

Information Guideline for Ship's Masters Port of Esperance

Information Guideline for Ship's Masters - Port of Esperance

DOCUMENT CONTROL

Revision Number	Description	Reviewed by	Approved by	Review Date	Issue Date
15	Updated to New SPA Template	Interim General Manager Goldfields Interim Port Operations Manager Esperance Client Liaison Officer Operations Planner – Shipping Trainee Marine pilot	Harbour Master	20/07/2026	20/07/2026

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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TERMS AND DEFINITIONS

Terms used in this Guideline are defined in 1 below.

Table 1: Terms and Definitions

Term	Definition
UKC	Under-keel clearance – minimum clearance to be maintained (0.60 m alongside; 1.3 m in swing basin/channel).
LPW	Long-period wave – surge/swell events requiring additional mooring precautions.
ShoreTension™	Shore-based hydraulic shore breast line system used at Berths 1 and 2.
Lanko® loop	A custom-made synthetic fibre rope eye that can be repeatedly opened and closed as needed. It uses a simple knot and eye connection.
SPA-Esp	Southern Ports, Port of Esperance

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1 OBJECTIVE

This guideline provides masters, agents and port users with practical instructions for planning, entering, berthing, operating and departing vessels at the Port of Esperance. It consolidates the operational requirements published by Southern Ports, including VHF communications, pilotage, towage, anchorages, moorings, environmental limits, and pollution prevention measures. This guidance supports compliance with Southern Ports' Local Marine Notices, relevant State legislation and international conventions.

2 SCOPE

All commercial vessels and service craft operating within the Port of Esperance limits, their Masters, Agents, Marine Pilots, Tug Masters, Port Security Officers, and Southern Ports personnel involved in marine operations.

3 EMERGENCY CONTACTS

SHIFT SUPERINTENDENT

Office	+61 89072 3365
Mobile	+61 447 838 290
E-Mail	terminal.supervisor@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
Duty Pilot	+61 8 9072 3362
E-Mail	pilots@southernports.com.au

PORT SECURITY OFFICER

Security Office	+61 8 9072 3366 / 3367
Mobile	+61 461 350 149
E-Mail	portsecurity@southernports.com.au

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

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

TUGS

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

CUSTOMS

Telephone	+61 8 9076 2601
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STEVEDORING COMPANIES

Australian Bulk Stevedoring	+61 499 503 172
LINX Port Services	1300 487 837
Qube Ports and Bulk	+61 2 9005 1100
Southern Ports	+61 8 9072 3333

4 TOWN OF ESPERANCE

4.1 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;
- Airport transfers and bus tours by arrangement;
- Accommodation and self-catering facilities;

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

4.2 Esperance Street Map



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4.3 Roles and Responsibilities

Table 2: Roles and Responsibilities

Role	Responsibility
Ship's Master	Ensure vessel safety and compliance with port requirements; notify Shift Superintendent of emergencies; maintain VHF watch; provide safe pilot boarding; ensure adequate moorings and UKC; prevent pollution; ensure engines readiness at anchor.
Harbour Master / Delegate	Set/approve movement requirements; determine permitted anchorages; vary towage and scheduling for safety and efficiency; issue local marine notices.
Duty Pilot	Conduct pilotage; assess environmental limits and LPW mitigation; direct tugs and mooring configuration; advise on safe operations and departures.
Shift Superintendent (Terminal)	Primary operational contact for incidents/emergencies; coordinate berth readiness and cargo interface with terminal operations.
Tug Masters / Towage Provider	Provide tug assistance as booked; advise on safe tug line positions; handle tug lines safely; confirm readiness and availability.
Agent	Submit berth applications; distribute current Local Marine Notices and passage plans to the Master in good time; coordinate services (waste, water, etc.).
Port Security Officer	Maintain ISPS security arrangements; coordinate access control and seafarer transfers in accordance with port security procedures.

4.4 Legislation, Standards and Codes of Practice

Legislation, Standards and Codes of Practice referenced by this Guideline are shown in Table 3 below.

Table 3: Legislation, Standards and Codes of Practice

Document Reference	Document Title
IMO / SOLAS / IMPA	Pilot boarding arrangements (IMO requirements and IMPA recommendations).
MARPOL	Prevention of pollution from ships – waste, sewage, oils, residues, scrubber discharges.
WA Port Authorities Regulations 2001 (Reg 17)	Prohibition of discharge of waste water/substances into port waters without authorisation.
AMSA requirements	Compliance with national marine safety and reporting obligations.

4.5 Southern Ports Documents

Southern Ports documents referenced in this Guideline are shown in Table 4 below.

Table 4: Southern Ports Documents

Document Reference	Document Title
Local Marine Notices	Operational notices (Radio Transmissions, Vessel Moorings, Depth Declaration, Permission to use Esperance Anchorages).
Berthing Rules	Port berthing rules and scheduling principles.
Navigation and Pilotage	Pilotage services, passage plans, waypoints and no-go areas.
Marine Information page	Weather, tides, wind monitor and public environmental data links.

5 ARRIVAL INFORMATION

5.1 Emergency Situations

Ship's 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).

5.2 Port Boundaries

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

5.3 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.

5.4 Communications

The Port operates VHF channels 16 and 12. The Port of Esperance's call sign is "Esperance Port". 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).

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)

5.5 Berthing Arrangements

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

Any vessel requiring a berth or anchorage is required to make a berth application by the nominated agent.

Berthing conditions are set as per berthing rules available on the Southern Ports website.

Shipping schedule is as per the port management system available on the Southern Ports website.

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.

As per Southern Ports procedures, berthing or departure may be delayed when the Environmental Limits are meeting or exceed the following:

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Vessel Type	Channel Entry – Max Wind Speed (10-min Avg)	Channel Entry – Max Wind Speed (Gusts)	Max LPW (Actual or Forecast)	Max Arrival Displacement (t)
Container Ship	25	30	10 cm	82,000 (B1) / 100,000 (B2)
Wood Chip Ship	25	30	10 cm	82,000 (B1)
Bulk Ship (LOA < 230 m)	25	30	10 cm	82,000 (B1)
Cape or Newcastle Max Ship (LOA > 270 m)	25	30	10 cm	100,000 (B3)

Vessels may be required to delay departure from berth at the pilot's discretion if wind speeds are greater than 30kts.

Environmental conditions can be monitored using the public information available through the SPA website as per below:

<https://www.southernports.com.au/esperance/weather-tides/beacon-2/met>

<https://www.atmocean.com.au/southern-ports-authority/#toggle-id-3>

Long Period Wave (LPW) event mitigation is required when the forecast indicates that the port may experience a period of increased surge or swell. The duty pilot is required to identify any vessels that may require additional measures to ensure their safety whilst alongside a berth in the port. The use of additional mooring lines, preventer lines (known as anacondas), chafe protection, availability of extra mooring lines on deck and tug availability are some of the measures the Duty Pilot may implement at their discretion. During periods of high wind and swell increased vigilance is required to ensure the constant monitoring of vessels whilst alongside

- SPA-POE provides a 24-hour pilotage service, but it is not an “on demand” service. Generally, 4 hour's 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.

