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1. **PURPOSE**

This Port of Dampier Handbook provides information and directions for masters and vessel operators, on vessel operations within Dampier Port Limits.

The Pilbara Ports Authority complies with The *Port Authorities Act 1999 (WA)* and the *Port Authorities Regulations 2001 (WA)*; these documents take precedence over this Handbook in the event of any conflict.

The AMSA Marine Order 30 Prevention of Collision 2016 (International Regulations for Preventing Collisions at Sea 1972), also take precedence over this Handbook in the event of any conflict.

2. **JURISDICTION IN WEST AUSTRALIAN PORTS**

Western Australia ports operate under one of two pieces of legislation:


Or

‘The Port Authorities Act 1999’ and ‘Port Authorities Regulations 2001’.

2.1 **The Shipping and Pilotage Act (SPA Ports)**

Cape Lambert (Port Walcott), Onslow, Cape Preston, Thevenard Island, Barrow Island, Varanus Island and Airlie Island. These ports are administered by the Department of Transport.

2.2 **The Port Authority Act (PAA Ports)**

Broome, Port Hedland, Dampier, Ashburton, Anketell, Cape Preston East, Geraldton, Fremantle, Bunbury, Albany and Esperance. These ports are administered by the Regional Port Authorities.
Port Authority Ports and Shipping and Pilotage Ports

PD-019-034-02_OSRA_Response_region
3. DAMPIER PORT LIMITS
Dampier is a port established under the Port Authorities Act 1999 (WA) and the Port Authorities Regulations 2001 (WA).

Dampier Port Limits
PD-019-035-01_Slide1_Harbour_Management

4. SECURITY ZONES
4.1 Port Security at the Port of Dampier
Australia complies with the IMO’s ISPS code for Maritime Security. Accordingly, the Port of Dampier operates its maritime security under the Australian Maritime Transport and Offshore Facilities Security Act (MTOFSA). Under the Port Security Plan, the Harbour Master is the Port Security Officer (PSO) for the PPA operated berths (DCW & DBLB). The other port facility has their own Port Facility Security Officers (PFSO’s). Should you have any maritime security issues including a requirement for a Declaration of Security (DOS), please contact the PSO at: mailto:port.communications@pilbaraports.com.au
Dampier.VTS@pilbaraports.com.au

4.2 Waterside Restricted Areas within the Port
Under approved Port Security plan areas directly adjacent to the port facilities are off limits to all but authorised vessels.
4.3 Boating Safety Exclusion Zone
A vessel should not enter a boating safety exclusion zone unless authorised by the Harbour Master. *Port Authority Regulations 2001, Schedule 1, Division 4, Clause 38.*

Port Security Zones

PD-000-004-09_A1_DPA_Exclusio_Zone
5. PORT OF DAMPIER TRADE FIGURES

Trade Figures Cargo Tonnes

<table>
<thead>
<tr>
<th>COMMODITY</th>
<th>TONNES 2015/2016</th>
<th>TONNES 2016/2017</th>
<th>TONNES 2017/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron Ore export</td>
<td>142,120,517</td>
<td>135,016,277</td>
<td>145,621,631</td>
</tr>
<tr>
<td>Salt export</td>
<td>3,426,347</td>
<td>4,028,568</td>
<td>3,658,026</td>
</tr>
<tr>
<td>Condensate export</td>
<td>3,279,322</td>
<td>3,904,220</td>
<td>3,808,458</td>
</tr>
<tr>
<td>LNG export</td>
<td>21,430,172</td>
<td>22,206,776</td>
<td>21,878,268</td>
</tr>
<tr>
<td>LPG export</td>
<td>438,837</td>
<td>608,032</td>
<td>365,236</td>
</tr>
<tr>
<td>Ammonia export</td>
<td>666,865</td>
<td>668,554</td>
<td>733,575</td>
</tr>
<tr>
<td>General imports</td>
<td>202,553</td>
<td>222,097</td>
<td>200,271</td>
</tr>
<tr>
<td>General export</td>
<td>580,960</td>
<td>239,795</td>
<td>250,828</td>
</tr>
<tr>
<td>Petroleum imports</td>
<td>853,716</td>
<td>793,893</td>
<td>822,485</td>
</tr>
<tr>
<td>Total</td>
<td>172,999,289</td>
<td>167,688,212</td>
<td>177,338,778</td>
</tr>
</tbody>
</table>
### Vessel Arrivals

<table>
<thead>
<tr>
<th>HARBOUR CHANNEL</th>
<th>VESSEL ARRIVALS 2015/2016</th>
<th>VESSEL ARRIVALS 2016/2017</th>
<th>VESSEL ARRIVALS 2017/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rio Tinto Channels – Iron Ore</td>
<td>847</td>
<td>804</td>
<td>860</td>
</tr>
<tr>
<td>Rio Tinto Channels – Salt</td>
<td>92</td>
<td>102</td>
<td>89</td>
</tr>
<tr>
<td>Woodside Channel NWSJV</td>
<td>299</td>
<td>309</td>
<td>301</td>
</tr>
<tr>
<td>Woodside Pluto Channel</td>
<td>85</td>
<td>80</td>
<td>69</td>
</tr>
<tr>
<td>Facilities Channel</td>
<td>760</td>
<td>676</td>
<td>544</td>
</tr>
<tr>
<td>Mermaid Channel</td>
<td>1,033</td>
<td>872</td>
<td>848</td>
</tr>
<tr>
<td>King Bay Supply Base Channel</td>
<td>480</td>
<td>472</td>
<td>515</td>
</tr>
<tr>
<td>Total trade and supply, vessel arrivals</td>
<td>3,598</td>
<td>3906</td>
<td>3226</td>
</tr>
</tbody>
</table>

### Financial year Cargo Statistics and Number of Vessels

<table>
<thead>
<tr>
<th>Port</th>
<th>VESSEL ARRIVALS</th>
<th>CARGO TONNES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Dampier</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015/2016 Financial Year</td>
<td>4,209</td>
<td>172,999,289</td>
</tr>
<tr>
<td>2016/2017 Financial Year</td>
<td>3,906</td>
<td>167,688,212</td>
</tr>
<tr>
<td>2017/2018 Financial Year</td>
<td>3,226</td>
<td>177,338,778</td>
</tr>
</tbody>
</table>

### Dampier Channels, Berths, Trade

<table>
<thead>
<tr>
<th>BERTH</th>
<th>CHANNEL</th>
<th>TERMINAL OPERATOR</th>
<th>COMMODITY</th>
<th>TOWAGE PROVIDER</th>
<th>PILOTAGE PROVIDER</th>
<th>PEC</th>
</tr>
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<tr>
<td>Mistaken Island</td>
<td>Rio Tinto Channel</td>
<td>Dampier Salt</td>
<td>Salt in bulk</td>
<td>Westug</td>
<td>Marine Services Western Australia (MSWA)</td>
<td>No</td>
</tr>
<tr>
<td>East Intercourse Island</td>
<td>Rio Tinto Channel</td>
<td>Rio Tinto</td>
<td>Iron Ore</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parker Point</td>
<td>Rio Tinto Channel</td>
<td>Rio Tinto</td>
<td>Iron Ore</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dampier Fuel Berth</td>
<td>Rio Tinto Channel</td>
<td>Viva Energy</td>
<td>Diesel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Withnell Bay LNG 1</td>
<td>Woodside Channel</td>
<td>Woodside</td>
<td>LNG Condensate LPG</td>
<td>Riverwijs</td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>Withnell Bay LNG 2</td>
<td>Woodside Channel</td>
<td>Woodside</td>
<td>LNG Condensate LPG</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6. METEOROLOGY

6.1 Climate

The average air temperatures during the cooler months (May to August) are in the mid to high twenties. The average air temperatures during the warmer months (September to April) are low to mid-thirties.

March has the highest average temperature of 34.8°C, with July the lowest average temperature of 25.8°C. On average over two hundred days per annum exceed 30°C, five of which exceed 40°C.
Monthly and annual rainfall is highly variable with the majority of rain falling during the warmer months (September to April) as a result of tropical low pressure systems. Mean annual rainfall for the Port is 303.9 mm with highest mean rain falling in February 97.1 mm and lowest mean rainfall in November 0.1 mm.

6.2 Winds
In the warmer months (September to April) prevailing winds are west to south westerly and average between 15 and 20 knots. During these months the wind strength tends to increase throughout the day and is strongest in the afternoon.

In the cooler months (May to August) prevailing winds are easterly and are typically between 20 and 25 knots. During these months the wind strength tends to be fresh in the mornings and decrease in the afternoon.

6.3 Fog
Fog within the Port generally lasts only a few hours and first indications of fog generally appear over the Withnell Bay flare tower.

Should visibility reduce to less than half nautical mile, shipping movements will continue only at the Harbour Masters discretion.

6.4 Tropical Cyclones
The official tropical cyclone season extends from 1st November to 30th April, although Australia has recorded cyclone events in every calendar month.

Every vessel operating in Dampier during the official tropical cyclone season must have a Cyclone Response Plan, typically:

- Large vessels will head out to sea in sufficient time to clear the port and obtain adequate sea room before coming under the influence of gale force winds.
- Small vessels will be secured to cyclone approved moorings and their crews ferried ashore before the onset of gale force winds.

The Pilbara Port Authority has a Cyclone Response Plan for Dampier which involves five Stages:

<table>
<thead>
<tr>
<th>STAGE</th>
<th>KEY ELEMENT</th>
<th>PARAMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Monitor</td>
<td>Cyclone or tropical low has formed in northern waters</td>
</tr>
<tr>
<td>2</td>
<td>Prepare</td>
<td>Cyclone is tracking toward the port with potential for impact</td>
</tr>
<tr>
<td>3</td>
<td>Clear Port</td>
<td>Potential for gale force winds to impact port within 12 hours</td>
</tr>
<tr>
<td>4</td>
<td>Shut Down</td>
<td>Potential for gale force winds to impact port within 6 hours</td>
</tr>
<tr>
<td>5</td>
<td>Re-Open</td>
<td>Cyclone or threat of cyclone has passed</td>
</tr>
</tbody>
</table>

During a cyclone event the Dampier Harbour Master issues directions via email and a cyclone distribution list. Harbour Master directions may also be given via VHF through Dampier VTS.
Persons wishing to be added to the cyclone distribution list should contact Dampier.VTS@pilbaraports.com.au.

For more information see Port of Dampier Cyclone Response Plan on the Pilbara Ports Authority web site.


7. OCEANOGRAPHY
7.1 Water temperatures
Mean water temperature within Dampier Archipelago including the Port of Dampier varies significantly throughout the year and is highly site dependent. Typically, seasonal fluctuation of almost 10°C occurs between summer and winter (February 31°C / August 21°C).

7.2 Wave Climate
Typically, swell and waves enter the Port of Dampier from the north as a result of Southern Ocean swell refraction around the Montebello Islands, 120 km to the west. The Port is protected to the west by the islands of the Dampier Archipelago and south by mainland Australia.

Swells tend to be greatest in winter (June/July, typically 2 m in height) and smallest in summer (February/March, typically less than 1 m in height) Tropical cyclone swells may reach 10 m in the outer Port and are usually reduced to 2.5 m in the inner Port. Ninety percent of locally generated wind waves within the Port are less than 0.6 m in height.

7.3 Tides
The tidal regime of the Port of Dampier is semi-diurnal with a slight diurnal inequality (difference in height between the two highs or two lows). The Port of Dampier experiences mean high water spring tides of 4.5 m and mean low water spring tides of 0.8 m approximately 2 days after the full and new moon.

Tidal currents in the waters off the Burrup Peninsula are locally influenced by surrounding islands and channels that form the Dampier Archipelago. During spring tides, the seaward reaches of Mermaid Sound (outer Port) can experience currents of 0.5 m/s (0.97 knots) with inner Sound (inner Port) currents about half that observed further offshore. Currents through Sea ripple and Flying Foam Passages to the east can reach in excess of 2 m/s (3.8 knots).

8. PRE-ARRIVAL NOTIFICATION
8.1 Notice of Arrival
The Master of a vessel must ensure 24 hours’ notice of arrival is given to the Pilbara Port Authority as required by Port Authorities Regulations 2001, Part 2, Division 1, Section 4. The NOA can be downloaded from the below link.
8.2 Billing Agent
A vessel’s master, owner and agent are jointly and severally liable to pay Port charges to the Port Authority. *Port Authorities Act 1999, Part 8, Section 115,116,117,118,119*

The Master must ensure the Pilbara Ports Authority has been advised who the “Billing Agent” is for their vessel. (Note: the Billing Agent may be different to the Charterer)

8.3 Cargo Details
The Master (or the vessel’s agent) must ensure the Pilbara Ports Authority is provided with details of the cargo loaded and/or discharged from the vessel and details of fuel bunkered. *Port Authorities Regulations 2001, Part 4, Goods and Cargo, Section 60 -61.*

Masters must ensure their agents are providing this information to Pilbara Ports Authority within 24 hours of the vessel’s departure from Dampier and in the prescribed format.

9. COMMUNICATIONS

9.1 Dampier VTS
Dampier VTS is the first and primary point of contact for all marine traffic.

Dampier VTS maintains a listening watch on VHF Channel 11 and Channel 16.

All vessels shall maintain a listening watch on VHF channels 11 and 16 when within or approaching Dampier Port Limits. *Port Authorities Regulations 2001, Schedule 1, Division 4, Clause 37*

<table>
<thead>
<tr>
<th>TERMINAL / WHARF</th>
<th>PILOTS</th>
<th>VHF (MONITORING)</th>
<th>WORKING CHANNEL</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCW / BLB</td>
<td>AMG</td>
<td>09,73</td>
<td>09,73</td>
<td></td>
</tr>
<tr>
<td>Rio Tinto</td>
<td>MSWA</td>
<td>13,68</td>
<td></td>
<td>Pilots use private VHF Frequencies</td>
</tr>
<tr>
<td>Rio Tinto Hamersley Base</td>
<td>11,16</td>
<td></td>
<td>As advised</td>
<td>For Cargo related matters</td>
</tr>
<tr>
<td>Woodside</td>
<td>Woodside</td>
<td>11,16</td>
<td>21,82 &amp; Private UHF frequencies</td>
<td></td>
</tr>
</tbody>
</table>
10. **DAMPIER VESSEL TRAFFIC SERVICE (VTS)**

The Pilbara Ports Authority (PPA) – Port of Dampier is authorised as a Vessel Traffic Service (VTS) Authority in accordance with the provisions of Marine Order 64 (Vessel Traffic Services) 2013 (MO64).

Call sign - ‘Dampier VTS’.

Dampier VTS is authorised to render the following services as defined in the guidelines for VTS mentioned in IMO resolution A.857 (20):

1. Information Service (INS)
2. Traffic Organisation Service (TOS)

**Definitions of INS and TOS:**

INS is defined as provision of relevant information at appropriate times and on request for the promulgated VTS area.

