

Port of Port Hedland – Port Users Guidelines and Procedures (Reference Guide)

The 'reference guide' attempts to replicate the information in the Port User Guidelines and Procedures version 10 dated 20.09.2018. The purpose of the 'reference guide' is to provide ports users with information on berthing and departure parameters, POB times, tug allocation and other information specific to each berth within the Port Hedland harbour.

The 'reference guide' has been published as a trial and in response to feedback received from port users. The 'reference guide' will remain in DRAFT format. In the event of any perceived differences in information between the Port User Guidelines and Procedures version 10 and the reference guide, the Port User Guidelines and Procedures version 10 will be referred to.

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Anderson Point 1, 2 & 3		Max LOA: AP1 & AP2 - 340m Max LOA: AP3 - 330m	Max Berth Displacement: 149,900 @ 0.15m/sec Max DWT: AP1 & AP2 - 320,000 DWT Max DWT: AP3 - 260,000 DWT
Arrivals	Flood	All vessels can berth at any time	
	Ebb	All vessels can berth at any time	
	UKC	Vessels berthing at AP2 / AP3 must have minimum of 1.2m UKC in southern turning basin (CD = 9.3m)	
Departures	Flood	All vessels may depart on flood tide	
	Ebb	1. Vessels < 120,000 DWT may depart at any time 2. Vessels > 120,000 DWT and ≤ 181,000 DWT may depart any time if range ≤ 6.0m 3. Vessels < 181,000 DWT may depart on range > 6.0m when tide has fallen to 3.2m 4. Vessels > 181,000 DWT may sail on ebb tide if range ≤ 3.5m	
Double Shuffle		1. Wind speed in the inner harbour to be < 20 knots 2. AP1 – no vessel size restrictions 3. AP2 / AP3 <ul style="list-style-type: none"> a. Vessel 150,000 DWT to ≤ 209,999 DWT and LOA ≤ 300m LOA – max tide range 5.5m b. Vessel ≥ 210,000 DWT or LOA > 300m - no double shuffles 	
Towage Allocation	Arrivals	1. Vessels < 260m LOA and / or < 90,000 DWT – 2 tugs 2. Vessels ≥ 260m LOA and 90,000 DWT to ≤ 150,000 DWT 3 tugs 3. Vessels > 280m LOA – 4 tugs 4. Vessels > 150,000 DWT – 4 tugs	

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	Departures	<ol style="list-style-type: none"> 1. Vessel < 260m LOA and / or < 90,000 DWT – 2 tugs 2. Vessel ≥ 260m LOA and 90,000 DWT to ≤ 150,000 DWT 3 tugs 3. Vessel > 150,000 DWT to < 165,000 DWT – 3 tugs 4. Vessel > 165,000 DWT – 4 tugs
	Shifting	<ol style="list-style-type: none"> 1. 3 tugs to be used when shifting along the same line of berths and only to adjacent berth. 2. If vessels moving from AP3 to AP1 when there is a vessel is at AP2, towage allocation will (in consultation with duty pilot / HM) revert to full berthing requirements i.e. 4 tugs 3. Vessel will not be moved out of the berth pocket at the end of an ebb tide if UKC at LW will be < 0.5m
Pilot on board times		<ol style="list-style-type: none"> 1. Outbound from AP1 followed by inbound – POB for inbound vessel is 1 hours after POB for outbound 2. Outbound from AP2 and AP3 followed by inbound - POB for inbound vessel is 1 hour and 15 minutes after POB for outbound.
Notes		<ol style="list-style-type: none"> 1. Wind limits 25 knots for berthing day / night 2. DUKC requirements to be met at all times during departures 3. Vessels must have at least 1.2m UKC in turning circle when berthing

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Anderson Point 4 and 5		Max LOA: AP4 – 325m/60m Max LOA: AP5 – 300m/60m	Max Berth Displacement: 149,900 DWT @ 0.15m/sec Max DWT: AP4 - 230,000 DWT (Nominal) Max DWT: AP5 - 210,000 DWT (Nominal)
Arrivals	Flood	1. All vessels can berth at any time – range of tide $\leq 5.0\text{m}$ 2. <u>Note</u> until the construction of a turning basin in SW Creek, all vessels will be backing in to AP4 / AP5 berths	
	Ebb	1. All vessels day / night – range of tide $\leq 5.5\text{m}$ 2. All vessels day / night – range of tide $> 5.5\text{m}$ POB 1.5 hours before the tide has fallen below 3.5m in turning basin <u>Note</u> until the construction of a turning basin in SW Creek, all vessels will be backing in to these berths	
Departures	Flood	All vessels, day / night, no tidal range restrictions	
	Ebb	All vessels may sail, day / night, with a range $\leq 3.5\text{m}$	
Double Shuffles		No double shuffles	
Towage Allocation	Arrivals	1. Vessels $< 130,000$ DWT – as directed by Harbour Master 2. Vessels $> 130,000$ DWT – 4 tugs	

