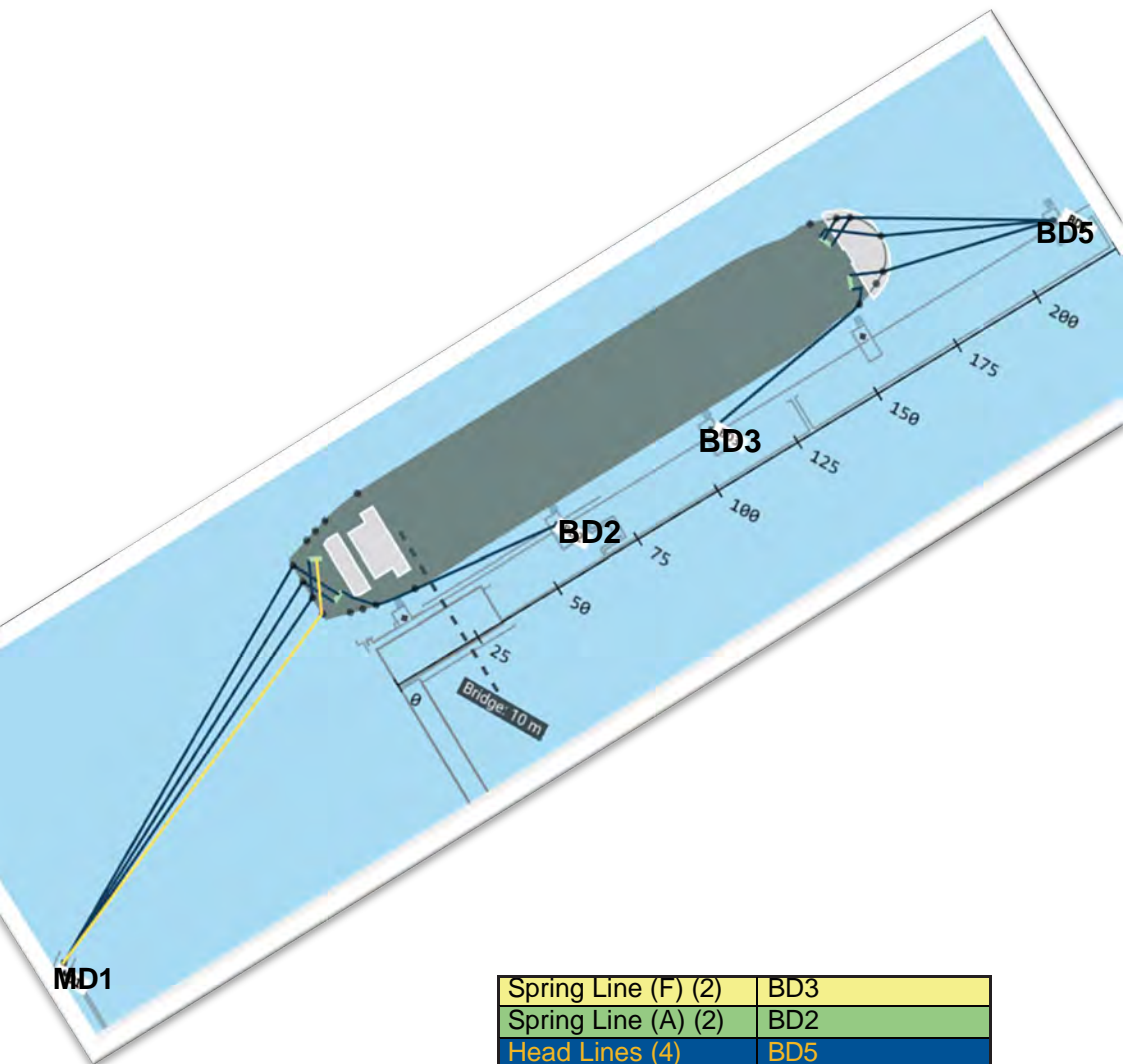
IMPORTANT!

The vessel must be able to comply with mooring arrangements as outline in the Esperance Marine Notice on Mooring Lines - If the vessel is unable moor as specified, the vessel will be put to sea and not permitted back into the port until it is able to comply.

Quad hooks have been installed on BD3. These hooks have load cells and will also have "Coirs" for each hook. The pilot will advise the master on the method of tie up and the number of lines required.

3 Arrival Information continued

PORT OF ESPERANCE, BERTH 3 MOORING SCHEMATICS NON CAPE SHIPS



Spring Line (F) (2)	BD3
Spring Line (A) (2)	BD2
Head Lines (4)	BD5
Stern Lines (4)	MD1