TOS is defined as a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the declared VTS area.

Note: Dampier VTS is not authorised to provide a Navigational Assistance Service NAS.

Dampier VTS will only communicate directions to vessel masters, when these directions have been given by the Harbour Master.

**VTS coverage area:**

The VTS coverage area includes all of the port waters extending to the extremities of the port limits. Additionally, anchorage areas immediately adjacent to the port limits are also covered by the VTS service.
Participation of vessels:

It is mandatory for all vessels having a length overall of greater than 35 metres and operating within the VTS coverage area to participate in the VTS.

Additionally;

- All commercial vessels including vessels less than 35 meters, when operating within the VTS coverage area will be required to participate in the VTS reporting requirements.
- The Dampier VTS may request any other vessel entering the VTS coverage area to participate in the VTS reporting requirements.

New information to be reported by vessels operating within the VTS coverage area:

Vessels operating in the VTS coverage area are required to provide the following information to the VTS:

1. Dangerous goods on board (Class numbers only) – This should be reported prior to arriving port limits and prior departing the berth

2. Declaration of any defects affecting the safe navigation, manoeuvrability and safe operations of the vessel or a Declaration that the vessel has no defects This should be reported prior to arriving port limits and prior departing the berth/anchorage

Dampier VTS contacts:

The Dampier VTS can be contacted by:

1. Landline phone – (08) 91596556

2. Mobile phone (emergencies only) – 0428888800

3. Email: Dampier.VTS@pilbaraports.com.au

4. VHF Channels 11 and 16
Port of Dampier Vessel Traffic Services Coverage Area

PD-019-060-04_A3P_VTS_Waters
### INBOUND FROM THE NORTH (MERMAID SOUND) FOR VESSEL REQUIRES PILOT INCLUDING BUT NOT LIMITED TOO - (BULK CARRIERS, LNG AND CONDENSATE TANKERS, GENERAL CARGO VESSELS, PASSENGER VESSELS, RIGS UNDER TOW, OSV’S AND TANKERS INCLUDING ANHYDROUS AMMONIA VESSELS)

#### TIME FRAME | VESSEL REPORTING REQUIREMENTS | INFORMATION GIVEN BY DAMPIER VTS
--- | --- | ---
4 hours from Port Limits | ETA to Port Limit | Acknowledge information received

<p>| | | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
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</tr>
</tbody>
</table>

|  |  | Anchorage allocated
|  |  | Berthing / Pilotage Information if available
|  |  | Next reporting point: one hour before Port Limits

1 hour from Port Limits or from anchorage allocated | ETA to Port Limits or to Anchorage allocated
Any vessel defects affecting navigation/manoeuvrability or safe operations of the vessel
Dangerous goods on board (class numbers)
Vessel’s deepest draft
Vessel’s last port | Acknowledge information received
Anchorage allocated
Pilot Boarding information – Pilot Boarding Ground - A,B,C, or D , time and boarding arrangements and berth information
Relevant traffic information
Next reporting point: When anchored / Pilot On Board / 2 way reporting point

At anchorage | Anchorage number
Anchored time | Acknowledge information received

At Pilot Boarding Ground A,B,C, | Pilot on Board time
Route to destination
Deepest draft | Acknowledge information received
Next reporting point: at berth

At 2-way reporting point inbound for vessels proceeding to Pilot Boarding Ground D | Confirm vessel inbound and proceeding to Pilot Boarding Ground D | Acknowledge information received
Any squall / adverse weather reports received (that may potentially affect this passage inbound)
Relevant traffic information
Next reporting point: at berth

At berth | First line and All fast time
Name of berth | Acknowledge information received
OUTWARD BOUND TO THE NORTH (MERMAID SOUND)  
VESSEL WITH PILOT ON BOARD- (BULK CARRIERS, LNG AND CONDENSATE TANKERS, GENERAL CARGO VESSELS, PASSENGER VESSELS, RIGS UNDER TOW, PILOTED OSV’S AND TANKERS INCLUDING ANHYDROUS AMMONIA VESSELS)

<table>
<thead>
<tr>
<th>TIME FRAME</th>
<th>VESSEL REPORTING REQUIREMENTS</th>
<th>INFORMATION GIVEN BY DAMPIER VTS</th>
</tr>
</thead>
</table>
| 15 minutes prior to commencing singling up | Singling up time  
Name of berth  
Route outbound  
Vessel’s next port  
Any vessel defects affecting navigation/manoeuvrability or safe operations of the vessel  
Dangerous goods on board (class numbers)  
Vessel’s deepest draft | Acknowledge information received  
Any squall / adverse weather reports received (that may potentially affect this passage outbound)  
Relevant traffic information  
Next reporting point: Last line |
| Departing Berth | Last line time  
ETA to Pilot disembarkation point | Acknowledge information received  
Next reporting point: when the Pilot disembarks |
| At pilot disembarkation area D | Pilot departing | Acknowledge information received  
Next reporting point: 2 way reporting point |
| At pilot disembarkation point A,B,C | Pilot departing | Acknowledge information received  
Vessel to call when clear of port limits or anchored |
<table>
<thead>
<tr>
<th>TIME FRAME</th>
<th>VESSEL REPORTING REQUIREMENTS</th>
<th>INFORMATION GIVEN BY DAMPIER VTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 minutes prior to</td>
<td>Singling up time</td>
<td>Acknowledge information received</td>
</tr>
<tr>
<td>commencing singling up</td>
<td>Name of berth</td>
<td>Any squall / adverse weather reports received (that may</td>
</tr>
<tr>
<td></td>
<td>Route outbound</td>
<td>potentially affect this passage outbound)</td>
</tr>
<tr>
<td></td>
<td>Vessel’s next Port</td>
<td>Relevant traffic information</td>
</tr>
<tr>
<td></td>
<td>PEC number</td>
<td>Next reporting point: Last line</td>
</tr>
<tr>
<td></td>
<td>Any vessel defects affecting navigation/manoeuvrability or safe</td>
<td></td>
</tr>
<tr>
<td></td>
<td>operations of the vessel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dangerous goods on board (class numbers)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vessel’s deepest draft</td>
<td></td>
</tr>
<tr>
<td>Departing berth</td>
<td>Last line time</td>
<td>Acknowledge information received</td>
</tr>
<tr>
<td>At 2-Way reporting point</td>
<td>Passing 2-Way reporting point outbound</td>
<td>Next reporting point: 2-Way reporting point</td>
</tr>
<tr>
<td>outbound</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Acknowledge information received</td>
</tr>
</tbody>
</table>
## Port of Dampier Handbook

### Inbound from the West (Mermaid Strait)

#### All Vessels

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Vessel Reporting Requirements</th>
<th>Information Given by Dampier VTS</th>
</tr>
</thead>
</table>
| 1 hour from Port Limits (before arrival North West Reef) | ETA to Port Limits  
Vessel’s last port  
Pilot on-board time  
PEC number  
Destination within the port  
Any vessel defects affecting navigation/manoeuvrability or safe operations of the vessel  
Destination within the port  
Any vessel defects affecting navigation/manoeuvrability or safe operations of the vessel  
Vessel’s deepest draft | Acknowledge information received  
Relevant traffic information  
Next reporting point: Port Limits or North West Reef |
| Port Limits or North West Reef | Confirm destination and route to destination / Pilot on-board time | Acknowledge information received  
Any squall / adverse weather reports received (that may potentially affect this passage inbound)  
Relevant traffic information - Rio Tinto Channel, etc  
Next reporting point: Pilot Boarding Ground E or Channel Reef |
| Pilot Boarding Ground E or Channel Reef | Pilot on-board / Passing Channel Reef | Acknowledge information received  
Next reporting point: anchorage or berth |
| At anchorage | Anchored time | Acknowledge information received |
| At berth | First line and all fast time  
Name of berth | Acknowledge information received |
### OUTWARD BOUND TO THE WEST (MERMAID STRAIT)
**ALL VESSELS**

<table>
<thead>
<tr>
<th>TIME FRAME</th>
<th>VESSEL REPORTING REQUIREMENTS</th>
<th>INFORMATION GIVEN BY DAMPIER VTS</th>
</tr>
</thead>
</table>
| 15 minutes prior to commencing singling up | Singling up  
Name of berth  
Route outbound  
Vessel’s next Port  
PEC number / Pilot on-board time  
Any vessel defects affecting navigation/manoeuvrability or safe operations of the vessel  
Dangerous goods on board (class numbers)  
Vessel’s deepest draft | Acknowledge information received  
Any squall / adverse weather reports received (that may potentially affect this passage outbound)  
Relevant traffic information  
Next reporting point: Last line |
| Departing berth                   | Last line time                                                                                | Acknowledge information  
Next reporting point: Pilot Boarding Ground E or Channel Reef               |
| Pilot boarding ground E or Channel reef | Pilot disembarked or Passing Channel Reef                                                     | Acknowledge information received  
Next reporting point: North West Reef                                        |
| North West Reef                   | Vessel departing port                                                                         | Acknowledge information received                                           |
### ALL VESSELS DEPARTING ANY ANCHORAGE

<table>
<thead>
<tr>
<th>TIME FRAME</th>
<th>VESSEL REPORTING REQUIREMENTS</th>
<th>INFORMATION GIVEN BY DAMPIER VTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commencing heaving anchor</td>
<td>Number of anchorages, Time commenced heaving anchor, Destination (inbound / outbound), Vessel’s deepest draft</td>
<td>Acknowledge information received, Next reporting point: anchor aweigh and underway</td>
</tr>
<tr>
<td>Anchor aweigh and underway</td>
<td>Time of anchor aweigh</td>
<td>Acknowledge information received, Relevant traffic information</td>
</tr>
</tbody>
</table>

### ALL VESSELS ARRIVING / DEPARTING A MOORING

<table>
<thead>
<tr>
<th>TIME FRAME</th>
<th>VESSEL REPORTING REQUIREMENTS</th>
<th>INFORMATION GIVEN BY DAMPIER VTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arriving at a mooring</td>
<td>Mooring number, All fast/secured time, Vessel manned or unmanned, Vessel’s deepest draft</td>
<td>Acknowledge information received</td>
</tr>
<tr>
<td>Departing from a mooring</td>
<td>Mooring number, Time departed from mooring, Vessel’s deepest draft, Destination in port/next port</td>
<td>Acknowledge information received, Relevant traffic information</td>
</tr>
</tbody>
</table>
10.2 Incident and Near Miss Reporting
Vessel Masters and Port of Dampier Marine Pilots are obliged to report incidents or near miss situations to Dampier Harbour Master and this can be reported through Dampier VTS. A failure to meet this obligation is considered non-compliance and will be treated accordingly.

The Pilbara Ports Authority Online Hazard and Incident Reporting Form may be found at:


The Dampier Harbour Master will also accept copies of AMSA Incident Report Forms. The master is guided by the below link as to what constitutes a marine incident.


10.3 Automatic Identification Systems (AIS)
Commercial vessels greater than 8m in length or carrying more than 6 persons within Dampier Port Limits are required to have a Class A or Class B AIS fitted and operating. This includes SOLAS vessels and Non-SOLAS vessels.

11. DAMPIER COMPULSORY PILOTAGE LIMIT
Under the Port Authorities Act 1999, Pilotage is compulsory in port waters.

Port Authorities Act 1990, Part 7, Division 2, Section 97

For the convenience of shipping the Dampier Harbour Master has established a compulsory pilotage area within the Dampier Port Limits.

On instructions from Dampier VTS, vessels may enter the port waters and proceed to their allocated anchorage.

On instructions from Dampier VTS, vessels may enter the port waters and proceed to their designated pilot station A, B, C, D or E.

Vessels proceeding to pilot station D should route their passage through the two-way radio calling-in point (Lat 20° 22.000’S, Long 116° 44.250’E) and follow the recommended route printed on the chart. On instructions from Dampier VTS, vessels may enter the port waters and proceed to the designated pilot station E, or to the Mermaid Strait mooring areas. Vessels proceeding to pilot station E should follow the recommended route printed on the chart.
11.1 Pilot Boarding Areas

Pilot Station A: 20°21.0’S 116°44.0’E

Woodside LPG / LNG tankers using helicopter pilot transfers.

Pilot Station B: 20°23.7’S 116°42.0’E

Rio Tinto and Dampier Salt Bulk Carriers and Conventional Tankers bound for Dampier fuel berth, using helicopter and pilot boat, pilot transfers.

Pilot Station C: 20°23.7’S 116°43.7’E

Woodside LPG / LNG Tankers and Conventional Tankers bound for Bulk liquid berth, using pilot boat pilot transfers and any vessel approved by Harbour Master.

Pilot Station D: 20°28.6’S 116°44.3’E

General Cargo Vessels, Offshore Supply Vessels and any vessel approved by Harbour Master.

Pilot Station E: 20°38.5’S 116°39.0’E

General Cargo Vessels and Offshore Supply Vessels and any vessel approved by Harbour Master.
Dampier Compulsory Pilotage Limit

PD-019-038-03_Slide 4_Pilot_Limits
## 12. ANCHORAGES

<table>
<thead>
<tr>
<th>ANCHORAGE</th>
<th>VESSEL TYPE</th>
<th>PILOTAGE</th>
<th>ALLOCATION</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Anchorages</td>
<td>Bulk carriers, Petroleum and Gas Tankers, Drilling rigs, Offshore platforms, Pipe laying vessels, or any vessel approved by HM</td>
<td>No pilot required</td>
<td>Anchorage booking system</td>
<td>Main engine immobilisations and in water life boat drills are permitted however vessel must take permission from the Harbour Master. See section 31 for in water lifeboat drills. See section 32 for main engines immobilisation. Anchor allocation will only be carried out to 24hrs prior to vessel arrival.</td>
</tr>
<tr>
<td>Inner Anchorages IA</td>
<td>Vessels up to 100 m in length and suitable draft or any vessel approved by HM</td>
<td>No pilot required</td>
<td>Anchorage booking system</td>
<td>See section 31 for in water lifeboat drills. See section 32 for Main Engine Immobilisations</td>
</tr>
<tr>
<td>Woodside Anchorages</td>
<td>LNG, LPG and condensate tankers or any vessel approved by HM</td>
<td>Pilot required</td>
<td>Operational Anchorage / Anchorage booking system</td>
<td>See section 31 for in water lifeboat drills. See section 32 for Main Engine Immobilisations</td>
</tr>
<tr>
<td>Malus Anchorages</td>
<td>Vessels up to 200m in length and with suitable draft.</td>
<td>Pilot or PEC Master required</td>
<td>Anchorage booking system</td>
<td>See section 30 for Fast Rescue Craft drills. See section 31 for In water lifeboat drills. See section 32 for Main Engine Immobilisations</td>
</tr>
<tr>
<td>Small Ships</td>
<td>Vessels less than 100 m in length and with suitable draft.</td>
<td>Pilot or PEC Master required</td>
<td>Dampier VTS to allocate. Master may request his choice of Anchorage.</td>
<td>See section 30 for Fast Rescue Craft drills. See section 31 for In water lifeboat drills. See section 32 for Main Engine Immobilisations</td>
</tr>
<tr>
<td>Bunkering Anchorages</td>
<td>Vessel less than 150m in length and with suitable draft.</td>
<td>Pilot or PEC Master required</td>
<td>Anchorage booking system</td>
<td>See section 30 for Fast Rescue Craft drills. See section 31 for In water lifeboat drills. See section 32 for Main Engine Immobilisations</td>
</tr>
</tbody>
</table>

For safety reasons vessels should avoid transiting through designated anchorage area.
12.1 Seabed Gas Pipelines

Masters attention is drawn to the three seabed gas pipelines and the non-anchoring areas associated with these pipelines.

