

TRANSNET



*national ports
authority*

SALDANHA BAY

Part 1 Port information.

Part 2 Port operating guidelines.

NOVEMBER 2009

**Captain P.D. Stowe
Harbour master**

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Introduction

DESCRIPTIONS AND POSITION.

The Port of Saldanha is located on the west coast of South Africa about 60 nautical miles north of Cape Town. The Port was developed from a fishing harbour to a deep-water port in the early 1970's; primarily for the export of iron ore sourced from the ore fields of the Northern Cape 860 km. from Saldanha. Other cargoes handled include lead, copper and zinc ore concentrates, steel products, fish, granite, pellets, anthracite, pig iron, crude oil and iron ore.

The Port has a deep-water tanker terminal berth for export and import of crude oil.

LATITUDE AND LONGITUDE

Latitude 33° 02' S Longitude 17° 58' E

OPERATIONS.

The Port of Saldanha is operated on a common-user basis. All activities within the port limits are governed by the Harbour regulations and charges are as per the Port Tariff Book. The pilotage and tug services and infrastructure is the responsibility of the National Ports Authority.

The cargo operations, bulk terminal and oil terminals are operated independently.

Cargo handling is provided on a non-discriminatory basis and ships are served on a first planned first served basis.

Tanker movements will be given priority.

PORT JURISDICTION

The Harbour jurisdiction area of National Ports Authority includes the area between Long Point to the north of North Head extending 3 nautical miles seaward on a bearing 244° and Vondeling Point to the south of South Head extending 3 nautical miles seaward on a bearing of 231°.

QUARANTINE

Vessels should request pratique 48 hour prior to arrival with exception of vessels arriving from another South African port.

The pratique message should include:

- Name and nationality of the vessel.
- Last port.
- Next port.
- Health conditions on board the vessel.
- Number of crew and passengers.
- Type of cargo / or in ballast.
- E.T.A.

CUSTOMS AND IMMIGRATION

Customs and Immigration Officers will board all vessels arriving from foreign ports. No persons are allowed ashore until the above officers grant permission. Vessels should fly the international code flag 'I' during daylight hours until permission is granted.

All vessels at anchor shall not be allowed to have contact with shore personnel or local craft unless the vessels agent with the respective authorities properly arranges the same.

ISPS

All vessels need to be ISPS cleared prior to entry as per International ISPS Regulations.

BUNKERS

There are no facilities for bunkering heavy fuel at the Port of Saldanha.

Diesel and lubricants are available by road tanker or in drums.

Diesel oil is available at the Government Jetty at a rate of about 5 t / h. for small craft. Limited amounts of marine diesel are available by road tanker.

FRESH WATER

Fresh water supplies are available ex pipeline at the ore / tanker jetty, the Multi Purpose Terminal, Small Craft Harbour and The pumping rate is 35 t / h and arrangement are made through Port Control.

ELECTRICITY

This can be made available at the Ore and Multi Purpose Terminal. Rates on application.

TELEPHONES

These can be provided / hired from Telkom through the vessels agent.

WARNING TO MASTERS

Masters of vessels are requested to comply to the Traffic Separation Scheme lanes and to adhere to the reporting points when proceeding to the pilot boarding ground 33° 06.2'S 17°49.9 E. Masters are further advised not to proceed too close to the coastline in the vicinity of the Port of Saldanha, nor to cross the arrival line without a pilot. The arrival line constitutes a transit between North Head and South Head. The Wasserfal Bank, situated between Jutten and Malgas Islands across the entrance to the outer bay, constitutes an unmarked hazard.

All vessels awaiting pilot are advised not to come closer than 5 miles off the coastline and all vessels awaiting berthing instructions should not to come closer than 15 miles of the coastline.

PRECAUTIONS AFTER DOCKING / SWELL

The Port of Saldanha operates under open sea conditions. All vessels are to remain in full sea going state, at all times. Vessels may not immobilize without prior permission from the Harbour Master. Sufficient crew should remain on board in view of the above.