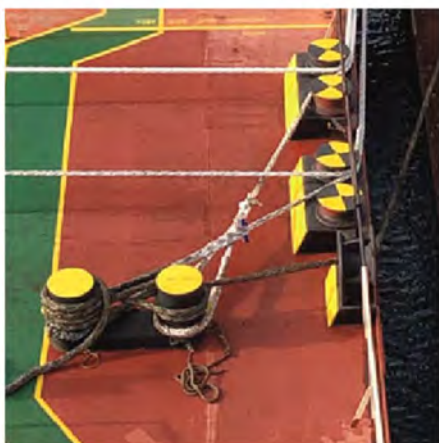
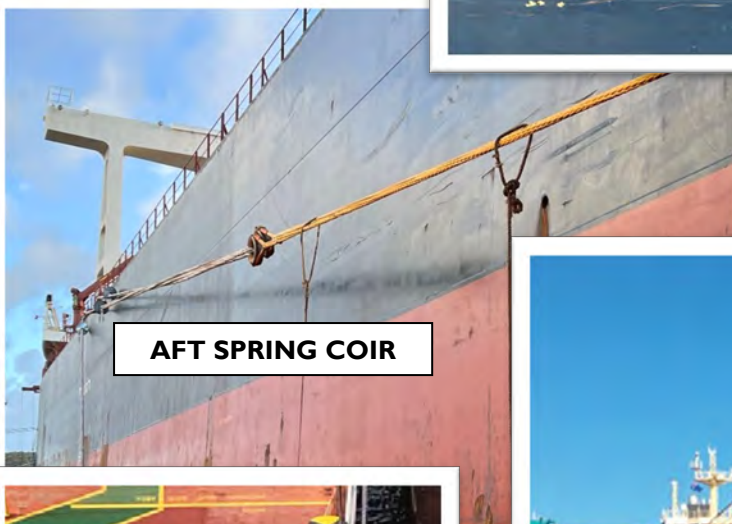
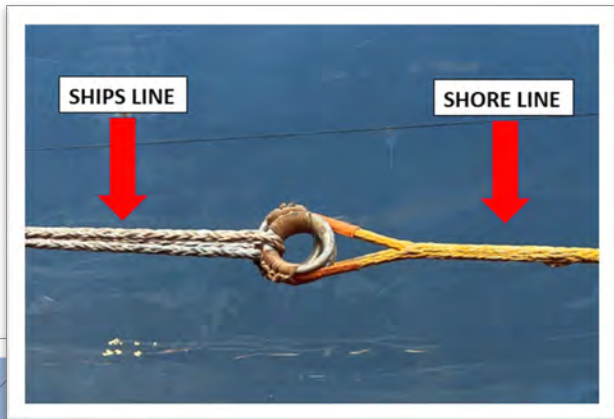
IMPORTANT!

The vessel must be able to comply with mooring arrangements as outline in the Esperance Marine Notice on Mooring Lines. If the vessel does not have sufficient lines (minimum of 12 LINES for non cape vessels) mounted on drums as shown in the diagram above, mooring lines must be coiled on deck, ready for use prior to the pilot boarding the vessel. If the vessel is unable to tie up as shown, the vessel will be put to sea and not permitted back into the port until it is able to comply.

3 Arrival Information continued

Berth 3 "Coirs"

The spring line is attached to a messenger and sent to the shore where the linesmen will haul the spring through the thimble (an aluminium ring spliced into the shore breast line). The messenger will then be passed back to the ship where the crew will haul the eye back on board and secure it to a bollard before tensioning the lines.



3 Arrival Information continued

3.13. MOORING OPERATIONS - HAND SIGNALS



An outstretched arm with hand open and flat being waved downward means "slack off."



A sharp upward movement of the arm with the hand cupped towards the signaller means "let go" or "cast off."



Crossed arms in front of the body means "make fast" or "is made fast."



A circular movement of the hand above the head means "heave away."



Both hands raised above the shoulders, with open hands facing forward means "stop."



A raised hand with the fist being clenched and unclenched means "heave or hoist slowly" (inching).

3 Arrival Information continued

3.14. UNDER-KEEL CLEARANCE

Masters are to ensure that they maintain an under-keel clearance of 0.60 metres at all times alongside berths and in the swing basin, and 1.3 metres in the channel.

For updated information, please consult our Local Marine Notices on our web page. (See www.southernports.com.au/esperance/marine-information)

3.15. POLLUTION

All MARPOL Regulations, as well as our Local Marine Notices are to be strictly complied with.

Port of Esperance applies Regulation 17 of the Western Australian Port Authorities Regulations 2001 (Dec 2022) that states: *“Unless authorised by a member of staff of the Port Authority, the Master of a vessel must not cause or permit any waste water or waste substances of any kind to be discharged from the vessel onto any part of a wharf or into the waters of a Port.”*

Port of Esperance applies this regulation to the following forms of waste water:

- Dry bulk cargo residues, hold cleaning and deck washings;
- Sewage;
- Oil, bilge water and oily water;
- Sediment;
- Grey water;
- Other waste water And
- Open Loop Scrubbers

Ship's Master must confirm that EGCS is compliant with AMSA/IMO regulations and has been tested and found to be functioning in accordance with those regulations. Additional measures required : vessel to demonstrate (current laboratory testing certificates - within three months) that the water quality of the emissions of their on-board system are able to comply with the relevant state water quality requirements. If a vessel is unable to comply, and must discharge waste water, the Ship's Master must contract a Controlled Waste Carrier in Esperance that can collect and dispose of this waste. Contact must be made in advance to enable the correct fittings to be installed to allow collection of this waste. All Ships' Masters must declare compliance with these conditions.

3.16. SHIP CLEANLINESS DIRECTIVE

Ships' Masters are to observe the following in relation to a vessel's cleanliness when in Port of Esperance waters:

- Masters are to ensure that cargo residues do not enter Port of Esperance waters from their vessels by any means;
- Under no circumstances should cargo residues enter Port waters during periods of heavy rain, high wind or de-ballasting of cargo holds; and
- Ballast and other discharges must not be allowed to fall on Port wharfs, plant or equipment. Non-compliance with this directive may result in a Ship's Master being prosecuted under Australian Marine Orders and Environmental Legislation.

3.17. GARBAGE REGULATIONS

Discharge of garbage from vessels and cleaning of sea containers is regulated by the Biosecurity Act 2015. To comply with the Biosecurity Act and regulations, shipping agents

3 Arrival Information continued

or the ship's master must notify the Shipping Officer during the berth application process of their requirements for disposal of biosecurity garbage waste from the vessel (or from imported sea containers). All biosecurity waste must be double bagged and tied up and deposited in specially marked "BIOSECURITY" bins on the berth or bins near the container inspection stand.