Seabed Gas Pipelines and Dampier Anchorages

D-019-046-03_Slide 12_Sea_Bed_Gas_Pipelines
### 12.2 Western Anchorage

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA 1</td>
<td>20° 21.50 S</td>
<td>116° 29.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 2</td>
<td>20° 21.50 S</td>
<td>116° 30.25’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 3</td>
<td>20° 21.50 S</td>
<td>116° 31.50’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 4</td>
<td>20° 21.50 S</td>
<td>116° 32.75’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 5</td>
<td>20° 21.50 S</td>
<td>116° 34.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 6</td>
<td>20° 21.50 S</td>
<td>116° 35.25’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 7</td>
<td>20° 21.50 S</td>
<td>116° 36.50’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 8</td>
<td>20° 21.50 S</td>
<td>116° 37.75’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 9</td>
<td>20° 21.50 S</td>
<td>116° 39.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 10</td>
<td>20° 23.00 S</td>
<td>116° 29.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 11</td>
<td>20° 23.00 S</td>
<td>116° 30.25’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 12</td>
<td>20° 23.00 S</td>
<td>116° 31.50’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 13</td>
<td>20° 23.00 S</td>
<td>116° 32.75’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 14</td>
<td>20° 23.00 S</td>
<td>116° 34.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 15</td>
<td>20° 23.00 S</td>
<td>116° 35.25’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 16</td>
<td>20° 23.00 S</td>
<td>116° 36.50’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 17</td>
<td>20° 23.00 S</td>
<td>116° 37.75’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 18</td>
<td>20° 23.00 S</td>
<td>116° 39.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 19</td>
<td>20° 24.50 S</td>
<td>116° 29.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 20</td>
<td>20° 24.50 S</td>
<td>116° 30.25’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 21</td>
<td>20° 24.50 S</td>
<td>116° 31.50’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 22</td>
<td>20° 24.50 S</td>
<td>116° 32.75’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 23</td>
<td>20° 24.50 S</td>
<td>116° 34.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 24</td>
<td>20° 20.00 S</td>
<td>116° 29.00’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 25</td>
<td>20° 20.00 S</td>
<td>116° 30.25’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WA 26</td>
<td>20° 20.00 S</td>
<td>116° 31.50’ E</td>
<td>1.0 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
</tbody>
</table>

### 12.3 Malus Channel

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA 1</td>
<td>20°31.95 S</td>
<td>116°39.65 E</td>
<td>0.50 Nautical miles</td>
<td>Up to 200 m</td>
</tr>
<tr>
<td>MA 2</td>
<td>20°31.90 S</td>
<td>116°40.35 E</td>
<td>0.50 Nautical miles</td>
<td>Up to 200 m</td>
</tr>
<tr>
<td>MA 3</td>
<td>20°31.90 S</td>
<td>116°41.10 E</td>
<td>0.50 Nautical miles</td>
<td>Up to 200 m</td>
</tr>
</tbody>
</table>
### 12.4 Inner Anchorage

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>IA 1</td>
<td>20°28.85 S</td>
<td>116°44.90' E</td>
<td>0.50 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>IA 2</td>
<td>20°28.20 S</td>
<td>116°44.90' E</td>
<td>0.50 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>IA 3</td>
<td>20°27.55 S</td>
<td>116°44.90' E</td>
<td>0.50 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>IA 4</td>
<td>20°26.90 S</td>
<td>116°44.90' E</td>
<td>0.50 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
</tbody>
</table>

### 12.5 Woodside Anchorage

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS 1</td>
<td>20°29.55 S</td>
<td>116°44.80' E</td>
<td>0.70 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
<tr>
<td>WS 2</td>
<td>20°30.45 S</td>
<td>116°44.80' E</td>
<td>0.70 Nautical miles</td>
<td>Up to Cape Size</td>
</tr>
</tbody>
</table>

### 12.6 Bunkering Anchorage

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BA 1</td>
<td>20 ° 35.64 S</td>
<td>116 ° 42.22 E</td>
<td>0.50 Nautical miles</td>
<td>Up to 150 m</td>
</tr>
<tr>
<td>BA 2</td>
<td>20 ° 36.10 S</td>
<td>116 ° 42.45 E</td>
<td>0.50 Nautical miles</td>
<td>Up to 150 m</td>
</tr>
<tr>
<td>BA 3</td>
<td>20 ° 36.55 S</td>
<td>116 ° 42.15 E</td>
<td>0.50 Nautical miles</td>
<td>Up to 150 m</td>
</tr>
</tbody>
</table>

### 12.7 Phillip Point, Anchorage

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PP 1</td>
<td>20 ° 36.500 S</td>
<td>116 ° 44.025 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>PP 2</td>
<td>20 ° 36.788 S</td>
<td>116 ° 44.025 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>PP 3</td>
<td>20 ° 37.076 S</td>
<td>116 ° 44.025 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>PP 4</td>
<td>20 ° 37.364 S</td>
<td>116 ° 44.025 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
</tbody>
</table>

### 12.8 Small Ships Anchorage

<table>
<thead>
<tr>
<th>NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>SWING RADIUS</th>
<th>SIZE OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS1</td>
<td>20 ° 34.66 S</td>
<td>116 ° 43.38 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>SS2</td>
<td>20 ° 34.88 S</td>
<td>116 ° 43.57 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>SS3</td>
<td>20 ° 35.10 S</td>
<td>116 ° 43.75 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>SS4</td>
<td>20 ° 35.10 S</td>
<td>116 ° 43.25 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>SS5</td>
<td>20 ° 35.32 S</td>
<td>116 ° 43.51 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>SS6</td>
<td>20 ° 35.53 S</td>
<td>116 ° 43.75 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>WF1</td>
<td>20 ° 34.00 S</td>
<td>116 ° 42.75 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
<tr>
<td>WF2</td>
<td>20 ° 34.40 S</td>
<td>116 ° 42.75 E</td>
<td>0.25 Nautical miles</td>
<td>Up to 100 m</td>
</tr>
</tbody>
</table>
13. **MOORING AREAS**

Vessels must avoid transiting through mooring areas. If navigating to and from a mooring buoy, vessels must navigate with utmost caution due to:

- Unlit mooring buoys
- Unlit vessels moored
- Floating hawsers attached to mooring
- Loading hoses tied to the moorings

For further information refer to PPA Dampier Moorings Handbook.


**Dampier Mooring Areas**

PD-019-036-01_Slide 2_Mooring_Areas
14. **MAIN CHANNELS**

The main shipping channels within Dampier are:

- Rio Tinto Channel (Hamersley Channel)
- Mistaken Island departure Channel
- East Intercourse Island departure Channel
- Parker Point departure Channel
- Parker Point Approach Channel
- Facilities Channel
- Pluto Channel
- Woodside Channel
- Toll Supply base Channel (Ex Mermaid Channel)
- King Bay Supply Base Channel

These are also the Narrow Channels for the purposes of complying with Rule 9 of the International Regulations for Preventing Collisions at Sea.

**Main Channels**

PD-019-039-07_Slide5_Main_Channels
15. PASSAGE PLANS – PORT OF DAMPIER

15.1 vessels bound for Rio Tinto berths

Rio Tinto hold a State Lease Agreement over their Harbour channels which gives Rio Tinto exclusive use of the;

- Rio Tinto Channel
- Mistaken Island Departure Channel
- East Intercourse Island Departure Channel
- Parker Point Departure Channel
- Parker Point Approach Channel

Other vessels should avoid these channels except when crossing them or in an emergency. Vessels to notify VTS on Ch. 11 when intending to cross the mentioned channels.

Light bulk carriers inward bound typically navigate outside of the main channels.

Deep draft vessels outward bound navigate within the main channels and Rule 9 “Narrow channels” of International Regulations for preventing collisions at sea apply. These deep draft outward bound vessels are also “Constrained by their draft” and exhibit the lights and shapes prescribed in Rule 28 of the International Regulations for Preventing Collisions at Sea.
Rio Tinto Operated berths

PD-019-040-07_Slide6_RTIO_BulkCarrier_Routes
15.2 Woodside LNG, LPG and Condensate Vessel Routes

Inward bound and outward bound Woodside vessels navigate within the Woodside Channel and the Pluto Channels. The International Regulations for Preventing Collisions Rule 9 “Narrow Channels” apply to these vessels.

Woodside Tanker Change Out

Where a tanker change out occurs, the inward bound tanker may move to the east of the Woodside Channel (between the Woodside Channel Beacon and Woodside 6) as it passes the outward bound tanker.

Woodside Alternative Route

When long period waves enter the Harbour (Swell) Woodside may use their alternative route. This involves following the 12 metre sounding just east of W 6 beacon then turning west and following the Rio Tinto Channel to Sea Buoy.

These vessels are “Constrained by their draft” and exhibit the lights and shapes prescribed in Rule 28 of the International Regulations for Preventing Collisions at Sea.
Woodside LNG LPG and Condensate Vessels

PD-019-041-08_Slide7_Woodside_Routes

Woodside Vessel Routes
In and Out of Dampier

Routes
- Woodside Alternative Route - Inbound
- Woodside Alternative Route - Outbound
- Woodside LPG/LNG/Condensate
- One Way
- Inbound/Outbound

Navigation Aids and Channel Markers
- Existing Charted Channels
- Port of Dampier (Water)
15.3 General Cargo and Off Shore Supply Vessels bound for the Dampier Cargo Wharf (DCW) Routes

Vessels proceeding to receive pilot at Pilot Boarding Ground “Delta”, vessels are advised to plan their approaches through the two-way Radio calling-in point at coordinate Latitude 20° 22.000’S, Long 116° 44.250’E.

Masters must be aware of the Woodside Tanker Change Out Route and Alternative Route described above.

General Cargo, Off Shore Supply Vessels and Tankers bound for the Dampier Cargo Wharf (DCW)

PD-019-042-07_Slide8_General_Cargo_Routes
Recommended Routes in the Northern Approaches to Dampier

PD-019-045-08_Slide11_Routes_Northern_Approaches

Routes in Northern Approaches to Mermaid Sound

- Pilot Boarding Area
- Anchorage
- Helicopter Transfer Area
- Port of Dampier (Water)

Routes
- Green: Woodside LPG/LNG/Condensate
- Red: Woodside Alternative Route
- Red: Bulk Carrier - Laden
- Red: Bulk Carrier - Light
- Blue: General Cargo Vessels

Tidal Streams and Currents (see Note)
All Recommended Routes in Dampier

PD-019-043-08_Slide9 Routes Dampier

Routes in Northern Approaches to Mermaid Sound

- Pilot Boarding Area
- Anchorage
- Helicopter Transfer Area
- Port of Dampier (Water)

Routes
- Woodside LPG/LNG/Condensate
- Woodside Alternative Route
- Bulk Carrier - Laden
- Bulk Carrier - Light
- General Cargo Vessels
- Small Craft
16. PASSAGE PLANNING FOR PILOT EXEMPT MASTERS

16.1 Mermaid Sound

16.1.1 No Go Area

The Harbour Master recommends Pilot Exempt Masters mark their charts with a “No Go” area in the vicinity of the turns in the Woodside and Pluto channels.

No Go Area

This area is formed by the beacons:

- No 7 Woodside Channel
- No 8 Woodside Channel
- P 6 Pluto Channel
- P 5 Pluto Channel
- PR 1 Pluto Channel
- P 7 Pluto Channel
- P 9 Pluto Channel
- P 10 Pluto Channel

The area within the above coordinates should be marked as a “No Go Area”.

16.1.2 Recommended Routes

The Facilities, Pluto and Woodside Channels, are Narrow Channels for the purposes of Rule 9 International Regulations for Preventing Collisions at Sea.

The Recommended Routes described below cross these channels, Masters navigating along these Recommended Routes are reminded:

“...A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway”. Rule 9 (d) International Regulations for Preventing Collisions at Sea 1972.

16.2 Mermaid Strait

Masters are advised to follow the recommend route through Mermaid Strait to Pilot Station E. From Pilot Station E courses should be laid off to cross the Rio Tinto Channel south of the mid ground beacon.
16.3 TOLL Dampier Supply Base
Toll Dampier Supply Base is a private facility accessed via the Mermaid Channel.

The Mermaid dredged channel is 48 m wide. The channel buoys are positioned 20 m outside of the 48 m channel.

The swing basin is confined and Masters are reminded:

Where there is a change of conning position between a forward bridge and an aft bridge, the timing of this change must be discussed during the Passage Planning and / or the Pilot / Master exchange.

▪ Only one vessel should transit the Mermaid Channel at a time. Other vessels should not obstruct the visibility of the leads until that vessel is clear.

16.4 King Bay Supply Base and Bulk Materials Facility (BMF)
KBSB is a private facility operated by Woodside and accessed via the King Bay Supply Base Channel. Entry is via agreement only with Woodside. Vessels should call Woodside radio VHF 82:

▪ Prior to entering the King Bay Channel
▪ When all fast alongside
▪ On commencement and completion of bunkering
▪ Last line on departure

There is a 5 knot speed limit with in King Bay Supply Base.

Any vessel greater than 130 meters must seek approval from Harbour master office before berthing at BMF
Recommended Routes for Pilot Exempt Masters

PD-019-044-07_Slide10_Pilot_Exempt_Masters
Recommended Routes for Pilot Exempt Masters

PD-019-057-04_A4P_Smallship_Fairways
Dampier Recommended Routes – Details

PD- 019-092-03-03_DAMPIER_PASSAGE_PLANNING_MAP_A
Recommended Routes – with Associated “No Go” areas

PD-019-092-04-02_DAMPIER_PASSAGE_PLANNING_MAP_B
Recommended Routes – Details of Woodside Routes and Facilities Channel Inward and Outward Route

PD-019-092-05-02_DAMPIER_PASSAGE_PLANNING_MAP_c
17. **DECLARED DEPTHS**

The declared depth is the depth according to the latest sounding Early 2019 information and should be used by vessels when calculating under keel clearances. For latest depth declaration vessel master must refer to Local marine notice available on Pilbara ports website.