5.6 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

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Name	Latitude	Longitude	Radius
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

WARNING:

Vessels MUST NOT immobilise their engines without permission from the Port Authority. Permission will be granted by the Port Authority via e-mail confirmation. See section 5.18 Engine Immobilisation

The Engine Immobilisation form can be found at

www.southernports.com.au/esperance/forms

- Increased situational awareness is required when using the Esperance anchorages as the seabed is sand and does not provide good holding ground.
- The vessels may only use the designated anchorage determined by the Harbour Master or Duty Pilot.
- A STCW qualified officer of the watch is to be on the bridge at all times. The watch keeper is required to constantly monitor the ship's position and the movement and proximity of other vessels within Port Limits. • A VHF watch on channels 12, 16 and 70 must be maintained at all times.
- All defects, incidents and near misses must be reported to AMSA and the Port Authority as soon as is reasonably possible.
- Engines must be available on not less than 30 minutes notice at all times.
- When winds of 25 Knots or higher are forecast or experienced, engines must be available on immediate notice;
- When winds of 40 Knots or higher are forecast or experienced, the vessel must weigh anchor and depart to a safe location outside port limits;
- The Master must take all measures possible to ensure the vessel remains in its designated anchorage;
- Notwithstanding the above, if the vessel drags its anchor, or for any reason is unable to maintain its position, the vessel must weigh anchor and depart to a safe location outside port limits (vessels agent to notify duty pilot via email)

Please refer to the [Southern Ports website Marine Notices](#) "Permission to use Esperance Anchorages"

5.7 Vessel Draft and Propeller Immersion Requirements

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.

5.8 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.

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

5.9 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 1).

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 Marine Notices on our web page - www.southernports.com.au/esperance/marine-information

5.10 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

5.11 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

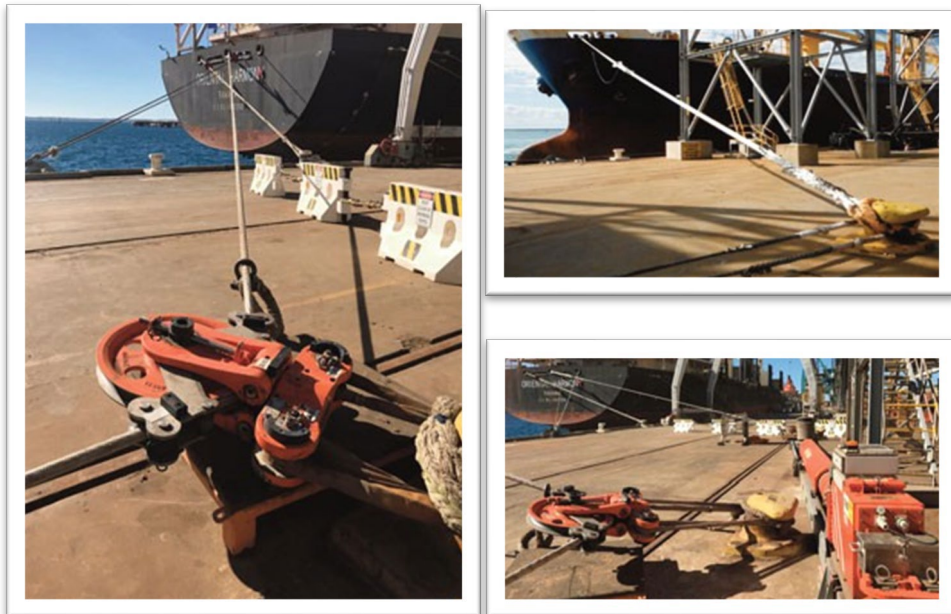
On arrival, tugs make fast with tugs' lines at positions agreed during Master Pilot exchange. The Tug Masters will indicate if different locations might be preferred to secure their vessels. Tug lines should be handled with care. The Pilot will advise the vessel when to let go of the line and, thereafter, 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. Tugs shall be made fast through suitable panama leads, roller fairleads are not to be used.

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5.12 VESSEL MOORING

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

5.12.1 Berths No.1 and No. 2



The use of shore breast lines (Shore Tension™) is required at all times. In addition, depending on the configuration of the vessel and other circumstances, 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.

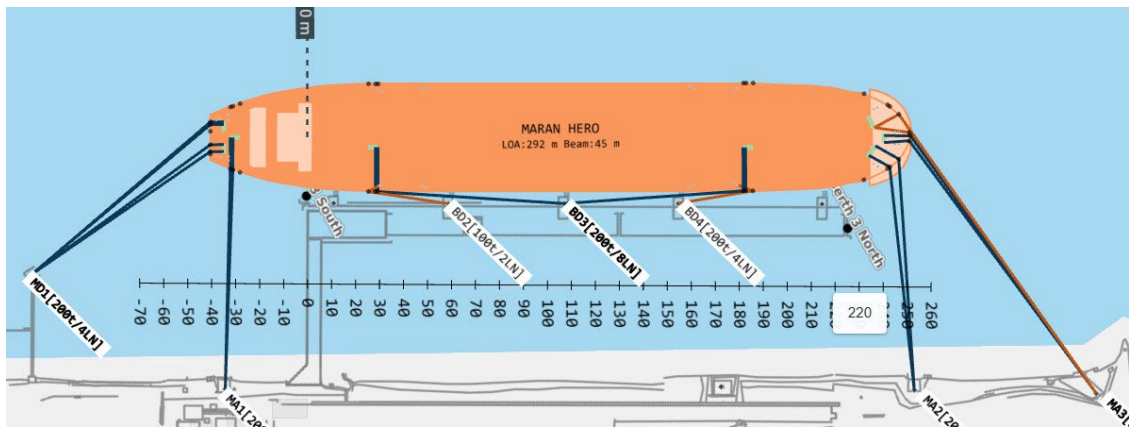
Shore Tension™ is a shore breast line that is passed from the shore to the vessel through the ship's center leads fore and aft. This line is secured directly to the vessels' bollards. The tension on the line is controlled from the shore by way of hydraulic rams.

5.12.2 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.