The wind and swell are always factors to take into consideration as they may effect operations. Winter months: May, June, July and August; winds predominately north northeast with rain. Summer months: November, December, January and February; winds south east in the mornings swinging to the south west in the afternoons. Saldanha is periodically affected by heavy swell conditions, particularly during winter months. This may affect vessels alongside causing excessive movement resulting in moorings parting. In extreme conditions vessels will be put to anchor or stand out to sea till conditions moderate. During these conditions the Harbour Master may allow only one vessel alongside the Iron Ore Terminal. A wave rider buoy is moored near the entrance channel to enable the Harbour Master to monitor conditions.

NATIONAL COLOURS

Before entering the Port of Saldanha, every vessel shall hoist her national colours, the South African flag, the Immigration and quarantine flags.

PILOT LADDERS

Pilot ladders are to conform to I.M.P.L.A. standards. Pilot services will be refused should they not either fully comply with these standards, or should they be in poor condition. Pilot hoists are not acceptable. (A combination gangway / ladder to be presented when the freeboard exceeds 9 meters.)

DEBALLASTING / POLLUTION CONTROL

Due to Saldanha being an environmentally sensitive area, strict de-ballasting regulations apply.

All vessels must secure and seal all bilge and sewage over boards prior to arrival at the Port of Saldanha, and complete the Pollution Control checklist on arrival.

After docking alongside, the Pollution Control Officer will check that the vessel is in a secure state to commence de-ballasting operations and that the ballast water is of satisfactory quality to be expelled from the vessel. No de-ballasting is allowed prior to the Pollution Control Officer's permission being given.

The following should be noted:

- Limited slop handling facilities are available via road tanker, for ships account.

- Clean permanent ballast and can be discharged once inspected by the Pollution Control Officer.
- No de-ballasting will be allowed from ballast tanks, which have ballast lines running through cargo tanks containing oil. The same applies for cargo lines running through ballast tanks.
- Pollution control booms are placed around all vessels loading / discharging at the oil terminal for the duration of the operation. No cargo movement is permitted to take place without the boom in position. The Pollution Control Officer, or a Pilot, is in attendance during oil tankers stay and will advise on control procedures.
- Accidental or deliberate forms of pollution are to be reported to Saldanha Port Control. Masters are cautioned that any form of pollution will result in them being liable for a fine and clean up costs.

Ballast pumped from vessels de-ballasting shall be continuously monitored. Vessels failing to comply with the Harbour Master requirements shall be requested to stop de-ballasting operations and may be instructed to leave the Port of Saldanha.

GARBAGE REMOVAL

Provision is made for general garbage to be landed off ships. Arrangements to be made through the Pollution Control Officer. Galley or food waste may not be landed ashore.

FENDERING

All Berths are equipped with suitable fenders – the ore and oil terminals are equipped with Yokohama type fenders.

GANGWAYS

Ships are required to use their own gangway.

Oil terminal: Hydraulic gangway from terminal. .

Ore terminal: Use ships gangway supplemented by shore brow.

MPT: Ships gangway.

Main Features

ORE Terminal

This includes two ore berths. The jetty consists of twenty five caissons joined by a platform some 991.65 m long and is joined to the north shore of the harbour by a 3100 m. causeway.

The semi-automatic bulk handling facility is equipped with state of the art tippler of the Tandem rotary type capable of handling 170 t per tip at a rate of 8000 t/h,

Bulk ore loading is affected by means of two luffing, slewing and traveling ship loaders, fed by a common belt and intended to operate alternately on a continuous basis at a loading rate of 6000 t/h.

ORE STOCKPILE

This facility has a capacity of three million tons. It includes three stockpiles, allowing two grades with a total available stacking area of 13 ha.

OIL JETTY

This comprises of one oil berth. Bulk crude oil is loaded/discharged by means of three hydraulic arms, placed 11 m apart on the jetty. The port amidships derrick/crane is required on berthing. Special spooling pieces are bolted onto the ship's manifold to enable the arm to be attached. The maximum freeboard is 23.0 m. The arms have a limited ranging capacity and are fitted with audible alarms to warn of their limits. The storage tanks are about 8 km away. A discharge / loading rate of up to 12 000 cu.m/h can be obtained, allowing for a maximum of 4000 cu.m/hr per arm, or 10 bar backpressure on the shore manifold. The Surveyor, Discharge Advisor and Agent stay on board throughout discharge/loading.