3.18. SEAFARER WELFARE

ARABIC	<p>عندما تكون في الميناء، اتصل بنا.</p> <p>رقم خط المساعدة يعمل على مدار الساعة كل أيام الأسبوع:</p> <p>456 455 0081 402 283 934 16+</p>
BENGALI	<p>আমরা আপনাকে সাহায্যের জন্য প্রস্তুত আছি।</p> <p>হান্টারলিংক সার্ভে নাবিকের জন্য একটি জৈবান পছন্দকর্তা।</p> <p>নিম্নকর ধারোগীম সময়ক আমাকরকার রে জেন।</p> <p>২৪/৭ হেল্পলাইন ১৮০০৫৫৬৫৪ +৬৬ ৪৩৯ ৩৮২ ২০৪ (হ্যাটা-এস অ্যাপ)</p> 
CHINESE	<p>我们致力于为您提供帮助</p> <p>Hunterlink 守护船员的身心健康与福祉。</p> <p>欢迎您在抵港时致电垂询。</p> <p>24/7 帮助热线 - 1800 554 654 +61 439 382 204 (WhatsApp)</p> 
TAGALOG	<p>HANDITO UPANG TUMULONG</p> <p>Ang Hunterlink ay isang serbisyo ng kapakanan para sa lahat ng mga marino.</p> <p>Kapag nasa daungan, tawagan kami.</p> <p>24/7 NA NUMERO NG TULONG - 1800 554 654 +61 439 382 204 (WhatsApp)</p> 
HINDI	<p>मदद करने के लिये यहाँ हैं</p> <p>हंटरलिंगक सभी नौविकों की सहाई के लिये एक सेवा है।</p> <p>पोर्ट (बंदरगाह) में होने पर, हमें कॉल करें।</p> <p>24/7 HELPLINE - 1800 554 654 +61 439 382 204 (WhatsApp)</p> 
INDONESIAN	<p>DI SINI UNTUK MEMBANTU</p> <p>Hunterlink menawarkan layanan kesejahteraan untuk semua pelaut. Saat berlabuh, hubungi kami.</p> <p>BANTUAN TELEPON 24/7 - 1800 554 654 +61 439 382 204 (WhatsApp)</p> 
TURKISH	<p>YARDIM İÇİN BURADAYIZ</p> <p>Hunterlink tüm denizcilere yönelik bir esenlik hizmetidir.</p> <p>Limanda olduğunuzda bizi arayın.</p> <p>24/7 YARDIM HATTI - 1800 554 654 +61 439 382 204 (WhatsApp)</p> 
UKRAINIAN	<p>ТУТ, ЩОБ ДОПОМОГТИ</p> <p>Hunterlink — це служба благополуччя для всіх моряків». Коли в порту, зателефонуйте нам.</p> <p>Цілодобова довідкова лінія</p> <p>1800 554 654 +61 0439 382 204 (WhatsApp)</p> 



HERE TO HELP

Hunterlink is a wellbeing service for all seafarers.

Give us a call or send a message for a confidential chat.

24/7 HELPLINE
1800 554 654

 **+61 439 382 204**
(WhatsApp)

hunterlink.org.au



4 Port Security Procedures

4.1. ARRIVAL NOTICE

A Berth Application must be lodged with the Port of Esperance with all the details entered into "Synergy" online at least seven days prior to arrival.

Unless otherwise advised, Port of Esperance will operate at Maritime Security Level 1. This means that ships arriving at Esperance do not need to request a Declaration of Security (DOS) unless the ship is operating at a different level of security to the Port. Any costs associated with a request by a vessel for additional security will be passed on to that vessel.

The Port's designated Port Facility Security Officer (PFSO) is the Safety and Security Manager. Operational security matters will be handled by the Port Security Manager (contact details are on page 1).

4.2. SHIP'S CREW SHORE CARDS and TRANSPORT

Please be advised that the following procedures will apply regarding the issue and use of Southern Ports Security Access Cards, High visibility vests and bus transfers for your ship's crew. The following procedures are to be strictly followed:

- Cards are to be issued to each crew member with the card number corresponding to their number on the crew list as supplied to the Port Security Office. The crew cards are non-transferable.
- The number of crew shore access cards will not exceed numbers on the vessel's crew list.
- Crew **MUST** carry Seamans Book while leaving the vessel to go on shore leave.
- Crew shore access cards and Seaman's Book are for individual identification of crew by bus driver.
- Crew members are not permitted on or near any other berth.
- Crew shore access cards will be fitted with clips and must be visibly displayed at all times whilst crew are on port land.
- Crew are to wear provided high visibility vests and walk directly to the pickup point on designated walkways. Hard Hats are to be worn while walking to pick up point.
- Crew are to remain at the bus shelter until the bus arrives at the pickup point.
- A bag with 20 High visibility vests is supplied to the Agent for the vessel. Prior to departure return the bag with vests to the Agent. The vessel will be charged a fee of AUD\$20.00 for each vest not returned.
- Bus schedules are – pick up at 0900hrs, 1200hrs, 1400hrs, 1530hrs and last return bus at 1830hrs. Crew are not to enter any other part of the Port with transfers to and from the berth by bus only. **The Seafarers Mission** is contactable for transport on **+61 8 9071 6813**
- A fee of AUD\$74.80 will be charged per escort for any crew members found on foot in unauthorized areas of the Port. This fee will also apply for a crew member who misses the last scheduled bus run and requires escort back to the vessel by Port staff.
- The master is to return all crew shore access cards to the vessel's agent prior to departure. The vessel will be charged a fee of AUD\$50.00 for each card not returned.