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5.12.3 Port Of Esperance, Berth 3 Mooring Schematics Cape Ships



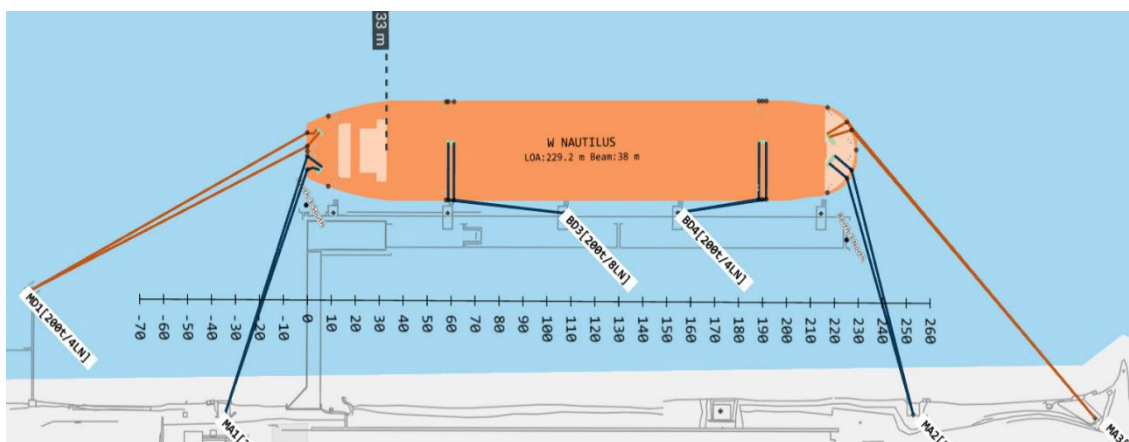
Spring Line (F) (2)	BD3(Lanko®loop)
Spring Line (A) (2)	BD3(Lanko®loop)
Spring Line (F) (1)	BD4
Spring Line (A) (1)	BD2
Head Lines (4)	MA3
Stern Lines (4)	MD1
Breast Lines (2+2)	MA1 (A); MA2 (F)

IMPORTANT!

The vessel must be able to comply with mooring arrangements as outline in the Esperance Marine Notice on Mooring Lines for Berth 3 - If the vessel does not have sufficient lines (Minimum of 18 LINES for cape size vessels) (minimum of 12 LINES for non-cape size vessels) mounted on drums as shown in the diagrams above and below, mooring lines must be flaked on deck, ready for use prior to the pilot boarding the vessel. If the vessel is unable to moor as specified, the vessel will be put to sea and not permitted back into the port until it is able to comply.

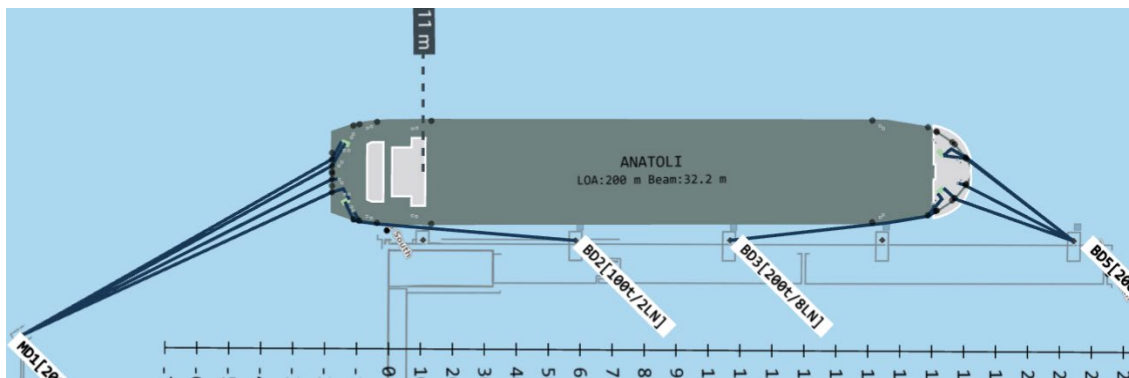
NOTE: Quad hooks have been installed on BD3. These hooks have load cells and are monitored within the port. When the Pilot arrives on-board they will confirm with the Master on the method of tie up and the number of lines required.

5.12.4 Port Of Esperance, Berth 3 Mooring Schematics Non Cape Ships



Spring Line (F) (2)	BD4
Spring Line (A) (2)	BD3
Head Lines (2)	MA3
Stern Lines (2)	MD1
Breast Lines (2+2)	MA1 (A); MA2 (F)

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

Berth 3 Cape size vessels use the Lanko® loop system for the spring lines – The following information is to notify ship's crew of shore side procedures only.



Lanko® loop lines knot and eye configuration

The Lanko® loop is a custom-made synthetic fiber rope eye that can be repeatedly opened and closed as needed. It uses a simple knot and eye connection.

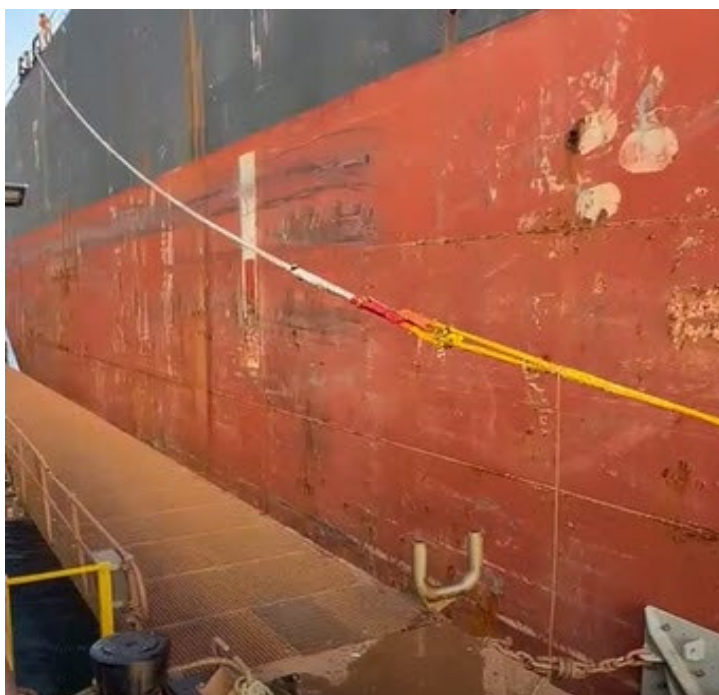
Equipment

- 4 x 40mm Lanko® loop lines (50m) secured to the mooring hooks on BD3 with two leading forward and two leading aft.
- Messenger lines will be used to assist in heaving lines ashore for securing to the associated hook and to ensure the line does not fall between the ship and the fenders.
- The third spring line (additional spring line) used forward and aft will not use the Lanko® loop system. The additional spring line forward will be placed on hook BD4 and the additional spring line aft will be placed on hook BD2.
- Ship's crew will send ashore spring lines as they normally would. Additional time is required for shore crew to attach the Lanko Loop.