TANKER JETTY

Depth alongside	23.2 m.
Dredged dist. off berth	220.0 m.
Max LOA of tanker	333 m.
Max. Air draft	23.0 m.
No. of loading arms	3.
Tidal range at spring tides	2.0 m.

MULTI PURPOSE TERMINAL

Consists of four berths. Concentrate Cargo for loading is trucked in by road in 12 t. skips towed by tractors.

All cargo loaded by ships gear – no fixed shore cranes are available.

GENERAL MAINTENANCE QUAY

This quay is used for fender maintenance, buoy maintenance and is available for other purposes on request.

FISHING HARBOUR

This is administered by the Department of Environmental Affairs and Tourism and consists of:

- 1.) The Government Jetty, located on the southwestern side of the Harbour. The northern end is derelict and not used.
- 2.) Slipway Jetty.
- 3.) A Slipway is situated to the north west of the Government Jetty. The maximum dimensions of a vessel using this facility is 1200 t. maximum length 70 m, maximum beam 11 m and maximum draft 5 m.
- 4.) The Sea Harvest Jetty. (Private, on lease from the Department of Environmental Affairs and Tourism.)

SMALL CRAFT HARBOUR

Situated below the Port Control Building and is primarily used by harbour tugs and Fishing industry.

NAVIGATIONAL INFORMATION

PILOT STATION

The pilot boarding ground is situated North Head Light Bearing 058°t x 5.0 miles.

ORE JETTY

Direction	021° / 201°t.
Main channel width	400.0 m.
Main channel depth	23.7 m.
Turning circle depth	23.2 m.
Turning circle width	580 m.
Depth alongside	23.0 m.
Dredged dist. off berth	220 m.
Max. Air draft	22.0 m.
Height of jetty	5.45 m.
Length of ore jetty	630 m.
Largest vessel handled	364 767 Dwt.
Smallest vessel handled	27 000 Dwt.
Tidal range at spring tides	2.0 m.

TANKER JETTY

Depth alongside	23.2 m.
Dredged dist. off berth	220.0 m.
Max LOA of tanker	333 m.
Max. Air draft	21.0 m.
No. of loading arms	3.
Tidal range at spring tides	2.0 m.

MULTI PURPOSE TERMINAL

Direction of approach channel	020° / 200°t.	
Channel depth	14.0 m.	
Channel width		
Depth alongside	Quay 201	12.0 m. (permissible draft 12.0m)
	Quay 202 to 204	14.0 m. (permissible draft 13.5)
Length of quay 201		250.0 m.
Length of quay 202 to 204		620.0 m.
Tidal range at spring tides		2.0 m.
Coping height		5.1 m at chart datum.
Bollard spacing	Quay 201	20.0 m. (201) Bollard 1 - 12
	Quay 202 to 204	25.0 m. (202) Bollard 12 - 21
Width of fenders	Quay 201	1.0 m. (203) Bollard 21 - 30

Height of quay Quay 202 to 204 1.0 m (204) Bollards 30 - 39
5.1 m above CD.

DEPTHS ALONGSIDE: (Latest data available)

Sea Harvest Jetty	6.5 m.
Cold Store	6.5 m.
Government Jetty (Length 100 m	6.7 m.
Plus 160 m mooring	
Dolphins- derelict – not in use)	
MOSSGAS	6.0 m.
Small Craft Harbour	5.5 m.
Slipway Jetty	5.0 m.

AIDS TO NAVIGATION AT SALDANHA

This list is intended as a guide. Reference must be made to charts SAN 1011 and SAN 1012 for full details.

LIGHTHOUSES

- North Head Light: White group flash 3 every 20 seconds. Height 33 meters, range 23.0 miles.
- South Head Light: White group flash 4 every 30 seconds. Height 34 meters, range 24 miles.
- Marcus Island Light: White group flash 2 every 10 seconds. Height 18 meters, range 10 miles.
- Elands punt: 1 white flash every 5 seconds. Height 35 meters, range 9 miles.

OTHER SHORE LIGHTS

- Front 080° leading light: Quick flashing white. Height 10 meters, range 9 miles.
- Rear 080° leading light: White isophase with a 6 second period. Height 33 meters, range 12 miles.
- Front 056° light: Fixed white. Range 12 miles. Lit on request to Port Control.
- Rear 056° light: Fixed yellow strip. Range 12 miles.
- Government Jetty: Vertical strip flashing white every second. Range 3 miles.
- Slipway Jetty: Vertical strip flashing red. Range 3 miles.
- General Cargo Quay: Fixed green strip at each end.
- Small Craft Harbour Breakwater: Vertical strip flashing white every 2 seconds.
- Multi purpose breakwater: Green flashing 2 every 6 seconds.