4 Port Security Procedures continued

Bus Timetable

Time	Allocation
09:00	First Visit
12:00	Drop off and Pick up
14:00	Drop off and Pick up
15:30	Drop off and Pick up
18:30	Last Return Bus

Crew Transport Arrangements

In order to keep the seafarers' transfer bus personnel and ship's crew safe whilst transiting to and from berths and through operational areas of the Esperance Port, the following pick up and set down arrangements will apply.

Transfer Bus Access to Berths (Embarking and Disembarking)

Strictly No Access to berths during mooring activities.

On arrival at Port Security gate, and prior to proceeding to the berth, the transfer bus driver is to contact Southern Ports Shift Superintendent by VHF radio channel 1 or mobile 0447 838 290 for confirmation to access the berth.

Seafarer's MUST carry their Seaman's Book at all times for identification purposes while off the vessel.

Vests and Hard Hats must be worn when travelling from gangway to bus shelter.

Pick-up Arrangements per Berth and Vessel Type (Disembarking)

Berth 1 and 2 Containers, Grain, General Cargo and Tank Ships:

Crew are to leave the vessel en-masse prior to pick up times and follow designated walkways (illustrated on the attached maps) from their vessel directly to the bus shelter and remain in this location until the bus arrives.

Crew are to watch out for and "Give Way" to any vehicles that may cross their path.

Berth 3:

Crew are to remain at the bus shelter until the bus arrives.

Once the transfer bus arrives, crew may make their way to the bus.

Set-down Arrangements (Embarking)

Crew will be set down at the relevant bus drop off point and are to make their way via designated walkways directly to the vessel gangway.

Agent Notice

Agents who transport crew off site must contact the Seafarers Centre on departure if the Last Return Bus is required; as the service may not be available.

4 Port Security Procedures continued

Crew Pickup Points



5 Berth Information

SP-POE does not provide a ship vetting service and makes no statement as to the suitability of a vessel for its intended trade. If a vessel is seaworthy and is within the parameters specified in this guide with respect to draft, under keel clearance and dimensions, the vessel will be allowed to enter the Port and hire a berth for the purposes of conducting its operations.

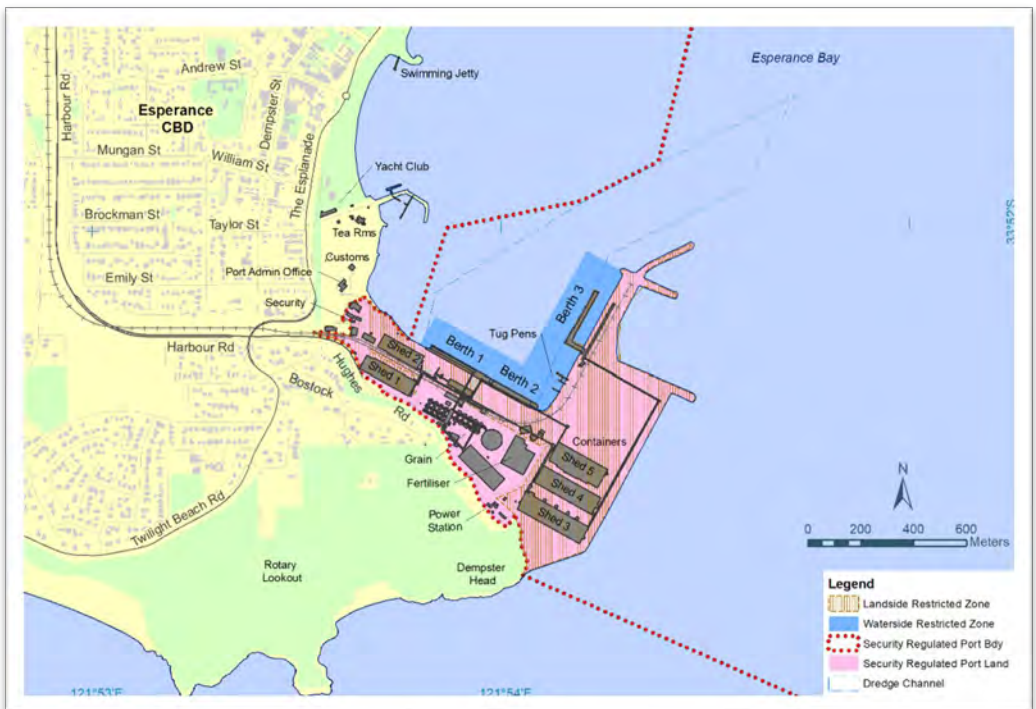
If a vessel is unable to provide safe access using its gangway, a launch may be provided subject to the availability of launch crew. When launch services are provided to allow safe access to a vessel, costs will be credited to the account of the vessel.

If a vessel has to warp forward or aft in order to load all hatches, the following applies:

- The Harbour Master must be notified of the intention to move the vessel and must approve the operation before the vessel is warped;
- The vessel must not warp more than 10 metres from its original position;
- All lines must be on bollards before the vessel is moved;
- The vessel must always stay within the dredged berth pocket and must always maintain a UKC of not less than 0.6 metres; and
- The Harbour Master may require a Pilot and/or tugs to perform the operation safely. The cost of pilots/mooring crew and/or tugs will be to the account of the vessel.