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Lanko® loop line connections



5.13 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).

5.14 Under-Keel Clearance

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

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

5.15 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 Ship's Masters must declare compliance with these conditions.

For updated information, please consult our Local Marine Notice "Marine Pollution & Ballast Water Management" on our web page. (See <http://www.southernports.com.au/esperance/marine-information>)

5.16 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.
- 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.
- For updated information, please consult our Local Marine Notice "Marine Pollution & Ballast Water Management" on our web page. (See www.southernports.com.au/esperance/marine-information)

5.17 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

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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.

5.18 Engine Immobilisation

Vessels MUST NOT immobilise their engines without permission from the Port Authority. Permission will be granted by the Port Authority via e-mail confirmation.

The Engine Immobilisation form can be found at -

www.southernports.com.au/esperance/forms.

6 SEAFARER WELFARE AND PORT SECURITY

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 pickup 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.
- 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

6.1 Bus Timetable

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 **+61890716813**

Time	Allocation
10:30	First pick up
15:00	Drop off and pick up
18:30	Last return bus

Information Guideline for Ship's Masters - Port of Esperance

6.2 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.

6.3 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.

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

Berth 1 and 2 Containers, Grain, General Cargo Ships and Fuel Tankers:

Crew are to wait at the gangway onboard until bus arrives.

Once bus arrives, crew are to leave the vessel en-masse and follow designated walkways (illustrated on the attached maps) from their vessel directly to the bus.

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.

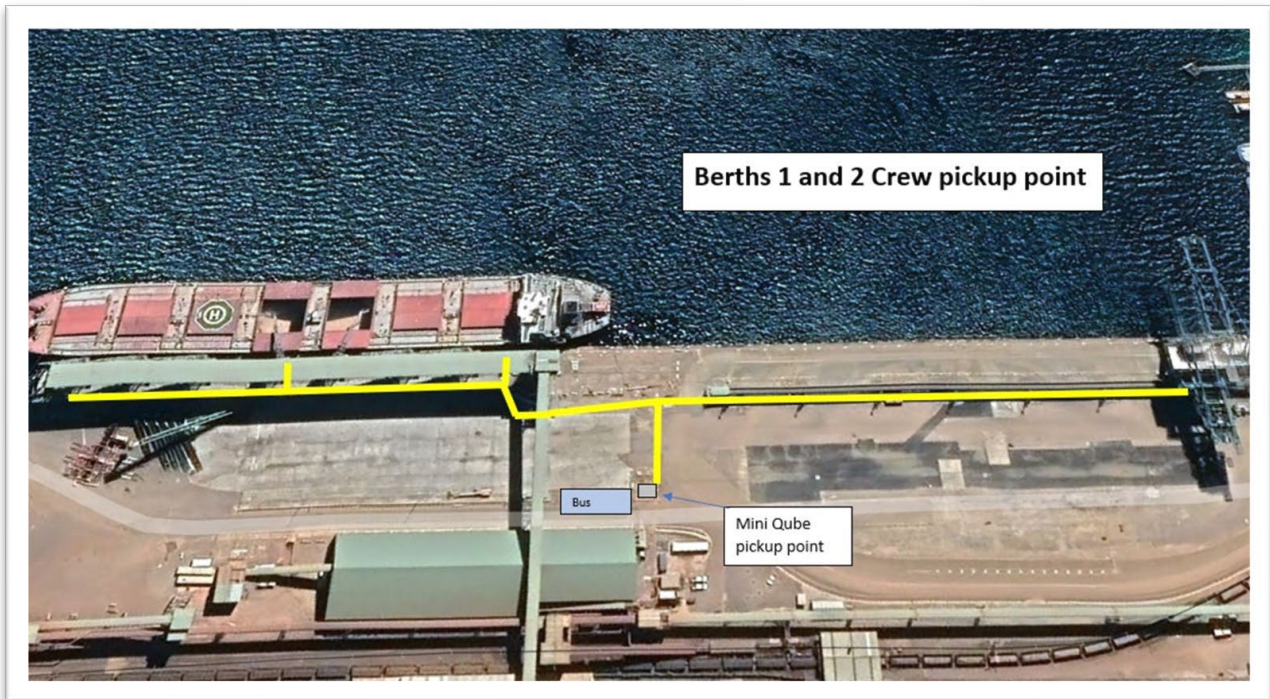
6.5 Set-down Arrangements (Embarking)

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.

6.6 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.

6.7 Crew Pickup Points



Information Guideline for Ship's Masters - Port of Esperance

ARABIC	عندما تكون في الميناء، اتصل بنا. رقم خط المساعدة يعمل على مدار الساعة كل أيام الأسبوع: 466 455 0081 402 283 934 16+	 HunterLINK 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 
BENGALI	আমরা আপনাকে সাহায্যের জন্য প্রস্তুত আছি। হান্টারলিংক সার্ব নাটকিকের জন্য একটি সেবাদান পরিষেবা। নিম্নকর থা-২০১১ সময়ক আমাকেরক প্রদুনা। ২৪/৭ হেল্পলাইন ১৮০০৫৫৪৬৫ +৬১ ৪৩৯ ৩৮২ ২০৪ (হায়াটস অ্যাপ) 	
CHINESE	我们致力于为您提供帮助 Hunterlink 守护船员的身心健康与福祉。 欢迎您在抵港时致电垂询。 24/7 帮助热线 - 1800 554 654 +61 439 382 204 (WhatsApp) 	
TAGALOG	NANDITO UPANG TUMULONG Ang Hunterlink ay isang serbisyo ng kapakanan para sa lahat ng mga marino. Kapag nasa daungan, tawagan kami. 24/7 NA NUMERO NG TULONG - 1800 554 654 +61 439 382 204 (WhatsApp) 	
HINDI	मदद करने के लिए यहाँ हैं हंडरलिंक सभी नाविकों की सहाई के लिए एक सेवा है। समूह (संदर्भ) में होने पर, हमें कॉल करें। 24/7 HELPLINE - 1800 554 654 +61 439 382 204 (WhatsApp) 	
INDONESIAN	DI SINI UNTUK MEMBANTU Hunterlink menawarkan layanan kecejahteraan untuk semua pelaut. Saat berlabuh, hubungi kami. BANTUAN TELEPON 24/7 - 1800 554 654 +61 439 382 204 (WhatsApp) 	
TURKISH	YARDIM İÇİN BURADAYIZ Hunterlink tüm denizcilere yönelik bir esenlik hizmetidir. Limanda olduğunuzda bizi arayın. 24/7 YARDIM HATTI - 1800 554 654 +61 439 382 204 (WhatsApp) 	
UKRAINIAN	ТУТ, ЩОБ ДОПОМОГТИ Hunterlink — це служба білагодолуччя для всіх моряків». Коли в порту, зателефонуйте нам. Цілодобова довідкова лінія 1800 554 654 +61 0439 382 204 (WhatsApp) 	

7 BERTH INFORMATION

A Berth Application must be lodged with the Port of Esperance 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 Security Officer (PSO) is the Safety and Security Manager. Operational security matters will be handled by the Port Security Manager (contact details are on page 1).