The designed depth is the depth the channel has been in the past, this is the depth displayed on hydrographic charts.

<table>
<thead>
<tr>
<th>BERTH OR CHANNEL</th>
<th>DECLARED DEPTH</th>
<th>DESIGNED DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rio Tinto Channel</td>
<td>15.8 m</td>
<td>15.6 m</td>
</tr>
<tr>
<td>East Intercourse Island Departure channel</td>
<td>15.8 m</td>
<td>15.5 m</td>
</tr>
<tr>
<td>East Intercourse Island</td>
<td>19.7 m</td>
<td>21.5 m</td>
</tr>
<tr>
<td>East Intercourse Island Lay By Berth</td>
<td>19.5 m</td>
<td>19.5 m</td>
</tr>
<tr>
<td>Mistaken Island Departure Channel</td>
<td>11.3 m</td>
<td></td>
</tr>
<tr>
<td>Mistaken Island</td>
<td>12.0 m</td>
<td>12.0 m</td>
</tr>
<tr>
<td>Parker Point Departure Channel to / from berth PP 2, PP 4, Dampier Fuel Berth.</td>
<td>15.6 m</td>
<td>15.5 m</td>
</tr>
<tr>
<td>Parker Point Departure Channel to / from berth PP 3 and PP5.</td>
<td>15.5 m</td>
<td></td>
</tr>
<tr>
<td>Parker Point Approach Channel</td>
<td>7.8 m</td>
<td>8.0 m</td>
</tr>
<tr>
<td>Dampier Fuel Berth</td>
<td>11.9 m</td>
<td>12.0 m</td>
</tr>
<tr>
<td>Parker Point 2</td>
<td>19.0 m</td>
<td>19.5 m</td>
</tr>
<tr>
<td>Parker Point 3</td>
<td>19.4 m</td>
<td>19.5 m</td>
</tr>
<tr>
<td>Parker Point 4</td>
<td>19.2 m</td>
<td>19.5 m</td>
</tr>
<tr>
<td>Parker Point 5</td>
<td>19.0 m</td>
<td>19.5 m</td>
</tr>
<tr>
<td>Woodside Channel – (Star Rock)</td>
<td>12.2 m</td>
<td>12.2 m</td>
</tr>
<tr>
<td>NWSJV Swing Basin</td>
<td>12.2 m</td>
<td>12.3 m</td>
</tr>
<tr>
<td>Withnell Bay Jetty 1 (LNG 1)</td>
<td>13.2 m</td>
<td>13.5 m</td>
</tr>
<tr>
<td>Withnell Bay Jetty 2 (LNG 2)</td>
<td>13.2 m</td>
<td>13.2 m</td>
</tr>
<tr>
<td>Withnell Bay Jetty 3 (LPG / Condensate)</td>
<td>13.5 m</td>
<td>13.2 m</td>
</tr>
<tr>
<td>Pluto Channel</td>
<td>12.2 m</td>
<td>12.5 m</td>
</tr>
<tr>
<td>Pluto Swing Basin</td>
<td>11.6 m</td>
<td>11.5 m</td>
</tr>
<tr>
<td>Pluto LNG / Condensate</td>
<td>13.5 m</td>
<td>13.5 m</td>
</tr>
<tr>
<td>BERTH OR CHANNEL</td>
<td>DECLARED DEPTH</td>
<td>DESIGNED DEPTH</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Facilities Channel (BLB)</td>
<td>11.0 m</td>
<td>11.0 m</td>
</tr>
<tr>
<td>Dampier Cargo Wharf East Channel</td>
<td>5.6 m</td>
<td></td>
</tr>
<tr>
<td>Dampier Cargo Wharf west face</td>
<td>9.3 m</td>
<td>10.0 m</td>
</tr>
<tr>
<td>Dampier Cargo Wharf east face</td>
<td>6.7 m</td>
<td>6.5 m</td>
</tr>
<tr>
<td>FDTS</td>
<td>5.1 m</td>
<td>5.0 m</td>
</tr>
<tr>
<td>HLO</td>
<td>5.3 m</td>
<td>6.5 m</td>
</tr>
<tr>
<td>ALF</td>
<td></td>
<td>1.5 m</td>
</tr>
<tr>
<td>Bulk Liquids Berth (BLB)</td>
<td>12.7 m</td>
<td>13.0 m</td>
</tr>
<tr>
<td>KBSB Channel</td>
<td>6.0 m</td>
<td>6.0 m</td>
</tr>
<tr>
<td>KBSB swing basin</td>
<td>6.0/5.5 m</td>
<td>5.5 m</td>
</tr>
<tr>
<td>KBSB</td>
<td>7.5 m</td>
<td>7.5 m</td>
</tr>
<tr>
<td>BMF</td>
<td>7.9 m</td>
<td>8.0 m</td>
</tr>
<tr>
<td>Toll Supply Base Channel</td>
<td>5.9 m</td>
<td>6.0 m</td>
</tr>
<tr>
<td>TSB 1</td>
<td>7.5 m</td>
<td>7.5 m</td>
</tr>
<tr>
<td>TSB 2 North</td>
<td>7.4 m</td>
<td></td>
</tr>
<tr>
<td>TSB 2 South</td>
<td>7.0 m</td>
<td></td>
</tr>
<tr>
<td>TSB 3</td>
<td>5.5 m</td>
<td></td>
</tr>
<tr>
<td>TSB 4</td>
<td>5.2 m</td>
<td></td>
</tr>
<tr>
<td>TSB 5</td>
<td>5.2 m</td>
<td></td>
</tr>
<tr>
<td>TSB 6</td>
<td>5.0 m</td>
<td></td>
</tr>
<tr>
<td>Slipway Channel (Refer Bathymetric Chart Pg 58)</td>
<td>3.8 m</td>
<td>4.0 m</td>
</tr>
</tbody>
</table>
Declared Depths in Main Channels

PD-085-001-01-0
Declared Depths at Woodside Channel

PD-019-064-04
Declared Depths NWSJV Berths

DP-019-006-02-02
Declared Depths Pluto Berths

PD-019-009-02-02

Declared Depths DCW, BLB, FDTS, HLO, ALF

PD-019-054
Declared Depths at King Bay Supply Base

Declared Depths TDSB Marine
Declared Depths TDSB

DP -028-002-02-01 TDSB Swing Basin
TOLL Supply Base Berth Pocket Depths

July 2018 Hydrographic Survey: PHS-18-017-TOLL_SupplyBase_1m_shallowest_BIN.png

*Note - Depth values are at 5m intervals, sourced from 1m shallowest soundings.

Map: DP-029-002-04-01
Image source: Landgate, April 2016
Horiz. Datum: GDA 1994 MGA Zone 50
Vert. Datum: HydroID LAT
Date: 25.06.2019
Drawn: TG

PORT OF Dampier HANDBOOK

This document is uncontrolled if printed or distributed electronically
TOLL Supply Base Shipping Channel
Declared depths Mistaken Island and East Intercourse Island

PD-019-050-03_A4L_EII_LatBy_Mistaken_Berths
18. **ZONE OF CONFIDENCE**
Masters are reminded: the soundings on charts Aus 57, Aus 58, Aus 59, Aus 60 must be corrected by the amount given in the zone of confidence diagrams provided on the navigational charts.

19. **PORT OF DAMPIER, MINIMUM UNDER KEEL CLEARANCE (UKC) REQUIREMENTS**
Masters and Pilots operating within the Port of Dampier are required to calculate their vessel Under Keel Clearance:

1) In the Harbour Channels for Arrival.
2) In the Berth Pockets through the Low Waters during the time they are alongside the berth.
3) In the Harbour Channels for the estimated time of Departure.

This must be done as part of their arrival passage planning or their ship shore check list.

All vessels, except those operating under a Dynamic Under Keel Clearance (DUKC) system, must maintain the following minimum under keel clearances:

**19.1 Minimum UKC In Harbour Channels**
Minimum Static UKC of 1.0 m or 10% of draft whichever is the greatest.
Minimum Dynamic UKC 0.50 M

**19.2 Minimum UKC In Berth Pockets**
Minimum Static UKC of 1.0 m

At Toll Dampier Supply Base and King Bay Supply Base (KBSB) (due to the sheltered position of these berths and the smaller beam of these vessels) a Minimum Static UKC of 0.75 m.

Where a Ship Master or Ship Operating Procedures require greater under keel clearances than specified in this Port of Dampier Handbook, these greater clearances will be allowed.

**Explanation**

<table>
<thead>
<tr>
<th>ARRIVAL IN HARBOUR CHANNEL</th>
<th>ALONGSIDE BERTH THROUGH LOW WATER</th>
<th>DEPARTURE IN HARBOUR CHANNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Time</td>
<td>Date</td>
</tr>
<tr>
<td>Depth of Water at Chart Datum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height of Tide</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Depth of Water</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Vessel Maximum Static Draft</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Static UKC</td>
<td>Minimum 1.0 m Or 10% of draft whichever is the greatest.</td>
<td>Minimum 1.0 m Minimum 0.75 m in MMSB, KBSB</td>
</tr>
<tr>
<td>Squat</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Roll</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Pitch</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
Definitions:

**Depth of Water at Chart Datum:** The Declared Depth of a berth or channel, or the Charted Sounding corrected with information from the chart Zone of Confidence diagram.

**Height of Tide:** The Predicted value from Tide Tables or an Observed value from a Tide Gauge.

**Maximum Static Draft:** The vertical distance between the waterline and the lowest part of the vessel, including fins, propellers etc.

Static UKC: The depth of water minus the maximum static draft.

**Squat:** An increase in vessel draft due to a bodily sinkage and change of trim when a vessel is moving through the water. Squat is estimated for vessel speed, using tables or formula.

**Roll, Pitch, Heave:** These allowances are estimates based upon sea conditions, vessel details, and professional judgement.

**Minimum UKC:** The vertical distance between the lowest part of a vessel and the sea bed, when the vessel is making way in a seaway.

**DUKC system:** A system of environmental sensors and ship modelling data which calculate the real time under keel clearance of a vessel making way in a seaway.

Ship Masters must keep their vessels upright while in a berth pocket with minimum under keel clearance.
Low water in berth pocket - keep vessel upright

Cape Size Bulk Carrier
Beam 50 metres
Static UKC 1.0 metres

A list of 2.5 degrees touches the bottom

Offshore Supply Vessel
Beam 17.5 metres
Static UKC 0.75 metres

A list of 5.0 degrees touches the bottom
20. **PORT EMERGENCY PROCEDURE**

Port operators conduct their operations on a number of VHF and UHF frequencies. Some of these radio frequencies are private. During an emergency all vessels must be able to communicate on a common frequency.

**Who may declare a Port Emergency?**

A Marine Pilot, Harbour Master or his delegate may declare a Port Emergency.

**Duration of a Port Emergency**

A Port Emergency will continue until the emergency situation is resolved or is sufficiently stabilised to move onto an alternative frequency.

<table>
<thead>
<tr>
<th>1. <strong>Declaring a Marine Emergency</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The Marine Pilot or Harbour Master on VHF Channel 11.</td>
</tr>
<tr>
<td>Dampier VTS this is <em>(vessel name).</em></td>
</tr>
<tr>
<td>I am declaring a Port Emergency.</td>
</tr>
<tr>
<td>My situation is</td>
</tr>
<tr>
<td>I require</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. <strong>Dampier VTS on VHF Channel 11</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><em>(Vessel Name)</em> This is Dampier VTS your Port Emergency acknowledged.</td>
</tr>
<tr>
<td>Channel 79 is now nominated for all further communication relating to this emergency.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. <strong>Dampier VTS on VHF Channel 16</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>All Stations, All Stations, All Stations</td>
</tr>
<tr>
<td>This is Dampier VTS, Dampier VTS, Dampier VTS</td>
</tr>
<tr>
<td>“Say-cure-e-tay, Dampier VTS.</td>
</tr>
<tr>
<td>A Port Emergency involving the vessel <em>(Vessel name)</em> has been declared.</td>
</tr>
<tr>
<td>Channel 79 is now the nominated frequency for emergency communication</td>
</tr>
<tr>
<td>This channel is to be kept clear of all other traffic”.</td>
</tr>
</tbody>
</table>

**End of the Port Emergency**

The H.M or his delegate will declare end of Port Emergency.

VTS to broadcast following below

All Stations, All Stations, All Stations. |
This is |
Dampier VTS, Dampier VTS Dampier VTS |
Say-cure-e-tay, Dampier VTS. |
The Port Emergency involving the *(Vessel name)* has finished. |
Channel 79 is now clear
21. **BARGES ALONGSIDE PORT FACILITIES**

Barges moored alongside port facilities must as a minimum have:

- Secure moorings which accommodate the port’s 4m tidal range
- Safe gangway access
- A contract with a licensed towage provider to provide emergency towage at short notice on a 24/7 basis.
- At the Dampier Cargo Wharf & the Qube Facility, the stand-by tug will remain on standby alongside the barge.

A night and day watchman to tend to the moorings and the gangway and to call on the towage provider if required

22. **PILBARA PORTS AUTHORITY FACILITIES**

22.1 **Mooring Line Condition**

For ships intending to berth at Pilbara Ports Authority Dampier facilities:

- Dampier Cargo Wharf (DCW)
- Dampier Bulk Liquids Berth (DBLB)
- Heavy Load Out (HLO) or the
- Alternate Load out Facility (ALF)

All mooring lines used by vessels are to be in good condition with no joins (splices, knots, bends or shackles) in them.

The use of wire mooring lines is prohibited on all berths except where powered capstans are provided (DBLB only) and then, only where nylon tails are in use.

Under no circumstances is wire line to be made fast to a bollard.

Standing lines and lines to winch drums must be deployed symmetrically fore and aft.

Mooring lines are to be kept tight and the ship kept firmly alongside and parallel to the fender line.

Ships mooring lines are to be properly tended 24 hours per day by a competent person whilst a vessel is moored alongside.

Any vessel moored alongside a Pilbara Ports Authority berth in the Port that fails to tend or maintain her mooring lines adequately may be issued an infringement notice under the *Port Authorities Act 1999* and liable to a fine of $20,000.00.

22.2 **Anhydrous Ammonia**

Masters of ships calling at the Port of Dampier are advised that anhydrous ammonia (ammonia in its pure form-without water) is loaded at the Bulk Liquids Berth (20° 37·0’S 116° 44·7’E).
Ammonia (UN number 1005) is classed as a toxic gas.

The port’s emergency signal for an ammonia gas release is a siren (oscillating air raid tones). The siren is tested at 0900 every Tuesday.

Further information is available in Pilbara Ports Authority’s ‘Anhydrous Ammonia Emergency Response Plan’ posted on its website at:


22.3 Dampier Cargo Wharf, Small Craft Landing

The maximum size of vessels that can safely use the small craft landing is 20 tonnes displacement or as approved by Harbour Master.