NAVIGATIONAL BUOYS

MAIN CHANNEL AND TURNING BASIN

3 red buoys with can top mark. 1 flash every 3 seconds.

3 green buoys with conical top mark. 1 green flash every 3 seconds.
1 wave recorder buoy. 5 yellow flashes every 20 seconds.

APPROACH TO SEA HARVEST AND GOVERNMENT JETTIES

3 East cardinal buoys (S1, S2 and S3) black and yellow pillar. Top mark 2 cones pointing outwards. S1 flashes white very quickly 5 every 5 seconds. S2 and S3 flash white quickly 3 every 10 seconds.

2 North cardinal buoys (S4 and S5) black and yellow pillar. Top marks are 2 cones pointing upwards. Both are quick flashing white.

North buoy: Yellow spherical with cross top mark. 4 yellow flashes every 10 seconds.

Seven Blinders buoy: South cardinal buoy, black and yellow pillar, top marks are 2 cones pointing downwards, quick flashing white 6 followed by a long flash every 15 seconds.

MUTI PURPOSE QUAY

7 red can buoys flashing red every 2 seconds.

3 green conical buoys flashing green every 2 seconds.

APPROACH TO THE GENERAL MAINTENANCE QUAY

5 red can buoys flashing red every 3 seconds.

4 green conical buoys flashing green every 3 seconds.

BUOYS EAST OF THE ORE JETTY

North East Buoy: Yellow spherical with yellow cross top mark flashing yellow every 15 seconds. East Buoy: Yellow spherical with yellow cross top mark flashing yellow 4 every 20 seconds.

Lynch Blinder Buoy: West Cardinal mark, black and yellow pillar with top mark of 2 cones pointing inwards, quick flashing 9 every 15 seconds.

PORT CONTROL

RADIO AND PORT CONTROL

The estimated time of arrival of a vessel destined for Saldanha should be confirmed by notifying Saldanha Port Control; 96 hours, 48 hours, 24 hours and 12 hours. The vessel should call on VHF ch.12 at least 4 hours before arrival at pilot boarding station, thereafter when the vessel enters the VTS Zone. Saldanha Port Control will confirm Pilot boarding and berthing instructions. No vessel will be allowed to enter port limits unless it is ISPS cleared.

NOTICE OF ARRIVAL – PORT CONTROL

Advice with the 24 hour E.T.A. at the latest shall include:

- 1.) The vessels name and type.
- 2.) The date and time of E.T.A.
- 3.) Gross tonnage.
- 4.) Summer deadweight.
- 5.) Drafts forward and aft.
- 6.) Nature of service required.
- 7.) Any known defects affecting the vessels Seaworthiness, or maneuvering abilities.
- 8.) ISM certificate.
- 9.) Name of Port agent.
- 10.) Name of person requesting service and contact number.

Failure to give such notice to the Port Control at least 24 hours prior may result in a delay before docking. Should there be any change to the E.T.A or draft or ballast condition after 24 hours notice of E.T.A. such changes should be advised soonest.

No Notice of Arrival will be accepted if not containing all the required information, as stated above, in which case a new Notice of Arrival will be required.

ARRIVAL DRAFTS

The master should present his vessel with full propeller immersion preferably trimmed by the stern or even keel. Minimum drafts are dependent on weather conditions. The following reflects the minimum recommended drafts:

LENGTH OVERALL	DRAFT FORWARD	DRAFT AFT
137 m	4.0 m	5.5 m
152 m	4.5 m	6.5 m
183 m	6.0 m	7.5 m
213 m	7.5 m	8.5 m
244 m	8.0 m	9.0 m

274 m	8.5 m	10.0 m
OVER 274 m	8.5 m	10.5 m

- To light a draft could delay the docking of a vessel in adverse weather conditions or prejudice her safety.
- Ships are not allowed to de-ballast at anchor.
- Vessels that change their arrival drafts will be detained at anchor or removed from port until their draft have been rectified.
- Vessels must be sufficiently ballasted and must remain in a seaworthy condition in the event that the vessel must proceed to sea in adverse weather conditions.