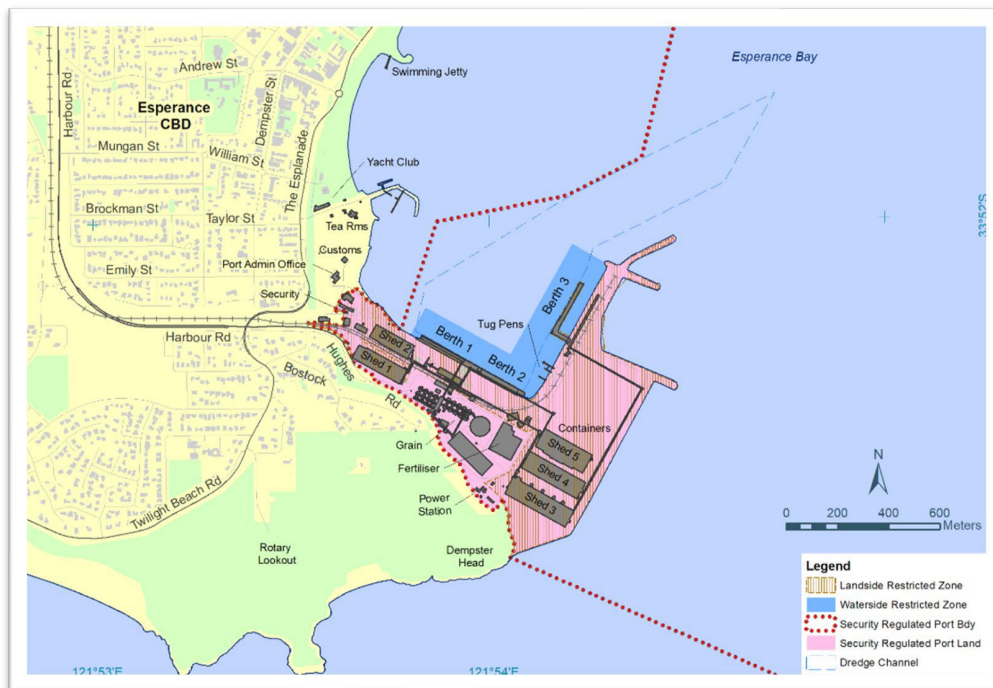
Information Guideline for Ship's Masters - Port of Esperance

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



7.1 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 1.82metres above HAT at waterside 1 in 60 slope towards landside;
- Maximum LOA of vessel 230.0 metres;
- Maximum beam of vessel - Grain ships 32.5 metres, Woodchip ships 38 metres;
- 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)

7.2 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:

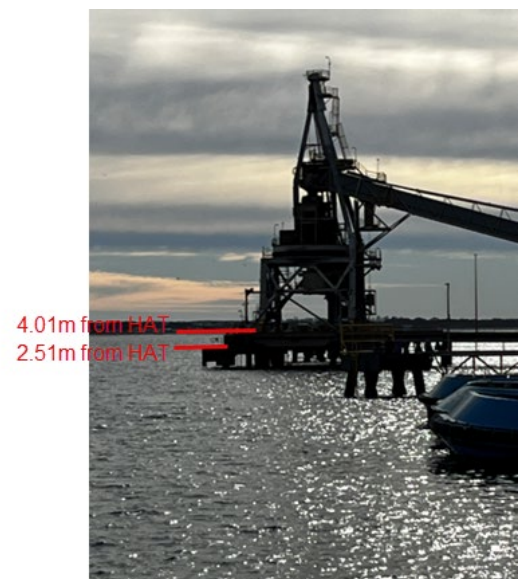
Information Guideline for Ship's Masters - Port of Esperance

- Length of berth 213 metres;
- Height of berth 1.73metres above HAT at water side with 1 in 60 slope towards landside;
- 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.

7.3 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 lower concrete deck is 2.51m above HAT; and Height to top of the Ship loader rail is 4.01m above HAT;
- 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 50.0 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.



8 CARGO HANDLING INFORMATION

8.1 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, irrespective of the inability to fully load hatch 7 due to the limitations in reach of loading conveyors and spouts.

Information Guideline for Ship's Masters - Port of Esperance

- 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 for the main deck is 17 metres above HAT;
- 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



Fuel can be discharged at Berth 1 via a branch connection at the Berth from the 350mm pipeline owned by Southern Ports Authority that connects the Port to the fuel storage facility, some three kilometres away. Ship's manifold connections are by 200-millimetre flexible hoses.

8.2 Berth No. 2

SPA-Esp 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 is 36.0m from fender face (approx. 13 container widths) in container mode; or 26.5m from fender face in grab mode.
- Gantry travel range 170.0 metres;
- Maximum air draft for container crane operations 31.4 metres above HAT; Please note that this is air draft for the working deck only, not the ships maximum air draft.
- Maximum lifting capacities are 28 tonnes with grab bucket, 40 tonnes below container spreader;

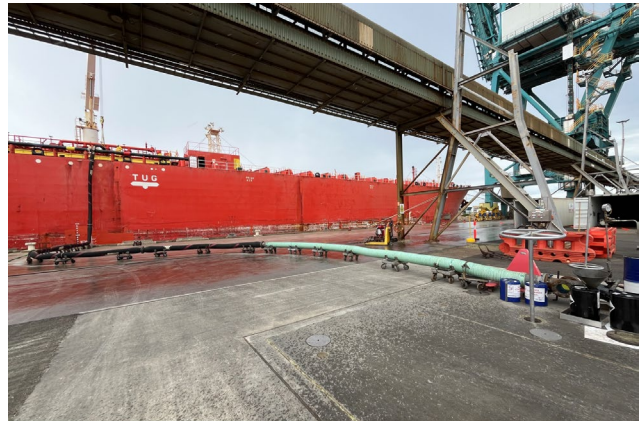


Information Guideline for Ship's Masters - Port of Esperance

- 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 350mm pipeline owned by SPA-Esp 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.