23. EIGHT (8) KNOT SPEED ZONE

A person must not water ski or drive a motor boat at more than 8 knots in the port –

- In waters having a depth of less than 3 metres.
- Through an arch or bridge.
- In or through an area set aside for moored vessels.
- Within 15 metres of another vessel underway.
- Within 45 metres of a river bank or the low water mark.
- Within 45 metres of a moored vessel.
- Within 45 metres of a person in the water.
- Within 45 metres of a wharf or jetty.

Port Authorities Regulations 2001, Part 5, Section 98

In addition, Hampton Harbour is a Department of Transport Gazetted, 8 knot speed area as per the Western Australian Marine Act 1982.

8 Knot Speed Limit in Hampton Harbour
Wet Stow of Chain in Spoil Ground

Masters are advised that anchor chains have been laid in the spoil ground to the East of inner anchorage (Latitude 20°32'S Longitude 116° 45' E)

The chains are flaked out on the seabed and marked by yellow buoys with reflective tape and a flashing light (FL W).

The height of the chain above the seabed will reduce the depth in the spoil ground by no more than 500mm.

Masters are advised not to anchor in the spoil ground.

Masters are warned that the spoil ground area should be avoided or navigated in with extreme caution.

24. JACK – UP LIGHTING REQUIREMENTS
Dampier has a number of Jack-up rigs working on various construction projects within the Port. For the safety of vessels navigating in their vicinity the Pilbara Port Authority requires all Jack-up rigs to display the following lighting configuration as a minimum:

- 1 Red masthead light at the highest point – fixed or occulting;
- Each corner of the rig to have a white light flashing 2 short - one long (Morse Code ‘uniform’••–);
- Visibility of lights range three nautical miles.

25. DIVE OPERATIONS
Dive operations conducted within 200 meters of a PPA operated facility including navigational aids requires a dive permit. This permit can be obtained through Landside Operations office of which contact details are as follows

Email: wharfmanagers@pilbaraports.com.au

In addition, dive operations at any location within the port will advise Dampier VTS;

- Of the location of the dive operation
- The name of the stand by vessel
- Time of commencement and completion of the dive operations

26. LAUNCH OF FAST RESCUE CRAFT (FRC)
Vessels at:

- Bunkering Anchorage
- King Bay Moorings
- Philip Point Anchorage
May request permission to launch Fast Rescue Craft, by calling Dampier VTS on VHF Channel 11. Permission will be granted where:

- The activity is being carried out in daylight hours or as approved by Harbour Master
- The 10 minute average wind speed does not exceed 20 knots
- No squalls are expected for the duration of the activity
- The FRC does not enter the MARSEC Level 1, Waterside Restricted Zone around Woodside facilities.
- The FRC does not enter a Boating Safety Exclusion zone without an operational reason for doing so.
- For TDSB and KBSB requests, the vessel must also have permission from the supply bases.
- Dampier VTS is to be informed on VHF 11 on commencement and on completion of the activity.

27. **IN WATER LIFE BOAT DRILLS**

There are two types of boat drills regularly carried out by vessels:

- A Boat drill where the lifeboat is lowered to the main deck level. These drills are carried out at Masters discretion; Harbour Master permission is not required.
- A Boat drill where the lifeboat is lowered into the water and maneuvered in the vicinity of the vessel. This section applies to this type of drill and Harbour Master permission is required.

### 27.1 Requests for in Water Lifeboat Drills

All requests made via email to:

Dampier.VTS@pilbaraports.com.au

A response will be provided via email.

### 27.2 At Berths

The Harbour Master’s policy is:

In Water Lifeboat drills on vessels at Rio Tinto and Woodside facilities are *not permitted*.

In Water Lifeboat drills on vessels at other facilities *may be permitted* subject to: weather, mooring lines operator approval and berth scheduling.
27.3 At Anchorages
The Harbour Master’s policy For In water life boat on vessels at below mentioned anchorages may be permitted:

- Western Anchorages
- Malus Anchorages
- Woodside Anchorages
- Inner Anchorages
- Phillip Point Anchorages
- Small Ships Anchorages
- Bunkering Anchorages

Subject to the following conditions:

- Drill is conducted at the Master’s discretion in accordance with the vessel safety management system.
- Wind speed less than 15 knots (10 min average).
- Dampier VTS is to be informed on VHF 11 on commencement and on completion of the drill.
- Boats must stay well clear of the Security Zones around the major facilities. See section 8.

28. MAIN ENGINE IMMOBILISATION

28.1 Requests for Main Engine Immobilisation
All requests should be made using the Engine Immobilization Request Form available from the PPA website. The completed form should be forwarded via email to: Dampier.VTS@pilbaraports.com.au and a reply will be provided via email.

It should be noted that:

- Vessels MUST NOT immobilise their engines without confirmation from Dampier VTS.
- The immobilisation is for daylight hours only.
- Engine immobilisation requests should be received no more than 72 hours (before commencing work)
- If engine immobilisation is required for consecutive days, individual requests for each day must be submitted

This document must be signed, stamped and dated by the Master

28.2 At Berths
The Harbour Master’s policy is:

Main Engine Immobilisation on vessels at Rio Tinto and Woodside facilities are not permitted.
Main Engine Immobilisation on vessels at other facilities *may be permitted* subject to: weather, mooring lines and berth scheduling.

### 28.3 At Inner Anchorages
The Harbour Master’s policy is that engine immobilization may be permitted at below anchorages:

- Malus Anchorage
- Woodside Anchorages
- Inner Anchorages
- Phillip Point Anchorages
- Small Ships Anchorages
- Bunkering Anchorages

Subject to the following conditions:

- The immobilisation is for daylight hours only.
- Vessel must advise Dampier VTS (VHF Ch11) prior to commencing and on completion of engine immobilisation work.
- All requirements of vessels safety management system to be complied with during engine immobilisation work.
- Immobilisation will not be granted to vessels at anchor when the forecast 10 minute average wind speed is greater than 20 knots during the course of the immobilisation works.
- The vessel must advise Dampier VTS of any changes to vessels ability to manoeuvre after completion of engine immobilisation works.
- The Master must advise Dampier VTS and the marine pilot (during Master Pilot exchange) of the immobilisation works and of any changes before commencing the inbound passage to the berth.
- The Harbour Master may require large vessels to have stand by tug(s)

### 28.4 At Outer Anchorages
The Harbour Master’s policy is to allow engine immobilisation at western anchorages 10,11,12,13,19,20,21 & 22 subject to the following conditions.

- The immobilisation is for daylight hours only.
- Vessel must advise Dampier VTS (VHF Ch11) prior to commencing and on completion of engine immobilisation work.
- All requirements of vessels safety management system to be complied with during engine immobilisation work.
- Immobilisation will not be granted to vessels at anchor when the forecast 10 minute average wind speed is greater than 20 knots during the course of the immobilisation works.
- The vessel must advise Dampier VTS of any changes to vessels ability to manoeuvre after completion of engine immobilisation works.
- The Master must advise Dampier VTS and the marine pilot (during Master Pilot exchange) of the immobilisation works and of any changes before commencing the inbound passage to the berth.
- The Harbour Master may require large vessels to have stand by tug(s)
Request to Immobilize at other Anchorages are on a cases by case basis and subject to H.M approval.

29. SERVICE PROVIDERS LICENCES
The Port Authorities Act 1999 requires the providers of the following services to be licensed by the Port Authority:

- Pilot services
- Bunkering services
- Towage services
- Line boat services
- Stevedoring services

The purpose of these licences is to satisfy the Port Authority that a service provider has the appropriate qualifications, training and experience, as well as appropriate equipment and operational procedures.

Port Authorities Regulations 2001, Schedule 1, Division 4, Subdivision 4

Port Authorities Regulations 2001, Part 3, Division 3, Section 28

29.1 Pilot Service Providers
Woodside provides pilot services to their private berths at Pluto and North West Shelf joint venture terminals.

Marine Services Western Australia (MSWA) provides pilot services to Rio Tinto’s private berths at Mistaken Island, East Intercourse Island, Parker Point and the Dampier Fuel Berth.

Argonaut Marine Group provide pilot services to the Dampier Cargo Wharf, Bulk Liquids Berth, Heavy Load Out, Malus Channel, Toll Dampier Supply Base, King Bay Supply Base and other general port movements.

29.2 Bunkering Service Providers
BP and VIVA Energy are licensed to provide bunkering services in the Port of Dampier.

BP – Toll Dampier Supply Base

Viva Energy - King Bay Supply Base and Dampier Cargo Wharf

29.3 Towage Service Providers
Current towage service providers at the Port of Dampier:

- Riverwijs
- Westug
- Bhagwan Marine
30. **TOWAGE**

All towage to or from a wharf or terminal facility must be provided by a licensed towage provider. The Port authority must be provided 72/48/24 hours notification through the Dampier VTS for any tug and tow movement within the Port of Dampier waters. The towing vessel and the tow must not enter Port Waters until an approval from Harbour Master has been received. These guidelines preclude berthing and unberthing of ships.

Notification for Towage operation:

The towage operator must provide a 72 hours’ notice to the Harbour Master prior to entering or departing the port waters. This notification must be sent by email to the following below address.

VTS: dampier.vts@pilbaraports.com.au

Notification of towage must also be made to Rio Schedulers if the towage movement will be transiting through the Rio Tinto shipping lanes.

Rio Tinto Schedulers: marine.operations@riotinto.com

The email notification must be supported by following bellow documents for the H.M to assess and permit movement of tow within the Harbour.

- Passage Plan
- Details of Towing arrangement including
  - Complete Length of Tow.
  - Details of Towing vessel and Tow
  - Deepest Draft
  - Planned speed during the passage within the port waters.
  - Any shortening of towline and coordinates of the area in which it is planned
  - A timeline of the transit.
  - Details of Towing vessel master including the PEC number

The permission for towage by the Harbour master does not override the guidelines within the safety management systems of the towage providers or of good seamanship practices which includes consideration of vessel’s handling characteristics or deficiencies, intended area of navigation, traffic, visibility, weather, sea and swell conditions.

It is also recommended that towing operation must not depart, arrive or transit at night through the mooring areas due to the presence of unlit buoys and large unlit vessels/barges at these buoys.

Tug masters are also advised that wherever possible they should plan their passage to make their approach into port waters through the mermaid straits rather than the mermaid sound.
31. PILOTAGE

The Port Authority is to:

- Ensure pilotage services are provided in the port
- Ensure Pilot Service Providers are licensed
- Approve Individual Pilots
- *Port Authorities Act 1990, Part 7, Division 2, Section 96*

31.1 Pilotage is compulsory in ports

Under the *Port Authorities Act 1999*, Pilotage is compulsory in ports

A vessel movement is defined as entering or leaving the port or moving between places within the port.

*Port Authorities Act 1999, Part 7, Division 2, Section 95 (3)*

A vessel moving in a port must use pilotage services, except as otherwise provided by the *Port Authority Regulations 2001*.

*Port Authorities Act 1999, Part 7, Division 2, Section 97*

The Harbour Master may require a second pilot to be used in certain circumstances.

*Port Authority Regulations 2001, Part 3, Division 4, Section 38*

For the convenience of shipping the Dampier Harbour Master has established a compulsory pilotage area within the Dampier Port Limits.

31.2 Exceptions to pilotage provided by the Port Authority Regulations 2001

- Australian Navy Vessels (except troop carriers, navy tankers and provisioning vessels).
- A vessel with a length overall of 35 metres or less. Other than licenced towage service providers (Tugs)
- A vessel being led by another vessel that is under the control of a pilot, the vessel being led is still liable for pilotage charges.
- A vessel engaged in port dredging, and exempted by the Harbour Master.
- A vessel exempted by the Harbour Master from using pilotage services.
- A vessel under the Command of a Master holding a current Pilotage Exemption Certificate covering that vessel.

*Port Authority Regulations 2001, Part 3, Division 4, Section 30*

31.3 Pilotage is Compulsory for

- A vessel with a length overall greater than 35 m in length.
- *Port Authority Regulations 2001, Part 3, Division 4, Section 30*
32. DAMPIER PILOT EXEMPTION CERTIFICATE (PEC)

Pilots Exemption Certificates are a privilege granted to the Masters or First Mates of vessels who have gained local knowledge of the port through a training process and whose local knowledge is maintained through frequent movements within the port.

32.1 The Pilot Exemption Certificate

A current Pilot Exemption Certificate authorizes the holder to move a vessel greater than 35 Meters, or a fishing vessel greater than 35 m in length, within the pilotage limits of the port without engaging a licensed marine pilot.

Subject to the following conditions:

- The holder of the certificate is the Master in command, of the vessel being moved.
- Any restrictions imposed on the Pilotage Exemption Certificate.
- The Harbour Master has not specifically directed a licensed pilot be employed.

The Harbour Master may direct a Pilot Exempt Master to take a Pilot when the Harbour Master considers it necessary due to:

- Local prevailing weather or tidal current conditions
- Major works being carried out in the port
- The vessel or another vessel in the port carrying noxious or hazardous cargo.
- Any other reason the Harbour Master considers may endanger safety of the vessel or other vessels, people or port facilities.

Port Authority Regulations 2001, Part 3, Division 4, Section 31

32.2 First Mates and PEC

Under the Port Authorities Act, the definition of an “exempt master” is the “master” or “first mate” of a vessel that holds a pilot exemption certificate.

Port Authority Regulations 2001, Part 3, Division 1, Section 22

Pilot Exemption Certificates are granted to the First Mate of a vessel, with the view of the Mate being promoted to Master in the near future.

The First Mate is permitted to sit for his PEC Examination upon completion of eight (8) movements under a PEC Master. However, to be issued a PEC he will need to cover the remaining four (4) movements which must include at least one unberthing and one berthing operation, with a licensed pilot. A review from the pilot must be obtained for each of these four movements. All 12 movements must be completed within a 12 months period. The pilot is only permitted to review one applicant for each movement.

The First Mate is able to gain his PEC; however, he is not permitted to use it to move a vessel, unless he is the Master in command of the vessel.
First Mates will not be able to log movements as he is not the Master in command of the vessel.

*Port Authority Regulations 2001, Part 3, Division 6, Section 54(2)*

The PEC is valid for six months during which time it is expected that the Chief mate will be promoted to master. The PEC runs as chief officer will not be counted towards keeping the PEC valid.

*Port Authority Regulations 2001, Part 3, Division 1, Section 22*

*Port Authority Regulations 2001, Part 3, Division 4, Section 30 (d) 1, 2*
33. **DAMPIER PILOT EXEMPTION PROCEDURE FOR VESSELS > 35M IN LENGTH**

**Eligibility (New applicants)**
- ✓ Proof of Australian Residency (Passport or Visa)
- ✓ Certificate of Competency*
- ✓ Marine medical Certificate**
- ✓ Within 12 months of application, been Master of a vessel under the control of a licensed pilot for the approved number of movements; or
- ✓ The candidate has within 12 months of application been First Mate of a vessel under the command of a PEC Master and under the control of a licensed pilot for the approved number of movements as indicated in 36.2.