MAXIMUM PERMITTED DRAFTS

TANKER BERTH

Docking 20.5 m. (over 19.5 m tidal.)
Sailing 21.5 m. (over 20.5 m tidal.)
The total displacement not to exceed 300 000 t.

ORE BERTH

Docking 20.5 m (over 19.5 m tidal.)
Sailing 21.5 m (over 20.5 m tidal, subject to Harbour Master's approval)

MULTI PURPOSE TERMINAL

Berth 201 12.0 m.
Berth 202/3/4 13.5 m.

TIDE

There is 1.5 m between M.L.W.S. and M.H.W.S. All navigational and other charts refer to Chart Datum, which is M.L.W.S. minus 0.26 m.

DOCUMENTATION

After boarding the vessel upon completion of docking, a single officer will handle the formalities for customs, immigration and port health. The documents and papers normally required are 5 crew lists, 1 store list, 1 crew affects list, 1 animal list, 1 health narcotics list, 1 passenger list, 1 maritime declaration of health and 1 DA5 list of seal able goods.

The following must be available for inspection:

Safety Radio Certificate, International Load Line Certificate, Safety Equipment Certificate, De-Rat Certificate, Oil Pollution Certificate, ISM Certificate and ISPS certificate.

NOTICE OF DEPARTURE / SHIFTING OF A VESSEL

The Master/Agent should give at least two (2) hours notice to the Port Control of the time his vessel will be ready to undock / shift. A maximum of two (2) telephonic amendments shall be permitted failing which a new notice in writing shall be submitted. Any alteration given within sixty (60) minutes of the advertised time will not be accepted and a charge will be raised against the vessel accordingly as in the Port tariff book.

Should a vessel be not be ready to sail within thirty minutes after the Departure Notice time, the vessel will be charged a penalty fee. In order to avoid delays to other vessels requiring port services, service may be withdrawn, in which case a new Notice of Departure will be required.

SEARCH AND RESCUE

Saldanha Port Control, under the Harbour Master, is designated the rescue sub center for the Maritime Rescue Co ordination Center, covering the area seaward of Yserfontein to the area seaward of the Orange River.

In practice any operation which is beyond the organizational scope / capacity of Saldanha Port Control is handed over to MRCC.

To report flare sightings, emergencies and pollution please contact Saldanha Port Control on:
VHF Channels 12 or 16.

Tel. (022) 703 5310.

Tel. (022) 714 1726.

Fax. (022) 703 4116.

Port Operational Guidelines

PORT WORKING

The Port of Saldanha offers a 24-hour service with the following exceptions:

- The Port of Saldanha pilotage and tug service operates 7 days a week 0600 - 1800 and 1800 – 0600 except :

Change of shift is 0600 and 1800. Should a vessel wish to receive service prior to shift change the Pilot must be on board, Undocking vessels at 0500/1700 and docking vessels at 0400/1600.

GENERAL PORT GUIDELINES / ORDER OF WORKING:

- The Harbour Master has the discretion to override these guidelines based on: a.) Safety; b.) Time to be spent at the berth and; c.) Availability of the berth.
- The hazardous class 1 zone is situated at Caisson 17. When a tanker is in port this zone is extended to Caisson 15.
- Tankers will be afforded priority and will be subject to daylight docking.
- Tidal vessels will also be prioritized.
- Working and departing vessels will be given priority over vessels coming to anchor.
- Iron Ore Carriers given preference over MPT vessels, except where stated above.

Ore, MPT & other vessels:

- ORE VESSELS WITH A DRAFT LESS THAN 13 m.
No restrictions – with exception of those vessels requiring 3 or 4 tugs (generally over 250 000 DWT or LOA of 300m and above.)
- ORE VESSELS WITH A DRAFTS BETWEEN 13 m AND 19.5 m
Shall be confined to docking during daylight only.