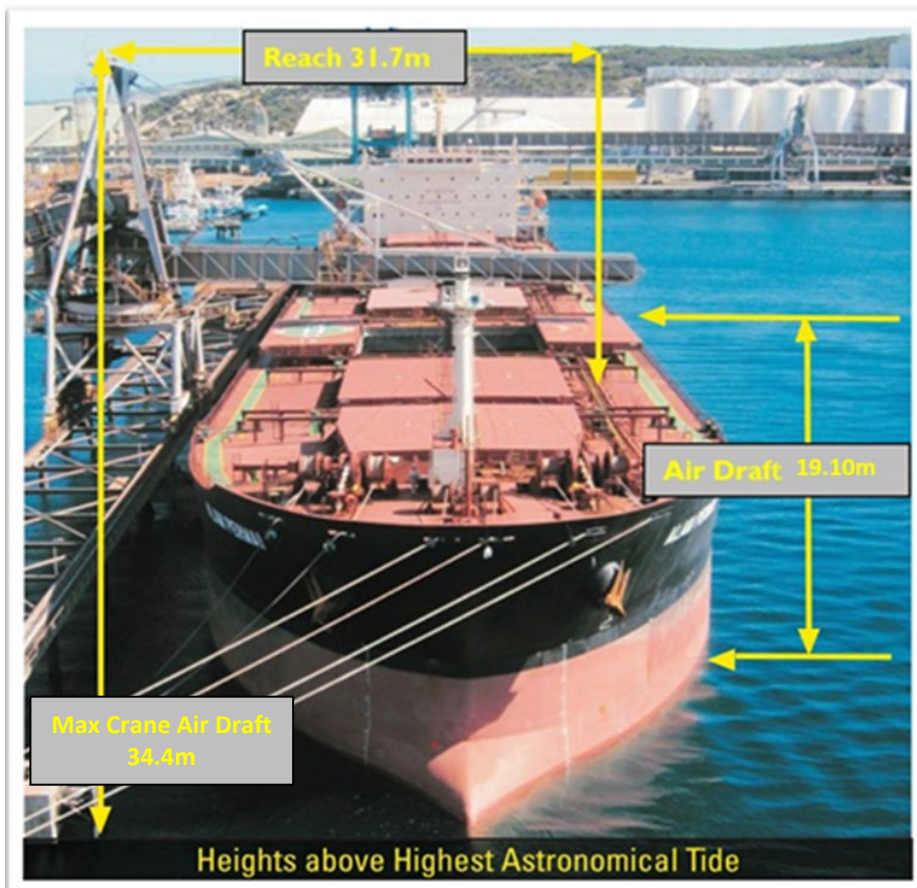
8.3 Berth No. 3

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 2400 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 10.7 metres from fender face;
- Gantry travel range 201.3 metres plus an operating slew angle of 15 degrees;
- Maximum air draft to top of main deck railing is 19.10 metres above HAT;
- Maximum air draft at cranes 34.4 metres above HAT;
- Maximum arrival displacement is 100,000t;
- Wind speed for shutdown 20 metres per second (40 knots) for three seconds or 18 metre per second for 20 seconds; and
- If an excessive wind speed shut down occurs, loading will not resume until the high wind period has passed.

Information Guideline for Ship's Masters - Port of Esperance



8.4 Dangerous Goods

Responsibility for the safe conduct of operations while a ship is moored at the dangerous goods berths (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.

8.5 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.

8.6 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 weightometers 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.

8.7 Cargo Handling Rates

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

Information Guideline for Ship's Masters - Port of Esperance

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
	Spodumene	350t/hr
Berth 3	Iron Ore	2400t/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 A - PILOT LADDER RIGGING DIAGRAM

REQUIRED PILOT TRANSFER ARRANGEMENTS

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: www.impahq.org

Scan for more information

RIGGING WHEN POINT OF ACCESS IS 9 METRES OR LESS ABOVE THE WATER

HANDHOLD STANCHIONS
Stanchions shall extend 9 Metres above deckhead.
Diameter of stanchions Min. 32mm Max. 40mm.
Stanchion rig diameter shall not be less than 40mm.
Distance between stanchions Min. 70cm Max. 80cm.

PILOT LADDER AND MAN-ROPES shall be secured to strong points on deck.

MAN-ROPES SHALL BE RIGGED IF REQUIRED BY THE PILOT.
Man-ropes shall be made of material of equal or better strength without knots or twists.
Min. 20mm 20mm Max. 20mm 20mm
Min. 20mm 20mm Max. 20mm 20mm

SIDE ROPES
Min. 20mm 20mm Max. 20mm 20mm
Min. 20mm 20mm Max. 20mm 20mm

ALL STEPS shall rest firmly against ship's side shall be horizontal.

Min. 40cm

31-35cm equally spaced

6 METRES unobstructed ship's side

Height above water required by Pilot

SPREADER Min. 180cm long

MAXIMUM 8 STEPS Between spreaders

5th STEP from bottom shall be a spreader

Retrieval line shall lead forward

PILOT LADDER shall extend at least 2 metres above the lower platform.

RIGGING WHEN POINT OF ACCESS IS MORE THAN 9 METRES ABOVE WATER

PILOT LADDER shall extend at least 2 metres above the lower platform.

The Pilot ladder and Man-ropes, if rigged, shall be secured to the ship's side 1.5m above the platform using sunken eyes, magnetic or pneumatic system.

The lower platform shall be rigged as requested by the pilot service, with a maximum height of 5m above the water up to a maximum height of 5m above the water.

Lower platform horizontal.

Lower platform shall be rigged with a maximum height of 5m above the water up to a maximum height of 5m above the water.

Accommodation LADDER shall lead aft

Maximum 45° slope

9 metres

9 metres

STERN BOW

PILOT LADDER WINCH REEL

HANDHOLD STANCHIONS shall extend 120cm above deck.
Diameter of Stanchions Min. 32mm Max. 30mm
Distance between Stanchions Min. 70cm Max. 80cm.

All pilot ladder winch reels shall have a means of preventing the winch from being accidentally operated.

Maximum Clearance 220cm

NO OBSTRUCTIONS

Min. 91.5cm

Watches shall be mechanically secured before use.

The pilot ladder shall be secured to a strong point, independent of the pilot ladder winch reel, at a distance of not less than 0.5m measured horizontally from the ship's side towards the deck.

Ladders shall not be rigged over sharp edges which can damage the ropes.

A curved surface of a sharp edge should be placed on the edge to minimize the risk of chafing.

Handhold stanchions rigidly secured to deck

A heaving line shall be available

Responsible Officer in contact with bridge

Lifebuoy with self-igniting light

Duties of the Responsible Officer

1. Have knowledge of the correct use of Pilot Transfer Arrangements
2. Establish direct communication with bridge
3. Communicate with bridge during boarding process
4. Oversee / Check compliant rigging of the ladder
5. Test safety equipment in place and ready for use
6. Arrange for the pilot to be safely guided to/from the bridge via a clear illuminated route

All Companies shall have an approved safety management system which includes ship-specific procedures for the safe conduct of pilot transfers. The ISM Code requires that these procedures comply with SOLAS Chapter V regulation 23 and conform to IMO recommendations, international standards and guidance from marine industry organizations.

PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR DIAGRAMS CAN BE VIEWED BY SCANNING THE ABOVE QR CODE.

MSC.1/Circ.1428/Rev.1

Annex, page 2

REQUIRED PILOT TRANSFER ARRANGEMENTS FOR TRAP DOOR AND SIDE DOOR

In accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
Email: office@impahq.org This document and all IMO Pilot-related documents are available for download at: www.impahq.org

ACCOMMODATION LADDER (TRAP DOOR ARRANGEMENT)

The platform shall be secured to the ship's side when in use

In the case of a combination arrangement using an accommodation ladder with a trapdoor (ie. embarkation platform), the pilot ladder and man-ropes shall be rigged through the trapdoor extending above the platform to the height of 2m.

At least 2m

Maximum 45° slope

Lower platform horizontal

The lower platform shall be a minimum of 5 metres above the water

The Pilot ladder shall rest firmly against the ship's side

Steps shall rest firmly against the ship's side

Platform shall be secured to ship's side (Using sunken eyes or approved mechanical system)

SIDE DOOR ARRANGEMENT

Distance between Stanchions Min. 70cm Max. 80cm

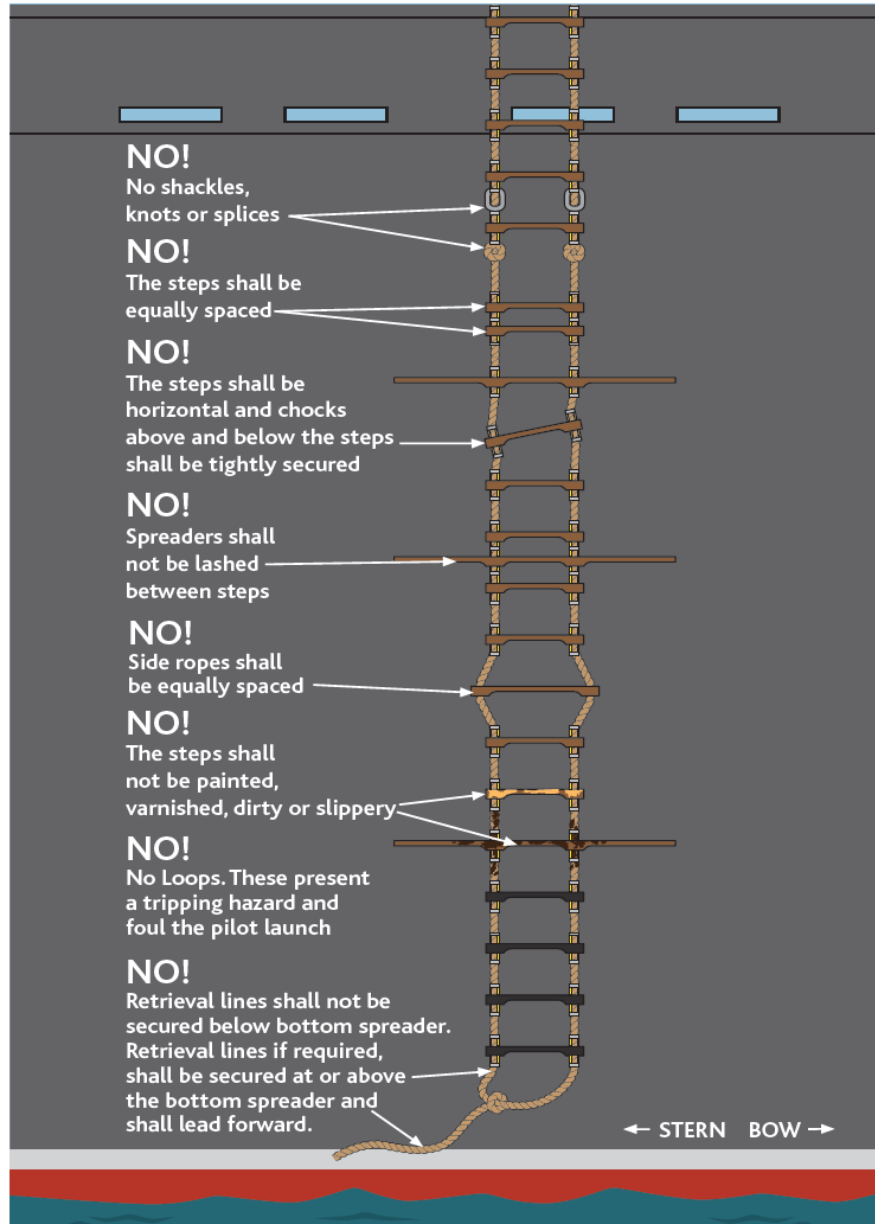
When rigged from a ship's side opening manropes may be rigged from the deck head, provided that the manropes pass through the ring or the eye at the top of the stanchions at the point of access.

Pilot ladders shall be secured on the lowest deck within the ship's side opening. Rigging from the deckhead or freeboard deck is not permitted.

