

For your perusal and records, we would like to advise you of the following:

As per the Notice to vessels, the Notice of Readiness may only be tendered after the vessel has crossed the arrival line.

A vessel will be considered to have 'arrived' at the time of crossing the line connecting the centres of North Head and South Head Lighthouses inward bound. The crossing is monitored and this time is recorded by Port Control VTS Centre. Vessels may not cross the arrival line without a pilot on board.

(A) Notice of Readiness (NOR)

- 1) *NOR shall be tendered after free pratique is granted (Request for pratique 48 hours prior to arrival) by radio and NOR may be tendered upon vessel crossing the official arrival line as stipulated in the port regulation for Saldanha Bay and of which is a straight line (arrival line) connecting the centers of the two light houses at North Head (Noordlig) and South Head (Suidlig) at Saldanha Port, at any time irrespective of official office hours, Saturdays, Sundays and holidays included, whether the vessel is in berth or not, provided the vessel is cleared by the Port Authorities in possession of a gas free, ISPS, certificate and clean deballasting water satisfying the Port Authorities and ready to receive Ore in every respect.*
- 2) *However, if a vessel is compelled to wait for berth or inner anchorage NOR may be tendered 1.5 hours after vessel pass the 12-mile limit* before arriving at the outer anchorage (Vessels not passing the 12 mile limit and anchoring at St Helena Bay NOR may be tendered 6 hours from anchor down and Cape Town 7.5 hours) at any time irrespective of official office hours, Saturdays, Sundays and holidays, provided the vessel is cleared by the Port Authorities in possession of a gas free, ISPS certificate and clean deballasting water satisfying the Port Authorities and ready to receive Ore in every respect.*

**Coming from the North: Latitude 3259.03 South and Longitude 01738.22 East;
Coming from the South: Latitude 3320.18 South and Longitude 01753.30 East*

- 3) *Notwithstanding as mentioned above, vessels arriving at Loading Port with a draft in excess of 13 meters, or longer than 300 meters and/or a dead weight in excess of 250,000 tons arriving later than 16h00 will be handled only during subsequent*

daylight hours with good visibility and weather permitting, and shall accordingly await handling at a point outside the arrival line as indicated by the Port Captain. (Any time that is used for waiting, during night time, to proceed to the dock shall not be counted as laytime, even if on demurrage).

- 4) *For such vessels, arriving before 16h00 in the event of no berth is available Notice of Readiness shall be tendered 1.5 hours after vessel pass the 12-mile limit, except in the event that the vessel arrive after 16h00 and no berth is available, when such vessels are due to be handled, they shall remain at sea to await their turn for berthing and may then tender Notice of Readiness 30 minutes after sunrise.*

The exact time of sunset and sunrise is deemed to be the time as determined in the Nautical Almanac for Saldanha.

- 5) *Notice of readiness to load shall be tendered with clean holds, hatches open, after free pratique and in all respects ready to load.*
- 6) *In case the vessel arrives at load port earlier than the layday agreed, SELLER shall have the option to load before layday commencement and in which case, time actually used to count as laytime.*
- 7) *In the event that the NOR is not accepted by load port due to the vessel is not in free pratique, or not passing the overage survey, or due to causes attributable to the vessel, then such NOR shall be null and void and of no effect. Subsequent tendering of NOR shall not be accepted until the vessel has shown proof that all cause has been rectified*
- 8) **Please be advised that if the contract implication is different as above the contract will be applied.**

Please reply to:

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