**Application Procedure**
- Proof Of Eligibility Criterion to be attached
- Relevant extract of PEC Log Book**
- Attach a Minimum Safe Manning Document of the vessel for which PEC is applied
- If vessel is foreign flagged than letter from flag accepting Australian qualification or minimum safe manning document for the vessel assessed by AMSA.

**PEC TYPE**

<table>
<thead>
<tr>
<th>Restricted</th>
<th>Unrestricted</th>
</tr>
</thead>
<tbody>
<tr>
<td>A restricted Pilot Exemption Certificate (PEC) approves a Master to move their vessel &gt; 35metres through Mermaid Strait to approved anchorages, mooring areas and endorsed berths for vessel’s less than 1000 GRT provided.</td>
<td>An unrestricted PEC approves a Master to move their vessel through all Port waters, Mermaid Strait and Mermaid Sound and PPA operated berths.</td>
</tr>
</tbody>
</table>

**Minimum Required number of Movements on Vessels > 35metres**
- 1 Inward movement through the mermaid strait by day
- 1 Outward movement through the mermaid strait by day
- 1 Inward movement through the mermaid strait by night
- 1 outward movement through the mermaid strait by night
- 2 Inward / Outward movement through the mermaid straight day or night
- (6 Movements in total).

**Minimum Required number of Movement on Vessels > 35metres**
- 2 inward movements through Mermaid Sound by day
- 2 outward movements through Mermaid Sound by day
- 2 Inward movements through Mermaid Sound by night
- 2 outward movements through Mermaid Sound by night.
- 4 movements day or night via either Mermaid Strait or Mermaid Sound
- (12 Movements in total). This must include two berthing’s and two unberthing’s with a licenced Pilot onboard.
- The candidate for PEC must complete the prerequisite runs in a period of 12 months.

For Berth Endorsement additional two movements one berthing’s and one unberthing with a licenced pilot.
- The candidate for PEC must complete the prerequisite runs in a period of 12 months.
Upgrading from a Restricted to Unrestricted PEC

Minimum Required number of Movements on vessels > 35metres

- 2 inward movement through Mermaid Sound by day
- 2 outward movement through Mermaid Sound by day
- 2 inward movement through Mermaid Sound by night
- 2 outward movement through Mermaid Sound by night
- This must include two berthing’s and two unberthing’s with a licenced Pilot onboard.

Submission (New Applicants)

- Submit the completed application form along with associated documents to: Dampier.VTS@pilbaraports.com.au
- Sit for an examination conducted by the Port Authority
- Fee Payable to Pilbara Ports Authority
- PEC will be issued and posted to nominated address.

Endnotes:

*Certificate of Competency: Under the Navigation Act or the Marine Act that authorises the person to command the vessel for which the pilotage exemption certificate is sought.


*** PEC Log Book: Written record of each qualifying movement and each movement made under the authority of the pilot exemption certificate. The above movements are to be recorded on the application form and signed by the Pilot / Exempt Master. This log must contain

- Name of vessel
- Date and time
- Length of vessel
- Gross tonnage of vessel if available
- Description of the movement
- Name and signature of the training pilot or PEC master

Port Authorities Regulations 2001, Part 3, Division 6, Section 49 (4)

**** PEC will be issued specific to vessel and type.

***** The movement prescribed are minimum number accepted. HM may direct additional number of movements if deemed necessary.
33.1 **Definition of a movement for PEC purposes in Dampier**

The candidate must be the Master or Mate on a vessel greater than 35 meters including fishing vessel greater than 35 Meters or any other vessel deemed appropriate by the Harbour Master.

On each occasion the PEC master moves a vessel under the authority of his PEC he is to quote his PEC number to Dampier VTS on VHF channel 11 and the Master is to record the movement in his personal logbook.

A night movement is considered between sunset and sunrise.

No more than two arrivals and two departure movements may be recorded within a 24 hour period.

The movement is within 12 months before the date of application for the PEC.

*Port Authority Regulations 2001 Part 3 Division 6 Section 49(3).*

The movement must be between:

<table>
<thead>
<tr>
<th><strong>MERMAID STRAIT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inward Movement</strong></td>
</tr>
</tbody>
</table>
| From: Pilot Station E | To: Hampton Harbour  
Phillip Point Anchorage  
Bunkering Anchorage  
Dampier Cargo Wharf  
Toll Dampier Supply Base  
King Bay Supply Base or;  
Small Ships Anchorage |

<table>
<thead>
<tr>
<th><strong>Outward Movement</strong></th>
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</thead>
<tbody>
<tr>
<td>To: Pilot Station E</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Mermaid Sound</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Inward Movement</strong></td>
</tr>
</tbody>
</table>
| From: Pilot Station D | To: Hampton Harbour  
Phillip Point Anchorage  
Bunkering Anchorage  
Dampier Cargo Wharf  
Toll Dampier Supply Base  
King Bay Supply Base or; |
### MERMAID STRAIT

<table>
<thead>
<tr>
<th>Small Ships Anchorage</th>
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#### Outward Movement

<table>
<thead>
<tr>
<th>From:</th>
<th>To:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hampton Harbour</td>
<td>Pilot Station D</td>
</tr>
<tr>
<td>Phillip Point Anchorage</td>
<td></td>
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<tr>
<td>Bunkering Anchorage</td>
<td></td>
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<tr>
<td>Dampier Cargo Wharf</td>
<td></td>
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<tr>
<td>Toll Dampier Supply Base</td>
<td></td>
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<tr>
<td>King Bay Supply Base</td>
<td></td>
</tr>
<tr>
<td>Small Ships Anchorage</td>
<td></td>
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</tbody>
</table>

#### 33.2 Harbour Tug Masters Obtaining a Pilot Exemption Certificate

In order to obtain a PEC for a licensed towage service provider, Tug Masters (the applicant) must submit the following:

1. A letter from their employer to confirm the length of service and completion of internal training plan
2. A copy of a valid Certificate of Competency
3. A copy of an up-to-date AMSA Medical
4. Proof of Australian residency (passport or visa)

#### 33.3 Maintaining a PEC

- If an Exempt Master does not move a vessel under the authority of his PEC for a period of 6 months the PEC expires at the end of that period. 
  
  *Port Authority Regulations 2001, Part 3, Division 6, Section 54 (2)*

- On each occasion the PEC Master moves a vessel under the authority of their PEC they are to quote their PEC number to Dampier VTS on VHF channel 11.

- The PEC Master must maintain a written record of each occasion their vessel moves under the authority of their PEC.

- When PEC Masters renew their medical certificates, a copy is to be forwarded to Dampier VTS.
  
  *Port Authority Regulations 2001, Part 3, Division 6, Section 59*
33.3.1 Period of Pilotage Exemption Validity.

Pilotage Exemption Certificates for the Dampier port is valid for a period of **two years** from the date of issue. The anniversary date will be the date the candidate was issued a PEC. PEC will remain valid unless:

- An exempt master does not move a vessel under the authority of the Master’s exemption certificate for a period of six months.
- **If an exempt master does not move a vessel under the authority of his/her PEC for a period of twelve months, the Pilotage Exemption Certificate will be cancelled, and the master will re-commence the process for the issue of another exemption certificate**
- At the expiration of two years from the date of issue
- If the Pilotage exemption certificate is suspended or cancelled by the Harbourmaster.

All PEC movements carried out by PEC Masters must be only for the vessel for which the PEC is issued.

Please be guided by the simplified flow chart to understand the PEC validity procedure.
33.4 Revalidation And Renewal of an Expired PEC

At the end of two years the PEC master must book an appointment with the Harbour Master to renew his exemption. The H.M may require the applicant to undertake additional movements with Pilot or a PEC Master or re-take the examination as deemed necessary through assessment.

**PEC License expired Within 6 Months**

- **Restricted License**
  - Minimum Number of approved movements required on vessel > 35 metres
  - 1 Inward movement through the Mermaid sound or Mermaid Strait
  - 1 Outward movement through the Mermaid Sound or Mermaid Strait

- **Unrestricted License**
  - Minimum Number of approved movements required on vessel > 35 metres
  - 1 Inward movement through the Mermaid sound
  - 1 Outward movement through the Mermaid Sound

**PEC License expired within 12 Months:**

- Candidate to re-apply for a fresh PEC satisfying all the requirements as if for a new PEC
  
  *Port Authorities Regulations 2001, Part 3, Division 6, Section 56(A)*

- Submit your application along with relevant document to Dampier VTS
- Sit for an examination/ interview by the Port Authority
34. **TOWING AND PILOT EXEMPT MASTERS**

A pilot Exempt Master may use his vessel to tow another vessel within the pilotage limit of the port, provided;

- The towed vessel is less than 55 m in length
- The total length of the tow is less than 120 m
- The towed vessel does not obstruct the visibility of the towing vessel
- The Master considers his vessel, his tow lines and his crew training is suitable to perform the tow

Tows of greater than 55 m in length overall must use a Pilot and a second tug. Refer the diagram below.

Vessel operators operating a regular service may refer to the Harbour Master for determination on Pilotage and Towage requirements.

### 34.1 Summary of Pilotage requirements within the Dampier Pilotage Limit

<table>
<thead>
<tr>
<th>VESSEL MOVEMENT DESCRIPTION</th>
<th>PILOTAGE REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel greater than 100 m in length</td>
<td>Pilot</td>
</tr>
<tr>
<td>Vessel less than 100 m in length, which requires assistance from harbour tugs, even where the master holds a PEC. E.g. Bow Thruster failure or strong wind necessitates a tug</td>
<td>Pilot</td>
</tr>
<tr>
<td>Vessel less than 100 m in length. Including harbour tugs. Fishing vessels over 35 m in length.</td>
<td>Pilot or PEC Master</td>
</tr>
<tr>
<td>Vessels less than 35 m in length. Fishing vessels less than 35 m in length.</td>
<td>No Pilot or PEC Master required</td>
</tr>
</tbody>
</table>
## VESSEL MOVEMENT DESCRIPTION

| Navy vessel of any length. | No Pilot or PEC Master required |
| Vessel engaged in harbour dredging and exempted by the Harbour Master. | |

## TOWAGE MOVEMENT DESCRIPTION

| Towed vessel is less than 55 m in length and the total length of the tow is less than 120 m. | Pilot or PEC Master |
| < 55 metres | |
| < 55 meters | |
| < 120 meters | Includes the towage of loading hoses |

| Towed vessel is greater than 55 m in length | Pilot and a second tug. See note |
| > 55 meters | |

Note: A vessel operator operating a regular service may refer to the Harbour Master for a determination on Pilotage and Towage requirements.
35. **PILOT EXEMPTIONS AND TOLL DAMPIER SUPPLY BASE**

Toll Dampier Supply base is a private facility accessed via the Mermaid Channel. Toll may have additional requirements for access to their facilities. Therefore, please contact Toll Dampier Supply Base.

36. **DISCHARGES TO THE PORT ENVIRONMENT**

36.1 Management and discharge of Shipboard wastes

This section summarises the regulation of the management and discharges of shipboard wastes to the Port of Dampier waters. This includes sewage\(^1\), grey water\(^2\), oil or oily mixtures\(^3\), garbage\(^4\), cargo hold and deck washing/cleaning and waste incineration. In accordance with the *Port Authorities Regulations 2001*, the master of a Ship must not cause or permit any waste water or waste substance of any kind to be discharged from the vessel into the waters of the Port of Dampier, unless authorised in this section.

For the purposes of this section, a ‘Ship’ is defined as a vessel of any type (commercial or recreational) operating in Port of Dampier waters and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms.

In this section, the term ‘Nearest Land’ refers to the *Territorial Sea Baseline*. This is the line from which the seaward limits of Australia's Maritime Zones are measured (see Geosciences Australia website for more information or click on the following link: [http://www.ga.gov.au/marine/jurisdiction/maritime-boundary-definitions.html](http://www.ga.gov.au/marine/jurisdiction/maritime-boundary-definitions.html)).

Any breach of the requirements of this section is immediately reportable to Dampier VTS on VHF 11 or 16, or alternatively by telephone on (08) 9159 6556 or 24 hour emergency mobile 0428 888 800.

Further vessel must send a POLREP to Department of Transport via email to marine.pollution@transport.wa.gov.au.


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1. The definition of the term ‘Sewage’ is consistent with Annex IV of MARPOL 73/78.
2. The term ‘grey water’ is defined to include waste waters (other than sewage) from the sinks, showers, galleys, laundry, and cleaning activities aboard a ship.
3. The definition of the terms ‘Oil’ or ‘Oily Mixtures’ are consistent with Annex 1 of MARPOL 73/78.
4. The definition of the term ‘garbage’ is consistent with MARPOL 73/78 Annex V, Chapter 1 Regulation 1.
36.1.1 Sewage
Consistent with Annex IV of MARPOL 73/78 (Regulations for the Prevention of Pollution by Sewage from Ships), the Port of Dampier waters can be divided into two Zones (Figure 1):

Zone 1 – Coastal waters less than three nautical miles from Nearest Land; and

Zone 2 – Waters greater than three nautical miles from Nearest Land.

Within Zone 1, the discharge of sewage from a ship is prohibited except when it is discharging from an approved sewage treatment plant, which is certified by the Administration to meet the operational requirements referred to in Regulation 9.1.1 of MARPOL 73/78 Annex IV. This discharge shall not produce visible floating solids or cause discoloration of the surrounding water. Masters should ensure that the ship’s sewage treatment plant is operating at optimum performance at all times when in the Port of Dampier.

Within Zone 2, the discharge of sewage from a ship is prohibited, except when it is discharged from an approved sewage treatment plant under Regulation 9.1.1 of MARPOL 73/78 Annex IV. OR the discharge is comminuted and disinfected sewage from an approved system in accordance with regulation 9.1.2 of MARPOL 73/78 Annex IV.

Ships visiting the Port of Dampier waters that are not equipped with an approved sewage treatment plant (Zone 1) or sewage comminuting and disinfecting system (Zone 2), must retain sewage on board in a suitable holding tank in accordance with the requirements of AMSA Marine Order Part 96: Marine Pollution Prevention – Sewage (Issue 2).

State environmental legislation applies to commercial ships that treat and/or discharge more than 20 cubic meters of sewage per day whilst stationary and operating within Zone 1 of the Port of Dampier. Such ships may require approvals, issued by the Western Australian (WA) Department of Water and Environmental Regulation (DWER). For more information, please contact PPA’s Environment and Heritage team on (08) 9159 6555.

