



SOUTHERN PORTS AUTHORITY

## PORT OF ALBANY

# SHIP PRE-ARRIVAL INFORMATION

## WOODCHIP CARRIERS

### PREPARATION OF SPRING LINES

Before arrival the vessel is to rig and secure spring lines as follows:

- Run 2 spring lines from forward to the after end of No3 Hold plus 20 metres of extra line.
- Run 2 spring lines from aft to the forward end of No3 Hold plus 20 metres of extra line.
- Tie all 4 spring lines on the outside of the ship's guard rails with small pieces of rope so that they can be cut to allow the lines to fall clear of the ship during mooring.
- Make sure that the final ties at No3 Hold are well secured so that the extra 20 metre lengths can be lowered down the side of the ship and passed to the stevedores without the tie breaking under the weight.
- Tie a flag on the railing adjacent to the eye to where the aft spring mooring lines lie on deck.

### COMMUNICATIONS

#### Port Operations

The port of Albany operates on VHF channel 12 (callsign "Albany Port") and vessels should maintain a listening watch on this channel 2 hours before arrival. **This channel is not manned continuously nor outside of normal office working hours(0830-1700)** but will be used by the pilot and/or agent to call the ship with arrival information. The pilot will call the vessel 1 hour before pilot boarding time and advise which side to rig the pilot ladder.

#### Emergency communications

The Albany Port Authority does not have the resources to maintain a 24 / 7 listening watch on VHF channel 16. In order to provide an appropriate emergency response capability, the Albany Sea Rescue squad monitors VHF 16 on the port's behalf outside of normal office working hours (callsign "Albany Sea Rescue"). They hold emergency contact numbers for key port personnel and can arrange for the Harbour Master, or his nominated representative, to contact the vessel and respond to an emergency outside of office hours. This method of communication is for EMERGENCIES ONLY and must not be used for routine matters.

#### In port communications

The Ship's Agent will provide the master with a mobile phone and contact numbers on arrival.

## **PILOTAGE**

The pilot on board (POB) time is by arrangement with the duty pilot and is dependent on Pilot availability and other shipping movements. For an Inbound Woodchip carrier the earliest POB time will be 30 minutes before Sunrise and the latest time will be two hours before civil twilight. (This is to ensure the tie up occurs in daylight).

The pilot boarding ground is in position King Point Light Bearing 294 degrees at 4.5 nautical miles. (Lat 35deg 04.0 min S, 118 deg 00.0 min E). Vessel speed for pilot boarding is 8 -10 kts. Pilot ladders should be rigged 2.0 metres above the waterline and no manropes. . Combination ladders should be rigged where the vessel's freeboard exceeds 9 metres. Ensure the lower platform on the accommodation ladder is 4 meters (or greater) above the water.

A Pilot prepared passage plan will be discussed with the Master & Bridge team by the pilot prior to commencing the Pilotage. The Master is to ensure all bridge equipment is operational (or advise the Pilot if to the contrary), bridge repeaters have covers off and are clean, bridge windows are clean and a competent, rested helmsman is available for the Pilotage. The helmsman must be able to understand IMO standard marine communication phrases.

If the vessel has to anchor overnight, the Port Authority will allocate an anchorage and the ship's agent will advise the Master.

## **WIND LIMITATIONS**

The maximum wind strength for the berthing / sailing of woodchip carriers is 25 kts, depending upon the wind direction. In addition to this, a wind limitation also applies for transiting the harbour channel due to the vessels air draught and the effect of cross-winds. The pilot will monitor the wind conditions closely and decide whether or not the movement should proceed as scheduled.

## **DRAUGHT LIMITATIONS**

The following draught limitations apply:

- Minimum arrival draughts: Forward 25% of moulded depth. Aft 37% of moulded depth
- Maximum height of propeller blade exposed on arrival = 0.6 metres
- Maximum draught during / after loading is 11.5 metres
- Maximum air draught at the berth is 17 metres at high water.

Vessels that cannot meet the criteria for minimum draughts may be delayed if the wind conditions are unfavourable.