- **LOADED / PART LOADED ORE VESSELS DOCKING WITH A DRAFT BETWEEN 19.5 and 20.5 m.**
Shall be confined to daylight only and must have equivalent of the excess over 19.5 m of tide when in the turning basin.
- **ORE VESSELS in excess of 250 000 Dwt, or exceeding LOA of 300m, will not be permitted to anchor within Port Limits and will dock during daylight only.**
- **ORE VESSELS UNDOCKING WITH DRAFTS LESS THAN 20.5 m.**
No restrictions.
- **ORE VESSELS UNDOCKING WITH DRAFTS BETWEEN 20.5 m and 21.5**
Must have the equivalent excess over 20.5 m draft of tide when in the navigation channel.
- **MULTI PURPOSE TERMINAL**
No restrictions, except that no bow or stern thrusters to be used within fifty (50) meters from the quay.
- **SEA HARVEST JETTY / GOVERNMENT JETTY**
Except in the case of emergency, service limited to daylight only.
- **NO MAIN ENGINE SHIFTS**
Generally shall be confined to daylight hours only.

GUIDELINES FOR HANDLING TANKERS

No other shipping, which could pose a risk of collision with the tankers entry / exit shall be permitted, that is during the port transit time the risk of collision with other shipping must be zero. An appropriately sized tug fleet shall escort tankers entering the port from reporting point 4. Likewise, an appropriately sized tug fleet shall escort tankers leaving the Port at least to reporting point 5 or to a position at the Pilot's discretion. Tankers in excess of 300 meters with cargo on board will have 4 tugs unless otherwise specified
By pilot on duty

TANKER FIRE WATCH.

2 Tugs will be on Tanker fire watch for the duration of the Tanker stay.

TANKERS IN BALLAST

- Tankers in ballast will only be permitted to dock at night with the Harbour Masters permission, subject to weather conditions and with due regard to ships in the inner anchorage.

LOADED / PART LOADED TANKERS

- Shall be confined to daylight hours only.

UNDOCKING TANKERS WITH DRAFTS BETWEEN 20.5 m and 21.5

- Must have the equivalent excess over 20.5 m draft of tide when in the navigation channel, however subject to weather conditions and at the pilots discretion.(Maximum draft: 21.5 m.)
- TANKERS LOADED/PART LOADED - DOCKING
Shall be confined to daylight only. (Maximum draft: 20.5 m.)
- TANKERS LOADED / PART LOADED - UNDOCKING
Vessels with a draft of less than 20.5 m - no restrictions.
Vessels with a draft over 20.5 m - shall have the equivalent of the excess of 20.5 m = height of tide. (Maximum draft: 21.5 m.)

ANCHORAGE GUIDELINES

Subject to good weather conditions and favorable forecast, vessels may be permitted to anchor in the Bay, but it should be noted that this is not a right and space must always be left in the anchorage to accommodate vessels that need to be taken off the berth in adverse weather and that are unable to proceed to sea.

ANCHORING - TANKERS

LOADED / PART LOADED TANKERS

- Loaded / part loaded tankers shall not be permitted to anchor within the confines of the Port of Saldanha.
- TANKERS IN BALLAST LESS THAN 150 000 DWT.(With Approval by Harbour Master)
Shall be permitted to anchor within the confines of the Port of Saldanha shall be properly checked by a certified chemist and be in possession of a valid gas free certificate as certified by a chemist, and/or any other conditions imposed by the Harbour Master.
- TANKERS IN BALLAST OVER 150 000 Dwt.
Shall not be permitted to anchor within the confines of the Port of Saldanha.

ANCHORING – OTHER VESSELS

Ships to inner anchorage with:

- Maximum permissible draft at OBS anchorage is 10.5m maximum, and maximum LOA 300m.

- Normally only one vessel may anchor in this area, as vessels that have to be taken off the quay may have taken to anchor. Subject to good weather and the Harbour Master's approval a second vessel may be accommodated.
- Maximum permissible draft at OBL anchorage is 16.0m maximum.
- Normally only two vessels may anchor in this area, as vessels that have to be taken off the quay may have to be taken to anchor. Subject to good weather and the Harbour Master's approval three vessels may be accommodated.
- This is an exposed anchorage and it is not always possible for pilot's to disembark or board.
- Vessels in excess of 250 000 Dwt or LOA of 300m will not be permitted to anchor within port limits.
- As the Saldanha anchorage is used for over-age surveys, it may be required that for the better working and safety of the port, that a vessel may be required to shift to the Langebaan anchorage at own cost. This at the Harbour Master's discretion.
- The anchorage area adjacent to the Oil / Ore Terminals should generally be kept clear as these impacts on docking / undocking of these ships.
- Anchorage in the port approaches is not recommended due to bad holding ground.
- Vessels not able to anchor in the inner anchorage are recommended to anchor in St. Helena Bay, with SAMSA's permission.