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$^5$ State environmental legislation refers to Categories 54 and 85 within Schedule 1 (Prescribed premises) of the Environmental Protection Regulations 1987
36.1.2 Oil or Oily Mixtures

The discharge of oil and oily mixtures (of any volume or concentration) from a ship to the Port of Dampier waters is prohibited. This prohibition includes any discharges from oily water separators, as this would be in contravention of State environmental legislation.\(^6\)

36.1.3 Garbage

The disposal of garbage from a ship to the Port of Dampier waters is prohibited. The definition of garbage is consistent with MARPOL 73/78 Annex V and includes (but is not limited to): food wastes, plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.

Garbage (including galley waste) from internationally trading ships must not be landed ashore at the Port of Dampier without permission from the Department of Agriculture and Water Resources (DAWR Biosecurity – Karratha Office). Please refer to the DAWR’s website\(^7\) for more information.

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\(^6\) State environmental legislation refers to the Western Australian Pollution of Waters by Oil and Noxious Substances Act 1987.

36.1.4 Grey Water
Grey Water shall only be discharged from a ship in the Port of Dampier, such that the discharge does not produce visible floating solids nor cause discolouration of the surrounding waters.

36.1.5 Incinerator
*State environmental legislation*⁸ applies to commercial ships that operate a shipboard incinerator whilst stationary within Zone 1 of the Port of Dampier (refer to Figure 1). An approval to operate, issued by the Western Australian Department of Water and Environmental Regulation may be required for any ship that incinerates at a throughput of 100 kilograms or more per hour in Zone 1. For more information, please contact PPA’s Environment and Heritage team on (08) 9159 6555.

36.1.6 Cargo Hold Washing / Cleaning
The discharge of cargo residues (or wash water containing cargo residues) from the cargo hold of any ship in the Port of Dampier is prohibited. This is consistent with the regulations in MARPOL Annex V. Note that the PPA Harbour Master may consider approving the discharge of wash water from the cargo space in exceptional circumstances.

36.1.7 Deck Washing / Cleaning
Consistent with the requirements of *WA Port Authorities Regulations 2001*, MARPOL Annex V and *State environmental legislation*,⁹ it is prohibited to discharge waste water containing following substances into the Port of Dampier from the deck (or other external ‘dry’ surfaces) of a ship during deck cleaning / washing:

- detergents or other cleaning agents (including residues in wash water)
- sediments (including iron ore)
- oils or other noxious substances
- garbage
- metals
- pesticides
- paints

The wash down of cargo residues from the deck of a ship within the Port is permitted in the following exceptional circumstances (exceptions provided in MARPOL Annex V Regulation 7):

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⁸ *State environmental legislation* refers to Category 60 within Schedule 1 (Prescribed premises) of the *Environmental Protection Regulations 1987*.

⁹ *State environmental legislation* in this instance refers to both the *WA Pollution of Waters by Oil and Noxious Substances Act 1987* and the *WA Environmental Protection (Unauthorised Discharges) Regulations 2004*. 
• To ensure the safe operation of a helicopter within the landing area and its immediate vicinity to avoid dust being raised by the down-draft of the rotors;
• Where there is a need to avoid navigational hazards such as dust being blown onto the wheelhouse or bridge wings; and
• Where residues cause a serious safety hazard to personnel if spillages are not cleaned from deck areas, adjacent walkways and working areas.

36.2 Biofouling Management and Ballast Water Exchange

This section summarises the regulation of biofouling management and ballast water exchange in the Port of Dampier.

For the purposes of this section, a ‘Ship’ is defined as a vessel of any type (commercial or recreational) operating in the Port of Dampier waters and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms (including barges and other non-powered floating plant).

Any breach of the requirements of this section is immediately reportable to Dampier VTS on VHF 11 or 16, or alternatively by telephone on (08) 9159 6556 or 24 hour emergency mobile 0428 888 800.

36.2.1 Biofouling Management

Biofouling refers to the attachment of marine growth to any external part of a ship (including the hull, rudders, propellers and other hull appendages), internal seawater systems (e.g. sea chests and engine cooling pipes), or any equipment attached to or on board the ship (e.g. anchor chains).

A ship’s biofouling may contain aquatic organisms that are pests or simply don’t belong in the Port of Dampier marine environment. If these organisms become established in the Port, they may seriously impact the marine environment and disrupt Port operations.

Under the WA Fish Resources Management Act 1994 it is an offense to knowingly introduce or translocate a non-endemic fish species to WA waters – this includes aquatic organisms on hull fouling. The Department of Primary Industries and Resource Development (DPIRD) is the Western Australian Government Agency responsible for managing aquatic biosecurity in WA coastal waters.

To assist vessel managers with effective vessel management and risk assessment, the Fisheries branch of DPIRD have created the Vessel Check tool, available at: http://www.fish.wa.gov.au/Sustainability-and-Environment/Aquatic-Biosecurity/Vessels-And-Ports/Pages/Vessel-Check.aspx.
The Risk Assessment Report generated by Vessel Check will contain detailed summary and a range of recommended management options to reduce the vessel risk status. Note that all vessels entering the state of WA may be subject to inspection by the WA DPIRD’s compliance team to check the vessel is not carrying an introduced marine species and so is compliant with the Fisheries Resource Management Act 1994.

In the Port of Dampier, any activity that has the potential to disturb or dislodge biofouling on a ship and/or the ship’s antifoul coating is prohibited. Such activities include (but are not limited to):

- In-water hull cleaning;
- Cleaning of internal seawater systems (including sea-chests and engine cooling pipes);
- Propeller ‘polishing’ (cleaning); and
- Careening (i.e. the practice of beaching ships for hull cleaning and antifouling removal).

Pilbara Ports Authority may consider approving such activities in exceptional circumstances, such as where a net environmental benefit or immediate safety risk can be demonstrated. Such applications should be directed to the Harbour Master.

For further information on ship’s biofouling management in Australia, please refer to the Anti-Fouling and In-Water Cleaning Guidelines\(^\text{10}\) and the National Biofouling Management Guidelines for Commercial Vessels\(^\text{11}\).

Non-trading vessels, such as dredges, and associated plant are highlighted as a high-risk item as they are slow moving, generally spend substantial lengths of time in coastal waters and have numerous hull niches to transport marine organisms. For further information on the management of non-trading vessels, refer to the National Biofouling Management Guidance for Non-Trading Vessels\(^\text{12}\).

### 36.2.2 Ballast Water Management

‘Ballast water’ means water (including sediment that is or has been contained in water) used as ballast. Ballast water has the potential to bring

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\(^{11}\) Available from the Commonwealth Department of Agriculture and Water Resources (DAWR) or http://www.marinepests.gov.au/marine_pests/publications/Documents/Biofouling_guidelines_commercial_vessels.pdf

marine organisms to Australian Waters, with very serious environmental and economic outcomes.

The discharge of ballast water in the Port of Dampier shall be consistent with the requirements of the Federal Department of Agriculture, Forestry and Fisheries (DAFF) and the mandatory Australian Ballast Water Management Requirements\textsuperscript{13}.

Ballast water that does not meet DAFF Biosecurity requirements shall not be discharged in Port of Dampier waters.

37. **KAYAK EXPEDITIONS**

   In planning your expedition please:

   1. Provide a daily itinerary of your expedition and notify Dampier VTS of any changes to your itinerary.

   2. Comply with the Boating Safety exclusion zones and the MARSEC Level 1 Exclusion Zone, described in section 4 of this Port Handbook.

   3. Note the main shipping channels illustrated in section 14 of this Port Handbook.

   4. Note the main shipping routes as described in section 15 of this Port Handbook.

As you cross the shipping channels

- Call Dampier VTS on VHF Channel 11 just prior to crossing the channels.
- Avoid crossing ahead of large vessels following the channels.
- Keep your kayaks together in a group.

1. Note Rule 9 of the International Regulations for Preventing Collisions at sea 1972

Rule 9 Narrow channels (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable. (b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway. (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway. (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.

2. Dampier VTS may be contacted by:

   - VHF channel 11

\textsuperscript{13} Available from the Federal Department of Agriculture, Forestry and Fisheries or http://www.daff.gov.au/agis/avm/vessels/ballast/requirements
Phone on (08) 9159 6556
Annex 1

DAMPIER CARGO WHARF
38. DCW GENERAL INFORMATION
   o The DCW lies in a north/south orientation. The DCW lies in unprotected waters.
   o The wharf has a total of 7 berths. Berths 1,3,5 & 7 are on the western face with 2,4 & 6 on the east. See Diagram 1.
   o The western face is 209.65m long with access to a mooring dolphin that lies approximately 30m to the south of the wharf end. The maximum displacement for a vessel utilising the berths is 35,000 tonnes.
   o The eastern face is 143.2m long. There is a dedicated Navy landing at the Southern end of the wharf face. The maximum displacement for a vessel utilising the berths is 15,000 tonnes.
   o A small craft landing for vessels up to 20t is located on the east side of the DCW causeway.
   o The bollards on the DCW are a combination of 50t, 30t and 20t T-top and kidney bollards.
   o Bookings and allocation of berths are released daily up to 1 week in advance. Basic information is available from the website or alternatively you can subscribe to receive detailed information via email by contacting the LOC at wharfmanagers@pilbaraports.com.au

39. CHANNEL, BERTH AND SWING BASIN PARTICULARS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>LENGTH</th>
<th>DESIGNED DEPTH</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berth Pocket DCW West</td>
<td>234 m</td>
<td>10.0 m</td>
<td>40 m</td>
</tr>
<tr>
<td>Berth Pocket DCW East</td>
<td>147 m</td>
<td>6.50 m</td>
<td>42 m</td>
</tr>
</tbody>
</table>

   o Refer to latest notice to mariners for the declared depths.

40. ENVIRONMENTAL CONDITIONS

   The DCW is exposed to the north through Mermaid Sound and exposed to the West through Mermaid Strait. Vessels may be asked to depart the wharf at any time should the sea state and vessel size combination have the potential to damage wharf infrastructure.

   Tides
   o MHWS       4.4 m
   o MHWN       3.1 m
   o MSL        2.7 m
   o MLWN       2.2 m
   o MLWS       0.9 m

Flood tide flows to the West and ebbs to the East at up to 1.5 knots

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14 For actual depths, mariners should refer to the Port of Dampier handbook and the latest local notices to mariners
41. SERVICES

- Waste disposal
- Bunkers
- Crew Change
- Facilities Ashore
- Medical
- Repairs
- Spare and Stores
- Shore Leave

Refer to DCW Handbook

42. COMMUNICATIONS

42.1 Radio Channels

Landside users of the DCW should be aware of the following radio channels in use:

- DCW operations VHF73
- Pilots VHF9

During an emergency PPA will be listening and using UHF17 to communicate with vehicles.

43. BERTHING / MOORING OPERATIONS

43.1 Berthing parameters

Acceptable berthing parameters will be advised by the Harbour Master. Consideration will also be given to other vessel operations being conducted within an arc from the northern end of the DBLB to the Pluto LNG Jetty exclusion zone to ensure overall port efficiency is maintained.

Maximum wind strength for berthing at the DCW is 25kts from any direction. Any berthing outside of this parameter must be authorized by the HM or his delegate.

43.2 Vessel displacement limits

The maximum arrival displacement for vessels arriving to the Western DCW is 35,000 tonnes.

The maximum arrival displacement for vessels arriving Eastern DCW is 15,000 tonnes.

43.3 Hours of operation

Arrivals and departures to all berths at the DCW are permitted at all hours.

43.4 Static UKC

A 1m under keel clearance (UKC) must be maintained at all times whilst alongside the DCW. For dynamic UKC, please refer to the Port of Dampier handbook.
43.5 Towage and mooring operations

Tugs and Stevedores should be booked through the ship’s agent.

The number of tugs used will depend on the size of the vessel, the prevailing weather conditions and in accordance with Pilot/Harbour Master consultations.

The HM may require a vessel to employ a tug to assist with arrival or departure irrespective of its normal requirements.

<table>
<thead>
<tr>
<th>TYPE OF VESSEL</th>
<th>WINDS &lt; 15 KTS</th>
<th>WINDS &gt; 15 KTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highly Manoeuvrable vessels less than 100 metres in length. Twin screw with bow or bow and stern thrusters</td>
<td>No Towage</td>
<td>No Towage</td>
</tr>
<tr>
<td>Single screw vessel with bow and stern thrusters 80-130 (m) in length</td>
<td>No Towage</td>
<td>1 Tug</td>
</tr>
<tr>
<td>Single screw vessel with thruster 80-130 (m) in length</td>
<td>1 Tug</td>
<td>1 Tug</td>
</tr>
<tr>
<td>Single Screw vessel without thruster 80-130 (m) in length</td>
<td>2 Tugs</td>
<td>2 tugs</td>
</tr>
<tr>
<td>Single screw vessel without thruster 130-160 (m) in length</td>
<td>2 Tugs</td>
<td>2 tugs</td>
</tr>
<tr>
<td>Single screw vessel with thruster 130-160 (m) in length</td>
<td>1 Tug</td>
<td>2 Tugs</td>
</tr>
<tr>
<td>Single screw vessel with or without thruster greater than 160 (m) in length</td>
<td>2 Tugs</td>
<td>2 Tugs</td>
</tr>
<tr>
<td>Large Passenger vessels</td>
<td>1 Tug</td>
<td>1 Tug</td>
</tr>
<tr>
<td>Product Tanker (Medium Range Size) and Ammonium nitrate vessels</td>
<td>2 tugs</td>
<td>2 Tugs</td>
</tr>
</tbody>
</table>

44. INCIDENT REPORTING

44.1 Ship or shore based incidents

Under the Port Authorities Act 1999, the PPA is responsible for the safe and efficient operation of the Port, the preservation of property, and the protection of the environment. Therefore, any emergency, accident, hazardous situation, near miss and/or any pollution incident that a ship or shore-based port user is aware of must be reported to the PPA.

It is expected that the operator responsible for any incident will undertake a proper investigation and implement appropriate remedial action.

Where the PPA considers that a report or an investigation has not occurred, or remedial action is inadequate, the PPA will take action under the Act to remedy the
situation. The PPA reserves the right to require all incidents, regardless of the apparent seriousness, to be reported if so requested.

44.2 Reporting Guidelines
All incidents and near misses that occur at the DCW or anywhere within the port area, including those on board a vessel, are to be reported immediately to PPA. Where an incident or near miss is reportable to a regulator or the WA Police, the scene must not be disturbed until express authorisation is obtained from the relevant body, except where required to prevent further injury, minimise environmental impact, or to otherwise make the area safe.

Incident: Any unplanned event resulting in, or having a potential for injury, ill health, damage or other loss.

Near Miss: An unplanned event or loss of control which does not result in injury, illness, damage, or any other impact, but with potential to do so.

44.2.1 Vessel Incidents and Near Misses
All incidents and near misses on a vessel must be reported to PPA Dampier Vessel Traffic Services (VTS) immediately. Contact details for Dampier VTS are:

- VHF 11 (Port vessel working channel)
- VHF 16 (Port vessel emergency channel)
- (08) 9159 6556 (landline telephone)
- 0428 888 800 (24 hour emergency mobile telephone)
- dampier.vts@pilbaraports.com.au

It is a PPA requirement that the operator responsible for any incident or near miss shall prepare a report and send to PPA within 48 hours – for all reports send to dampier.vts@pilbaraports.com.au. The report must include an investigation into the incident or near miss, an identification of the root cause(s) and any corrective and preventative actions undertaken / proposed.