For the most up to date Inner Harbour Depths See Marine Notice on the link:

www.southernports.com.au/esperance/marine-information



5 Berth Information

5.1. BERTH NO. 1

Berth 1 is a land backed berth that accommodates Grain Vessels, Woodchip Vessels and Fuel Tankers. Its properties are:

- Length of berth 244 metres;
- Height of berth 3.70 metres above Chart Datum (CD);
- Maximum LOA of vessel 230.0 metres;
- Maximum beam of vessel - Grain ships 32.5 metres, Woodchip ships 38 metres;
- Maximum air draft – 17m above chart datum
- Gas-oil / Manifold position is at 90m
- Maximum axle loads on wharf – 3400kg/m² on wharf deck / 4900kg/m² at rear of wharf
- Fendering – 18 x SSP1700H Super spool fenders at 10m intervals
- Depth of fendering from wharf face – 1.55m
- Vessels normally berth port side alongside (Woodchip vessels Starboard side alongside)

5.2. BERTH NO. 2

Berth 2 is also a land-backed berth that handles general cargo vessels including fertilisers, Sulphur, fuel, nickel/copper concentrate and spodumene. Its properties are:

- Length of berth 213 metres;
- Height of berth 3.70 metres above Chart Datum (CD);
- Maximum LOA of vessel 225.0 metres; (with the exception of the container vessels)
- Maximum beam of vessel 32.3 metres;
- Gas-oil / Manifold position is at 347m;
- Maximum axle loads on wharf – 3400kg/m² on wharf deck / 4900kg/m² at rear of wharf;
- Fendering – 18 x SSP1700H Super spool fenders at 10m intervals;
- Depth of fendering arrangement from wharf face 1.55 metres;
- Vessels normally berth starboard side alongside.

5.3. BERTH NO. 3

Berth 3 is a dolphin berth that services iron ore and Spodumene ships. Its properties are:

- Length of berth 230 metres;
- Height to top of the concrete deck is 5.27m;
and Height to top of the Ship loader rail is 5.43m above Chart Datum (CD);
- Maximum arrival displacement of vessel 100,000 tonnes
- Maximum deadweight of vessel 200,000 tonnes;
- Maximum LOA of vessel 295.0 metres;
- Minimum LOA of vessel 165.0 metres;
- Maximum beam of vessel 45.0 metres (Note that the maximum reach of the loader is 31.7 metres. Charterers must verify with the Master that the ship can be safely loaded);
- Seawater Relative Density is 1.025; and
- Vessels berth starboard side alongside.

Note: Berth 3 vessels which exceed the above criteria (Out of Gauge Vessels) will be subjected to SPA approval on a case by case basis.

The maximum allowed dimensions at Berth 3 are 300m LOA and/or 50m beam.

6 Cargo Handling Information

6.1. BERTH NO. 1

Co-operative Bulk Handling operates a grain loader over Berth No.1 with a nominal loading rate of 2500 tonnes per hour (1250 tonnes per hour per loading arm with a maximum of two loading arms being used simultaneously). The grain loading facility has the following specifications:

- Loading rate max 1100 tonnes per hour, per spout; (See 6.7 – Cargo Handling Rates)
- Seven fixed loading arms using two conveyor systems;
- Panamax Vessels up to 230m LOA are allowed to call at berth 1, subject to the following conditions:
 - If the distance from the bow to the forward edge of hatch 7 exceeds 174 metres (maximum reach of the last grain spout) this may cause hatch number 7 to be left slack. The case of hatch 7 left slack can only be acceptable if it is accounted for in stowage plans and stability conditions. Those plans must be fully compliant with the International Code for the Safe Carriage of Grain in Bulk. Said compliance needs to be verified before commencing cargo operations, irrespectively of the inability to fully load hatch 7 due to the limitations in reach of loading conveyors and spouts.
 - Loading plans and stability conditions compliance falls entirely and exclusively under owner/shipper/charter/ship responsibility and null Southern Ports Authority.
 - Acceptance of vessels remain subject to AMSA approved stowage plans, to be supplied to SPA prior to the berthing.
 - The vessel shall never exceed 18 metres overhang from the western end of berth 1 and shall never compromise the port dredged limits.
- Maximum reach and outreach face 20.15 metres from fender face;
- Minimum reach 10.51 metres from fender face;
- Maximum air draft 17 metres above Chart Datum;
- Maximum chute length 28.07 metres;
- Spouts are in a fixed position, the length of the gantry is 180 metres;
- Spouts are gravity fed;
- Throw 22.15 metres from fender face;
- Wind speed for shutdown 20 metres per second or 40 knots;
- Maximum arrival displacement is 82,000t



6 Cargo Handling Information continued

6.2. BERTH NO. 2

SP-POE operates a combined container handling crane and bulk products discharge grab on Berth 2 for container handling and discharge of bulk products (See 6.7 Cargo Handling rates).

This crane has the following characteristics:

- Portainer style crane combined with semi-automated discharge grab; and rotainer for loading of bulk products arriving to the port in containers;
- Maximum reach in container mode is 33.0m from fender face (approx. 13 container widths);
- Gantry travel range 190.0 metres;
- Maximum air draft for container crane operations 29.85 metres above HAT;
- Maximum lifting capacities are 28 tonnes with grab bucket, 40 tonnes below container spreader;
- Maximum arrival displacement is 82,000t;
- Wind speed for shut down 20 metres per second or 40 knots.

Fuel can be discharged at Berth 2 via a 360 millimetre pipeline owned by SPA-POE that connects the Port to the fuel storage facility, some three kilometres away. Ship's manifold connections are by 200 millimetre flexible hoses.

Bulk fertiliser products are also discharged at this berth using ship's gear and grabs (All sulphur and fertiliser vessels must be geared), discharging through mobile hoppers into road vehicles. A rate of 100 tonnes per hour per grab is normally achieved.