PASSING OF TANKERS BY OTHER VESSELS

The pilot shall inform the tanker in advance of all shipping movements occurring in the proximity of the tanker, to put all personnel on alert. The pilot shall take due cognizance of inter alia weather conditions, draft in relation to depth on water, ships displacement etc. and proceed at a slow speed when passing a tanker.

- **DOCKING/ UNDOCKING/ ANCHORING SALDANHA SIDE**
Pilots shall have at least one tug made fast prior to passing the tanker.
- **DOCKING/ UNDOCKING LANGABAAN SIDE**
No restrictions.
- **MPT TERMINAL**
Pilots shall have at least one tug in attendance when passing a tanker.
- **DOCKING/ UNDOCKING OTHER VESSELS**
Craft in attendance is left to the pilot's discretion.
- **UNDOCKING SALDANHA SIDE (ORE SHIPS)**
Pilots shall use 2 tugs. (When tanker berth occupied.)
Pilots shall have 2 tugs made fast whilst passing the tanker

- LANGEBAAN SIDE
No restrictions.

OIL/ ORE or OBO vessels Gas Free Certificate

All OBO vessels having discharged petroleum products at the last port must advise this in the first E.T.A. and are further required to produce a valid gas free certificate prior to being allowed to Dock. To comply the vessels agent should have a chemist attend and issue the gas free certificate. An OBO that is only traded as a Bulker for the previous 12 month will be exempted to gas free certificate.

PILOT BOARDING / DISEMBARKING.

PILOTAGE

A pilot launch with radar and VHF operates at Saldanha.

Pilotage is compulsory. Tankers and deep draft vessels should remain 6 miles off and south of the 080°t line before boarding. During boarding or disembarking, a ship's officer and at least one deckhand should be in attendance.

PILOT STATION

The pilot boarding ground is situated North Head Light Bearing 058°t x 5.0 miles.

PILOT DISEMBARKING POSITION

LADEN TANKERS

Pilots to disembark after reporting point 5, subject to a waiver being given by the Harbour Master in exceptional circumstances.

ORE VESSELS AND GENERAL CARGO VESSELS

Except in exceptional circumstances no pilot shall disembark until the vessel is clear of the navigation channel and steadied on a safe course to pass between the heads.

OTHER VESSELS

This is left to the pilot's discretion provided he can disembark in safety and is completely satisfied of the Master's competence and compliance to take his vessel to sea from the position of disembarking, in safety.

TUG SERVICE

Tug attendance is compulsory. Tugs will meet an incoming vessel about 1 mile seaward of the entrance channel. The Port of Saldanha has four Voith Schneider propelled tugs available, each with 3980 bhp. (42 t bollard pull) equipped with synthetic wire rope and pennant.

The tugs are maintained and manned according to S.A.M.S.A.s' standards and are equipped with radar, echo sounder radiotelephone, VHF, fire fighting and salvage equipment.

Should a fourth tug be required, this may be available on request. All expenses and costs to be borne by the vessel involved.

DOCKING

The following serves as a guide as to the number of tugs required for a service:

NO. OF TUGS	DRAFT	LENGTH	DWT
2 (loaded tankers 3)	Less than 15.0 m.	Less than 300 m.	Less than 220 000
3 (loaded tankers 4)	15.0 m – 19.0 m.	300 - 350 m.	220 000 – 250 000
4 (loaded tankers 4)	19.0 m and over	300 - 350 m.	Over 250 000

SAILING

For vessels less than 250 000dwt, and less than 19m draft, one tug is sufficient when facing out to sea and in good weather/swell conditions. Other vessels may require a second tug to assist. This is left to the pilot's discretion. Pilots shall use two tugs when sailing deep draft vessels over 250 000dwt, or 19m.

HELICOPTERS

In times of extremely bad weather it might be needed that the pilot will need to be disembarked by helicopter (if available). This service will be for the cost of the vessel/agent.