Depending on the nature of the incident or near miss it may require reporting to AMSA, these shall be reported by the Masters on board the vessel. Agents shall ensure AMSA Forms 18 and 19 are promulgated and that the local AMSA surveyor is advised.

Email: reports@amsa.gov.au or
Fax: +61 2 6230 6868 or 1800 622 153

44.2.2 Landside Incidents and Near Misses
All landside incidents and near misses shall be reported to Landside Operations immediately so that appropriate action can be taken to recover
from, or reduce the risk of further harm to people, the environment, plant and equipment.

Landside Operations Duty Phone: 0427 770 859

It is a PPA requirement that the operator responsible for any incident or near miss shall prepare a report and send to PPA within 48 hours – for all reports send to wharfmanagers@pilbaraports.com.au. The report must include an investigation into the incident or near miss, an identification of the root cause(s) and any corrective and preventative actions undertaken / proposed.

Lease holders and permanent contractors on the PPA site must submit a notification via the ports incident management system 'Tickit'. Contact the safety department for further information.

45. KEY CONTACTS

The DCW is managed by the Landside Operations Section of the PPA. All initial and general inquiries may be directed to this office.

Hours: 0600-1800 daily
Telephone: +61 427 770 859
Email: wharfmanagers@pilbaraports.com.au
Location: Wharf Services area, Port of Dampier. See Appendices Diagram 1
Annex 2

DAMPIER BULK LIQUID BERTH
DBLB General Information

- Berthing basin has a maintained depth of 13 metres and an approach of 11 metres. Check local notices for declared depths\(^{15}\)
- Vessel capacity is 20,000 to 55,000 tonnes displacement.
- 500 metre long jetty, comprising 15 spans of 32 metres and a 20 metre access bridge
- A 37 metre x 34 metre loading platform constructed using precast concrete pile caps, beams and planks
- A cast in-situ concrete deck and four mooring and four berthing dolphins constructed as open hallow precast boxes infilled with in-situ concrete
- An 850 metre long access road to the wharf, and adjacent services corridor including services - electrical and communications, hydraulics and fire protection systems.

46. **SHIP ACCEPTANCE**

All ships calling at the terminal must comply with all IMO guidelines and all Australian legislation and regulations applicable to operations.

The Port has the right to refuse entry or berths to vessels that cannot show or prove compliance upon request.

47. **SERVICES**

<table>
<thead>
<tr>
<th>Waste disposal</th>
<th>Bunkers</th>
<th>Crew Change</th>
<th>Facilities Ashore</th>
<th>Medical</th>
<th>Repairs</th>
<th>Spare and Stores</th>
<th>Shore Leave</th>
</tr>
</thead>
<tbody>
<tr>
<td>Refer to BLB Handbook</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

48. **ENVIRONMENTAL CONDITIONS**

48.1 **Climate**

This is a hot arid region. Temperatures in the Pilbara are consistently high and often exceed 35° Celsius throughout the summer months (November to March) and individual temperatures of 48 degrees and above can be reached however this is rare on the coast.

The average rainfall is 230 mm.

48.2 Winds
Prevailing winds are west to south westerly during the summer months (October to March) except during cyclonic activity, and easterly during winter months (April to October). South Westerly winds average between 15 to 20 knots, Easterly winds between 20 to 25 knots.

BLB operations are reviewed in the event of strong winds – berthing, sailing, loading plus numbers of tugs are dependent on the wind strength status. See section 50.1, Berthing Parameters.

48.3 Cyclones
During the summer months, Dampier and the surrounding areas may be affected by tropical cyclones. The official cyclone season is from 1st November to 30th April with usually three or more cyclones per year passing close to the port. During periods of regional cyclonic activity, the storms can be intense, with wind speeds in excess of 100 knots.

In the event that the Port of Dampier is closed on the approach of a cyclone, the berth must be evacuated in accordance with Harbour Master’s directions and vessels ordered to sea.

Further information on cyclones can be found at the Bureau of Meteorology website http://www.bom.gov.au/cyclone or DFES www.dfes.wa.gov.au

The Port of Dampier’s cyclone emergency response plan can be located on the PPA website.16

48.4 Swell
The port has natural shelter to the east and west, but it is exposed in the north through mermaid sound. Swell monitors are fitted to strategic navigation beacons. Berthing and cargo transfer operations are subject to swell conditions.

48.5 Tides
- MHWS 4.4 m
- MHWN 3.1 m
- MSL 2.7 m
- MLWN 2.2 m
- MLWS 0.9 m

(ANTT 2015)

Refer to the latest Admiralty Tide Tables and Australian National Tide Tables for further information.

Flood tide flows to the West and ebbs to the East at up to 1.5 knots.

48.6 Channel, berth and swing basin particulars

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>LENGTH</th>
<th>DEPTH (LAT)17</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Channel</td>
<td>3.6 NM</td>
<td>11 m</td>
<td>168 m</td>
</tr>
<tr>
<td>Swing Basin</td>
<td>-</td>
<td>11 m</td>
<td>-</td>
</tr>
<tr>
<td>Berthing Pocket</td>
<td>330 m</td>
<td>13m (maintained)</td>
<td>53 m</td>
</tr>
</tbody>
</table>

49. COMMUNICATIONS

49.1 Radio Channels
Landside users of the DCW should be aware of the following radio channels in use:

- BLB operations VHF73
- Pilots VHF9
- During an emergency PPA will be listening and using UHF17 to communicate with vehicles.

50. BERTHING / MOORING OPERATIONS

50.1 Berthing Parameters
Acceptable berthing parameters will be advised by the Harbour Master. Consideration will also be given to other vessel operations being conducted within an arc from the northern end of the DBLB to the Pluto LNG Jetty exclusion zone to ensure overall port efficiency is maintained.

Maximum wind strengths for berthing are typically;

- 20 knots - NE to E
- 25 knots - all other quadrants

Arrival and departures to this berth are allowed at all hours except;

- When there is a ship Mediterranean moored at the Heavy Load Out facility (East of the DBLB). Daylight berthing only once approved by HM and Pilot.
- if informed otherwise by the HM

The DBLB has a berthing basin depth of 12.4 metres, an arrival channel of 11m and an approach of at least 11 metres and can accommodate vessels from 20,000 up to 55,000 tonnes displacement.

Berth Specifications

- Loading Arm for liquid ammonia: 12 inch
- Loading arm for diesel: 12 inch
- Fresh water line: 8 inch
- Mobile cranes approved for use on the DBLB: ≤ 50t

17 For actual depths, mariners should refer to the Port of Dampier Handbook and the latest local notices to mariners.
50.2 Vessel displacement limits
The minimum arrival displacement for vessels at the DBLB is 20,000 tonnes.

The maximum arrival displacement for vessels at the DBLB is 55,000 tonnes.

50.3 Hours of operation
Arrivals and departures to all berths at the DCW are permitted at all hours.

50.4 Static UKC
A 1m under keel clearance (UKC) must be maintained at all times whilst alongside the BLB. For dynamic UKC, please refer to the Port of Dampier handbook.

50.5 Towage and Mooring Operations
The number of tugs used will depend on the size of the vessel, the prevailing weather conditions and in accordance with Pilot/ Harbour Master consultations.

50.6 Mooring Equipment
Ships winches must always be in good working condition. All roller leads must be free. It is of upmost importance that correct and sufficient moorings are used to prevent the vessel ranging at the berth.

Vessels may be requested to provide a mooring plan to the HM prior to arrival.

The ship will make fast to combination manual/automatic quick release hooks. There are 4 berthing dolphins and 4 mooring dolphins detailed in Appendix 2 – DBLB Technical Drawing. Mooring points consist of a combination of 60t and 75t single, double and triple hooks.

Vessels arriving at the BLB terminal are to ensure that they can meet the mooring line policy as shown in section 50.7. Mooring ropes should be adjusted as dictated by changing tidal height and the vessels’ condition.

Dampier is a busy port and the Bulk Liquids Terminal is West of the Dampier Cargo Wharf, the Heavy Load Out (HLO) facility, and East of the Phillip Point anchorage. The LNG/LPG/Condensate terminals are East of the DBLB terminal. There are numerous movements of offshore supply vessels in the vicinity of the terminal.

The consequences of a chemical/oil tanker breaking away from a berth can be disastrous especially during a cargo transfer. It is a Port requirement that mooring lines are checked and tended to 24 hours per day but at least physically checked no less than hourly to ensure they remain effective and ranging is minimised.

50.7 Mooring line requirements
Prior to arrival in Dampier, Masters are to confirm in writing, through their agents, their vessel complies with the Pilbara Ports Authority, Port of Dampier, mooring requirements as set out below.
- All mooring lines used by vessels berthed at Pilbara Ports Authority facilities are to be in good condition with no joins (splices, knots, bends or shackles) in them.
- The use of wire mooring lines is prohibited on all berths except where powered capstans are provided (DBLB only) and then, only where nylon tails are in use.
- Under no circumstances is wire line to be made fast to a bollard or mooring hook.
- Standing lines and lines to winch drums must be deployed symmetrically fore and aft.
- Mooring lines are to be kept tight and the ship kept firmly alongside and parallel to the fender line.
- Ships mooring lines are to be properly tended 24 hours per day by a competent person whilst a vessel is moored alongside.

Any vessel moored alongside a Pilbara Ports Authority berth in the Port that fails to tend or maintain her mooring lines adequately may be issued an infringement notice under the Port Authorities Act 1999 and liable to a fine of $20,000.00.

50.7.1 Gangway
An automated Ship to Shore gangway provides safe access to and from the ship. It is 18m long (fully extended), 11m long (fully retracted), has a range of motion of 195 degrees horizontally, 26 degrees vertically up and 45 degrees vertically down. The vessel's Master or the jetty operator in consultation with the vessel's Master is responsible to ensure that this access remains safe at all times whilst alongside and to remove the gangway should the situation become unsafe.

Only personnel trained in its use should operate the equipment. The gangway must be left with the control handle located to “in operation” mode when not in use.

51. INCIDENT REPORTING
Refer Section 44.

52. AMMONIA
Anhydrous ammonia is a highly toxic chemical and all precautions should be taken to prevent or mitigate any leaks. Comprehensive emergency plans are in place for the DBLB terminal however the following points should be noted.

52.1 Warning system
There are numerous ammonia detectors on the PPA site. If ammonia is detected or there is some other indication of a suspected leak the Ports emergency siren will be sounded.
The Ports emergency siren is an oscillating air raid tone. The siren is tested at 0900 every Tuesday and is always preceded by a P.A. message.

52.1.1 Respiratory protection
It is a requirement that all terminal operators provide industrial escape hoods, as a minimum to all staff and other contracting groups that regularly visit the DBLB.

The PPA supplies a small number of escape hoods however these are intended for PPA staff or for visitors and/or other personnel who do not have permanent operations on site.

52.1.2 Mitigating measures
In the event of an ammonia gas release there are two mitigating measures for individual personnel

- Shelter in place: This is always the first response in an ammonia gas release event.
- Site evacuation: An evacuation will only be conducted when ordered by the Chief Warden.

52.1.3 Masters responsibilities
The ship Master is to ensure that all officers and crew are conversant with ships emergency plans as well as the PPA emergency plans. The Master is further required to comply with all PPA specific requirements as directed by the HM.

53. OPERATIONS

53.1 SAFETY DOCUMENTS FOR LOADING AND DISCHARGE
Various safety documents are required to ensure industry standards have been met in order to provide a safe and successful transfer of product. Such forms and documents will be supplied by the terminal operator’s representative, and will include:

- Ship/shore safety checklist
- Ship/shore transfer communications
- Fire safety
- Security Information
- Smoking Warning
- Load/Discharge Information

NB the terminal reserves the right to refuse to load or discharge a tanker if any hazardous deficiencies are identified and remain unresolved.

53.2 CONDITIONS TO BE OBSERVED ONBOARD DURING CARGO OPERATIONS
An officer and a deck watchman equipped with an intrinsically safe portable radio is to be on duty at all times

Relevant items in the ship/shore safety check list must be checked by both parties.
Any unsafe conditions must be immediately reported to Dampier VTS and operations stopped until the situation is rectified.
54. APPENDICES AND DIAGRAMS LIST

54.1 Diagram 1: DCW Services diagram
54.2 APPENDIX 3: DAMPIER CARGO WHARF MAXIMUM WHARF LOADING AND BERTHING CAPACITIES
54.4 APPENDIX 4 – SERVICES DIAGRAM

Port of Dampier Bulk Liquids Berth

Legend
- Sacrificial Anodes System
- Berthing Dolphin
- Mooring Dolphin
- Fire Hydrant
- Fire Alarm (Break glass)
- Fire Extinguisher DCP
- Fire Fighting Equipment
- Emergency Eye Wash
- Emergency Shower
- Emergency Siren
- First Aid Station
- Life Buoy
- Wind Sock
- Potable Water

Berth Pocket
### 54.5 KEY CONTACTS

**TABLE 1 - KEY CONTACTS**

<table>
<thead>
<tr>
<th>EMERGENCY SERVICES</th>
<th>Call 000 FIRST for all Emergency situations</th>
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<tbody>
<tr>
<td>FIRE</td>
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<td>AMBULANCE</td>
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<tr>
<td>POLICE - Emergency</td>
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<tr>
<td>POLICE – General</td>
<td>131 444</td>
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<tr>
<td>NICKOL BAY HOSPITAL</td>
<td>(08) 9143 2333</td>
</tr>
<tr>
<td>DEPARTMENT OF TRANSPORT –</td>
<td>(08) 9431 1000</td>
</tr>
<tr>
<td>ACCIDENTS/INCIDENTS</td>
<td></td>
</tr>
<tr>
<td>PPA Personnel</td>
<td></td>
</tr>
<tr>
<td>Dampier VTS</td>
<td>(08) 9159 6556</td>
</tr>
<tr>
<td><a href="mailto:Dampier.VTS@pilbaraports.com.au">Dampier.VTS@pilbaraports.com.au</a></td>
<td>0428 888 800</td>
</tr>
<tr>
<td>Harbour Master</td>
<td>(08) 9159 6565</td>
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<td>Deputy Harbour Master</td>
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<td>Deputy Harbour Master</td>
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<tr>
<td>Health &amp; Safety Coordinator</td>
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<tr>
<td>Security &amp; Emergency Response Coordinator</td>
<td>(08) 9159 6520</td>
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<tr>
<td>Duty Landside Operations Officer</td>
<td>0427 770 859</td>
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**PROCESS OWNER**
The Harbour Master is responsible for this external document.

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