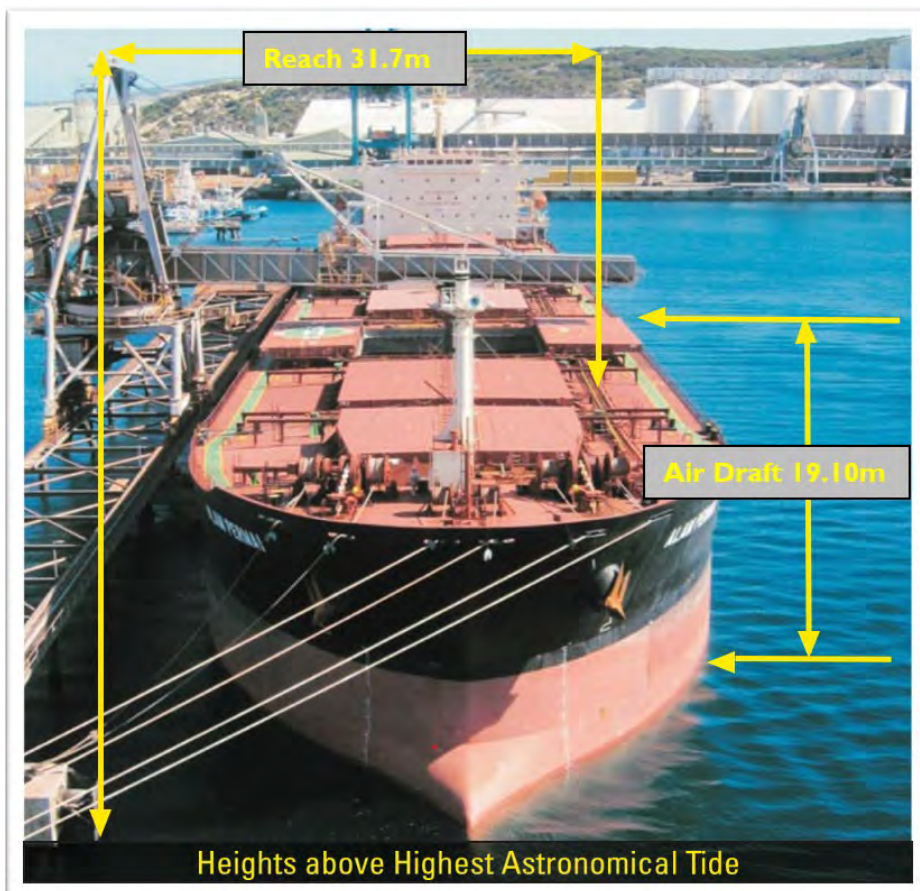
6 Cargo Handling Information continued

6.3. BERTH NO. 3

SPA-POE operates a bulk ore loader at Berth 3. It has a maximum loading rate of 4500 tonnes per hour and an operating loading rate of 2700 tonnes per hour (See 6.7 – Cargo Handling Rates).

This loader has the following characteristics:

- Gantry loader with a single telescopic chute;
- Maximum reach 31.7 metres from fender face;
- Minimum reach 11.2 metres from fender face;
- Gantry travel range 201.3 metres plus an operating slew angle of 15 degrees;
- Maximum air draft 19.10 metres above HAT;
- Maximum arrival displacement is 100,000t;
- Wind speed for shutdown 20 metres per second or 40 knots; and
- If an excessive wind speed shut down occurs, loading will not resume until the high wind period has passed .



6 Cargo Handling Information continued

6.4. DANGEROUS GOODS

Responsibility for the safe conduct of operations while a ship is moored at the dangerous goods berth (Berth 1 & Berth 2) rests jointly with the Ship's Master and the responsible terminal representative (Shore Officer). Therefore, before operations start, it is incumbent upon ship and shore personnel that there is full co-operation and understanding on the safety requirements set out in Ship/Shore Safety Check Lists that are based on safe practices widely accepted by the oil and tanker industries.

6.5. GRAIN REGULATIONS

Chapter VI of the SOLAS 1974 Convention, as amended, and Australian Legislation (namely Marine Orders, Part 33) require that all ships intending to carry grain cargoes in bulk from Australian ports are to demonstrate compliance with the International Grain Code.

Any vessel loading or partially discharging grain at any Australian port may be subject to inspection by AMSA at any time.

6.6. BULK CARGO REGULATIONS

The Ship's Master will be required to complete a Ship/Shore Safety Check List in conjunction with stevedores Person In Charge (PIC) of vessel loading.

Generally, the shore weightometres will be in error by 0 percent to 2 percent of actual weight. However, it is the responsibility of the Ship's Master to calculate the precise belt error by means of vigilant draft checks.

6.7. CARGO HANDLING RATES

The following average gross loading/discharge rates can be expected under optimum operating conditions:

Berth 1	Wheat	2200t/hr (using two chutes)
	Canola, Oats	1600t/hr (using two chutes)
	Gas oil/Petroleum	700t/hr
	Barley, Lupins, Peas	1800t/hr (using two chutes)
	Woodchips	315t/hr
Berth 2	Bulker bags	70 bags/hr using a 12-bag spreader and shore crane
	Containers	16 TEU/hr
	Fertilizer	240t/hr (two points of work)
	Gas oil/Petroleum	700t/hr
	Sulphur	450t/hr
	Nickel / Copper concentrate	450t/hr
	Scrap Metal	7 lifts/hr
Berth 3	Spodumene	350t/hr
	Iron Ore	2700t/hr
	Spodumene	1500t/hr

In case of vessels de-ballasting rates being lower than cargo handling rates, it is always preferred to stop cargo operations rather than reducing loading rate. Direct communications between ship and Hatch Supervisors must be maintained at all times to ensure the timely stop of loading to allow ship's de-ballasting.