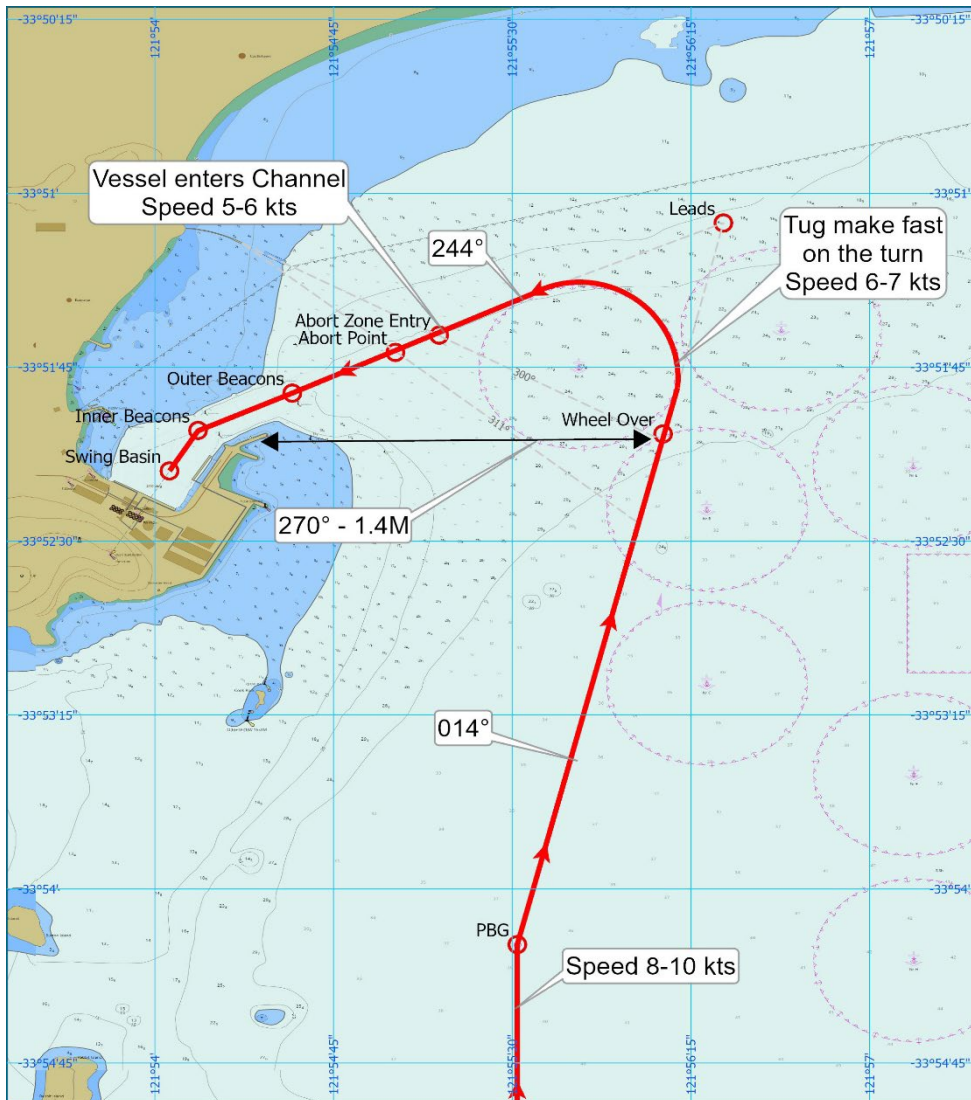
Distance from top of step to entry to be no more than 320 mm

6 METRES unobstructed ship's side

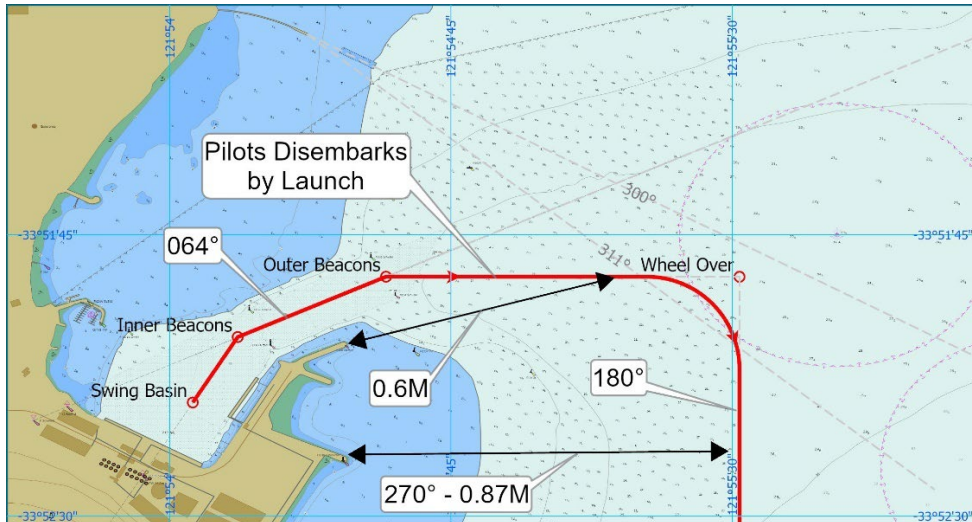
Height above water required by Pilot

NON-COMPLIANT PRACTICESINTERNATIONAL
MARITIME
ORGANIZATIONIn accordance with SOLAS Chapter V Regulation 23
INTERNATIONAL MARITIME PILOTS' ASSOCIATIONEmail: office@impahq.orgThis document and all IMO Pilot-related documents are available for download at: www.impahq.org

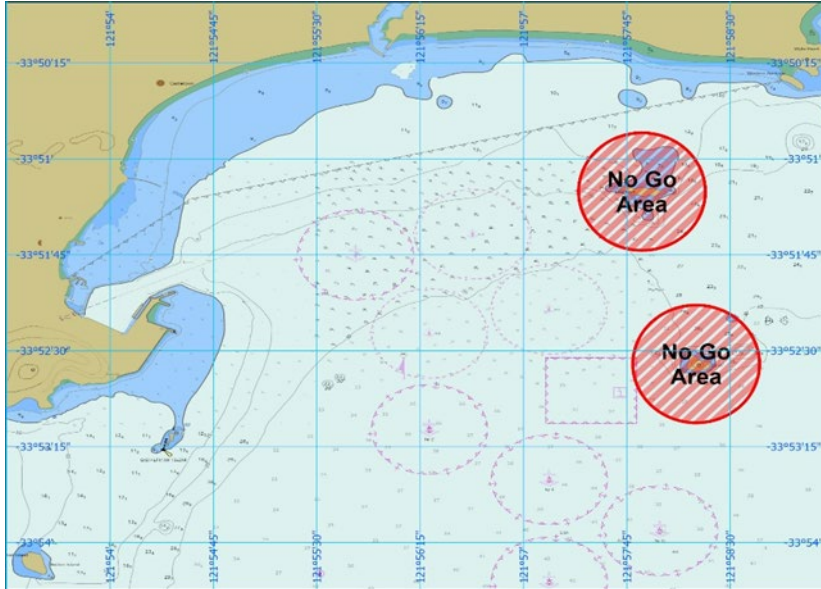
APPENDIX B - PASSAGE PLAN: INBOUND STANDARD ROUTE



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

APPENDIX C - PASSAGE PLAN: OUTBOUND

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

APPENDIX D - PASSAGE PLAN: NO GO AREAS

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

Information Guideline for Ship's Masters - Port of Esperance

APPENDIX E - PASSAGE PLAN WAYPOINTS

Pilotage Passage Plan – Arrival Waypoints

Waypoint Name	Latitude	Longitude	Turn Radius	XTD
PBG	33°54.23941'S	121°05.52171'E	0	500 m
Wheel Over	33°52.03771'S	121°56.13375'E	0.35'	500 m
Leeds	33°51.12800'S	121°56.38700'E	0.35'	100 m
Abort Zone Entry	33°51.61170'S	121°55.19343'E	0	75 m
Abort Point	33°51.68611'S	121°55.00984'E	0	50 m
Outer Beacons	33°51.86171'S	121°54.57691'E	0	40 m
Inner Beacons	33°52.02268'S	121°54.18125'E	0	25 m
Swings Basin	33°52.19703'S	121°54.06134'E	0	N/A

Pilotage Passage Plan – Departure Waypoints

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

APPENDIX F – 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 March 2026, 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>