## **TELEPHONE CONTACT DETAILS**

Albany Port Authority (Office)	98929000
Duty Pilot mobile (voice only)	0488 929 095
Harbour Master	98929003 / 0427 479016
Deputy Harbour Master	98929015 / 0439 921589
Oil spill reporting	0427 479016 / 0439 921589
Albany Police	98410555
Albany Sea Rescue	0427 923557
Albany Customs	9845 5800 / 0427013253

## **BERTHING**

Woodchip carriers are limited to **BERTHING IN DAYLIGHT HOURS ONLY**. This limitation does not apply for departures. The vessel will be swung to the West of the berth and will berth **PORT SIDE - TO**. The berthing sequence will be as follows:

1. Vessel berths at western end of berth 6
2. Three Sternlines passed (all together) via mooring boat
3. First forward spring is lowered down to wharf for stevedores to place on mooring hook.
4. Second forward spring is lowered down to wharf for stevedores to place on mooring hook.
5. Once stevedores are standing clear the springs are “dropped” by cutting the tie lines.
6. Slack is maintained on all lines for shifting vessel forward (approximately 35 metres)
7. Pilot shifts ship forward using ship’s engine to line up aft springs with dolphin number 5.
9. Three Headlines passed (all together) via mooring boat
10. First aft spring is lowered down to wharf for stevedores to place on mooring hook.
12. Second aft spring is lowered down to wharf for stevedores to place on mooring hook.
13. Once stevedores are standing clear the springs are “dropped” by cutting the tie lines.
14. Pilot shifts ship aft using ship’s engine to line up first loading hold with woodchip loader.
15. All lines are tightened to hold ship in position.
16. Breast lines are run out forward and aft. This is done by the ship passing heaving lines forward and aft which the stevedores will attach to a “messenger” line. The ship is to heave in this messenger line and attach it **DIRECTLY THROUGH THE EYE OF THE BREAST LINE**. The stevedores will then use the shore capstans to heave each breast ashore and place them on the mooring hooks.
17. Breast lines are tightened.
18. Pilot orders tugs to be let go when (s)he is satisfied that mooring arrangements are adequate.

## **GARBAGE COLLECTION**

If requested in the “48 hour Notice Form”, the Albany Port Authority will provide waste removal facilities for the vessel. The cost for the removal of up to 1.5 cubic metre of garbage is free as this is covered under the navigation charges. The removal of any waste over 1.5 cubic metre in volume will incur additional charges at a rate of \$100 (including GST) for each additional cubic metre of volume, or part thereof. Once ordered, the cost will be passed on to the ship irrespective of whether the service is used.

***If this requirement has not been ordered on the 48 hr pre arrival form, or this form is received less than 48 hrs prior to arrival, the APA cannot guarantee that this service will be provided. Garbage collection services are contracted out by the port and sufficient time must be allowed to make arrangements during normal office hours to meet the ship’s requirements. Where the vessel is arriving after a weekend and/or public holiday, the 48 hr pre arrival form should be submitted earlier.***

Under no circumstances is any waste to be dumped outside of the skip(s) provided. This is a breach of AQIS regulations and a penalty may apply. If any ships waste is found outside of the skip(s), the vessel will be directed by the Harbour Master to clean it up. In the event that the Port Authority is required to cleanup and dispose of such waste, all cleanup costs will be passed on to the ship and a service charge levied. Substantial callout costs will also apply if this occurs outside of normal work hours.

## **BERTH 6 DETAILS**

Line of berth	090 / 270 degrees
Berth length	216 m
Type of construction	7 concrete dolphins with catwalks
Height of berth at LAT	4.40 m
Minimum depth of water at berth	12.2 m
Maximum air draft	17m above HW
Type of fendering	Rubber cell fenders with wear pads
Distance between fenders	35 m centre to centre
Minimum total parallel body length	105m
Distance between berth and ship side	1.17m to dolphins / 2.10m to catwalk
Certified bollard capacity	100 tonne
Distance between bollards	35m
Mooring hook units	4 inshore & 1 on central 3 dolphins
Certified mooring hook capacity	100 tonne
Shore cramage	Nil
Access available	Personnel access only
Bunkers	Not available
Services available	Fresh water only

### **Speed Restriction**

From July to October (inclusive), a speed restriction of 10 knts within port limits will apply due to migrating whales.

### **Fishing**

Fishing off the wharf or the ship alongside is **prohibited**.

Fishing from the ship in King George Sound is **illegal** unless the crew member holds a valid WA Recreational fishing licence. Bag limits and minimum specie sizes apply.

See: [www.fish.wa.gov.au](http://www.fish.wa.gov.au)

**By authority**  
**Harbour Master**  
**Albany Port Authority**

**May 2013.**