Appendix I Pilot Ladder Rigging Diagram

REQUIRED BOARDING ARRANGEMENT



INTERNATIONAL
MARITIME
ORGANIZATION

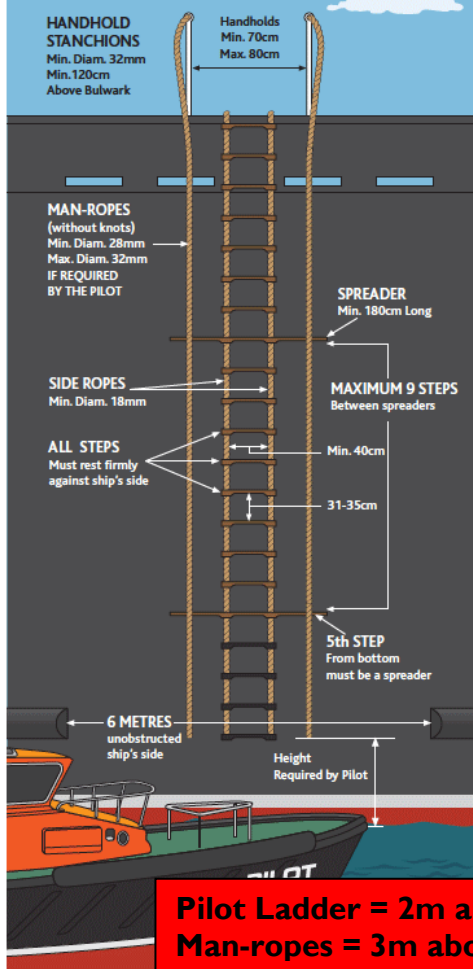
In accordance with SOLAS Regulation

INTERNATIONAL MARITIME

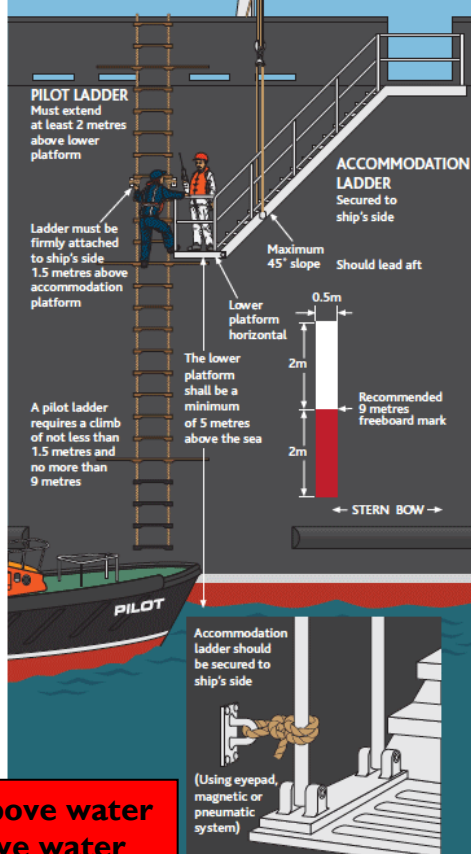
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN T

This document and all IMO Pilot-related documents a

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS



COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE



**Pilot Ladder = 2m above water
Man-ropes = 3m above water**

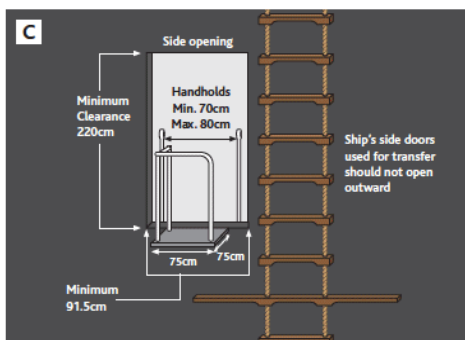
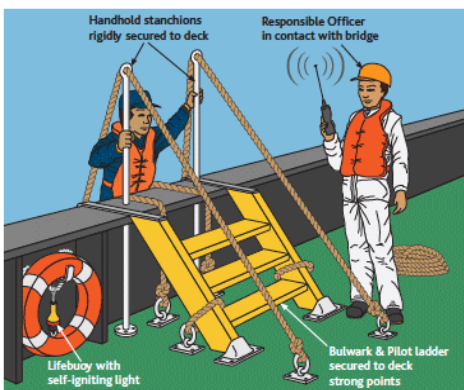
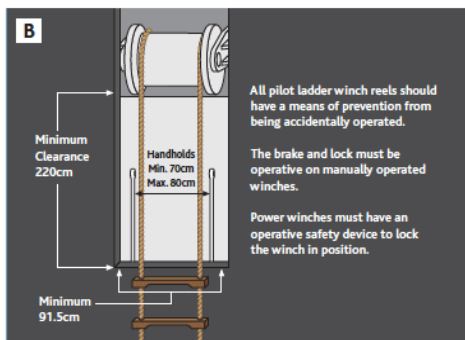
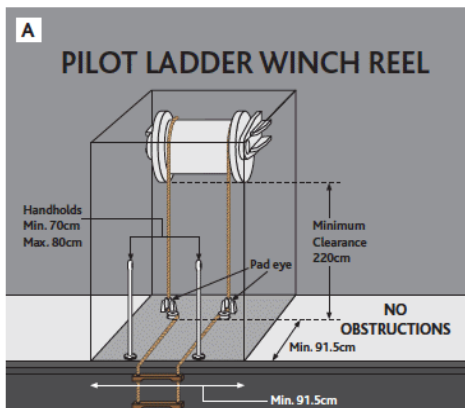
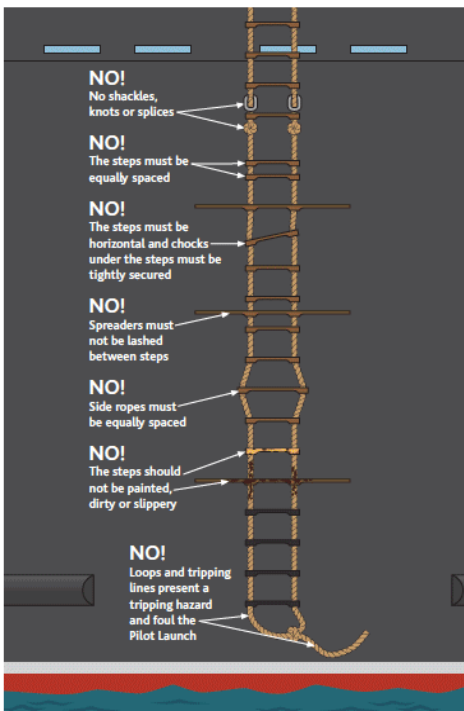
ARRANGEMENTS FOR PILOT

in V/23 & IMO Resolution A.1045(27)

THE PILOTS' ASSOCIATION

tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org

are available for download at: <http://www.impahq.org>



Appendix II

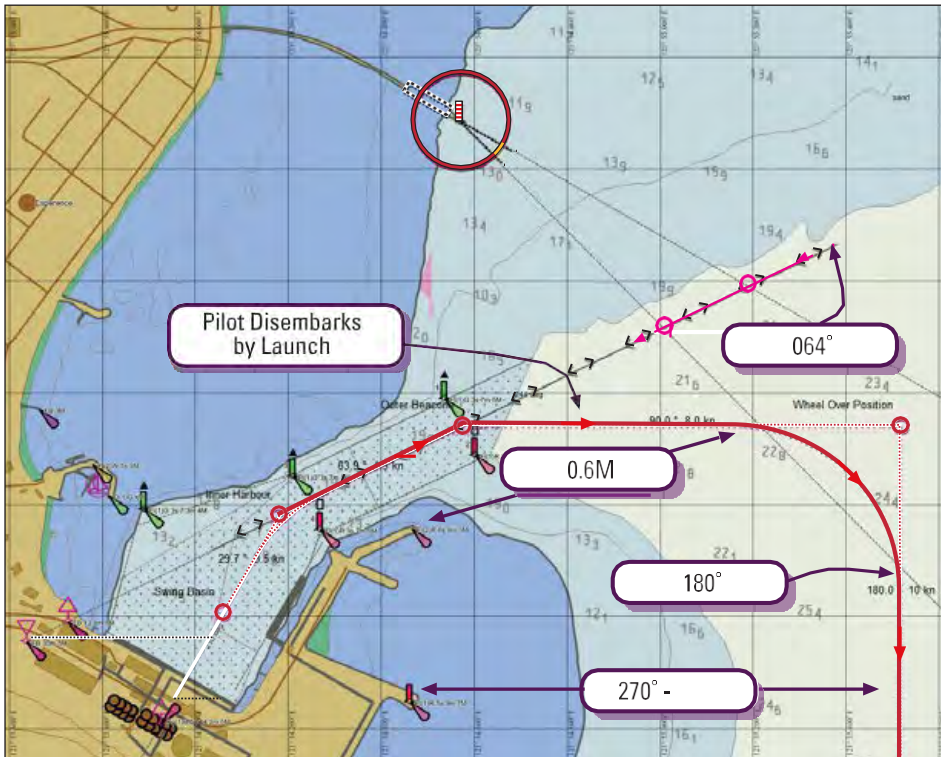
PASSAGE PLAN: INBOUND STANDARD ROUTE



Not to be used for Navigation. For Information purposes only.

Appendix III

PASSAGE PLAN: OUTBOUND



Not to be used for Navigation. For Information purposes only

V Appendix IV

PASSAGE PLAN WAYPOINTS

Pilotage Passage Plan Arrival Waypoints:

Waypoint Name	Latitude	Longitude	Turn Radius	XTD
PBG	33°54.23941'S	121°55.52171'E	0	500m
Wheel Over	33°52.03771'S	121°56.13375'E	0.35'	500m
Leeds	33°51.12800'S	121°56.38700'E	0.35'	100m
Abort Zone Entry	33°51.61170'S	121°55.19343'E	0	75m
Abort Point	33°51.68611'S	121°55.00984'E	0	50m
Outer Beacons	33°51.86171'S	121°54.57691'E	0	40m
Inner Beacons	33°52.02268'S	121°54.18125'E	0	25m
Swings Basin	33°52.19703'S	121°54.06134'E	0	NA

Pilotage Passage Plan Departure Waypoints:

Waypoint Name	Latitude	Longitude	Turn Radius	XTD
Swing Basin	33°52.19703'S	121°54.06134'E	0	NA
Inner Beacons	33°52.02268'S	121°54.18125'E	0.35'	25m
Outer Beacons	33°51.86171'S	121°54.57691'E	0.35'	25m
Wheel Over	33°51.86199'S	121°55.51993'E	0.35'	100m
PBG	33°54.23941'S	121°55.52171'E	0	500m

Southern Ports Authority - Port User Survey



Port users are encouraged to access the SPA Esperance survey through the above QR code to provide feedback on the marine services provided or send feedback to Pilots@southernports.com.au

Note to Users

The information contained in this guide has been prepared to advise the Masters of vessels entering the Port of Esperance about Southern Ports, Port of Esperance Operations. This guide is updated from time to time to reflect current Port practices. While all care has been taken by Port of Esperance at the time of updating this guide in **May 2023**, no warranty is given as to the completeness or accuracy of the information it contains.

For the latest Marine Notices and other Marine forms, please visit www.southernports.com.au or follow these links:

<https://www.southernports.com.au/esperance/marine-information>

<https://www.southernports.com.au/esperance/forms>

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SOUTHERN PORTS – PORT OF ESPERANCE

Feedback and Comments?

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