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	Departures	<ol style="list-style-type: none"> 1. Vessels < 130,000 DWT – as directed by Harbour Master 2. Vessels > 130,000 DWT – 4 tugs
	Shifting	To be determined on a case by case basis
Pilot on board times	Outbound from AP4 and AP5 followed by inbound – POB for inbound vessel is 1 hour after POB time for outbound	
Notes	<ol style="list-style-type: none"> 1. Wind limits 25 knots for berthing day / night 2. DUKC requirements to be met at all times during departures 3. Vessels must have at least 1.2m UKC in turning circle when berthing 4. Berthing of vessel at SW Creek berths can only occur after other cape size vessels are berthed at other berths in the main portion of harbour 	

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Nelson Point A, B, C & D		Max LOA: NPA & NPB – 300m/56m Max LOA: NPC & NPD – 330m/58m	Max Berth Displacement: 150,000 @ 0.15m/sec Max DWT: NPA & NPB - 250,000 Max DWT: NPC & NPD - 250,000
Arrivals	Flood	Vessels may berth at any time	
	Ebb	Vessels may berth at any time	
	UKC	Vessels berthing at NPC / NPD must have minimum of 1.2m UKC in southern turning basin (CD = 9.3m)	
Departures	Flood	All vessels may depart on flood tide	
	Ebb	1. Vessels < 120,000 DWT may depart at any time 2. Vessels ≤ 181,000 DWT may sail day / night on ebb tide range ≤ 6.0m 3. Vessels > 181,000 DWT may sail day / night on ebb tide range > 6.0m once tide fallen to 3.2m 4. Vessels > 181,000 DWT may sail day / night on ebb tide range ≤ 3.5m	
Double Shuffles		1. Wind speed in the inner harbour to be < 20 knots 2. NPA / NPB – no restrictions 3. NPC / NPD <ul style="list-style-type: none"> a. Vessels 150,000 DWT – 209,999 DWT and ≤ 300m LOA – max tide range 5.5m b. Vessels ≥ 210,000 DWT or > 300m LOA – no double shuffles 	

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Towage Allocation	Arrivals	<ol style="list-style-type: none"> 1. Vessels < 260m LOA and / or < 90,000 – 2 tugs 2. Vessels ≥ 260m LOA and 90,000 DWT to ≤ 150,000 DWT - 3 tugs 3. Vessels > 280m LOA – 4 tugs 4. Vessels > 150,000 DWT – 4 tugs
	Departures	<ol style="list-style-type: none"> 1. Vessels < 260m LOA and / or < 90,000 – 2 tugs 2. Vessels ≥ 260m LOA and 90,000DWT to ≤ 150,000 DWT – 3 tugs 3. Vessels > 280m LOA – 3 tugs 4. Vessels > 150,000 DWT – 4 tugs
	Shifting	<ol style="list-style-type: none"> 1. Vessels < 180,000 DWT – 2 tugs (Normally) 2. Vessels ≥ 180,000 DWT – 3 tugs 3. The above requirements apply to shifting vessels within the pair of berths e.g. NPA to NPB, NPC to NPD 4. A move from NPA to NPD will usually (in consultation with duty pilot / HM) revert to full berthing requirements i.e. 4 tugs 5. Vessel will not be moved out of the berth pocket at the end of an ebb tide if UKC at LW will be < 0.5m
Pilot on board times	<ol style="list-style-type: none"> 1. Outbound from NPA and NPB followed by inbound – POB for inbound vessel is 1 hour after POB for outbound 2. Outbound from NPC and NPD followed by inbound - POB for inbound vessel is 1 hour and 15 minutes after POB for outbound 	
Notes	<ol style="list-style-type: none"> 1. Berthing - wind restrictions – 25 knots 2. Departures – DUKC requirements to be met for all vessels 3. Vessels must have at least 1.2m UKC in turning circle when berthing 	

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Finucane Island A & B		Max LOA: FIA & FIB 335m/58m	Max Berth Displacement: 150,000 DWT @ 0.15m/sec Max DWT: 300,000
Arrivals	Flood	Vessels may berth anytime, day / night	
	Ebb	1. Vessels may berth anytime, day / night, if range < 5.5m 2. Vessels may berth any time, day / night, when range ≥ 5.5m, POB no earlier than 1.5 hours before the tide has fallen to 3.2m in the turning basin	
Departures	Flood	All vessels may depart on flood tide, day / night	
	Ebb	1. Vessels < 120,000 DWT may depart at any time 2. Vessels ≤ 181,000 DWT may depart, day / night range ≤ 6.0m 3. Vessels ≤ 181,000 DWT may depart, day / night range > 6.0m once tide has fallen to 3.2m 4. Vessels > 181,000 DWT may depart, day / night range ≤ 3.5m	
Double Shuffles		Wind speed in the inner harbour to be < 20 knots	
Towage Allocation	Arrivals	1. Vessels < 260m and < 130,000 DWT – 3 tugs 2. Vessels ≥ 130,000 DWT to < 165,000 DWT – 4 tugs 3. Vessels ≥ 165,000 DWT - 4 tugs	
	Departures	1. Vessels < 260m and < 130,000 DWT – 3 tugs 2. Vessels < 260m and < 130,000 DWT – 4 tugs – when range > 5.0m 3. Vessels ≥ 130,000 DWT – 4 tugs	

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	Shifting	<ol style="list-style-type: none">1. Shifting within berth pocket – 4 tugs for all shifting movements2. No shifting vessel out of berth pocket near the end of ebb tide if UKC at LW < 0.5m
Pilot on board times	Outbound from FIA and FIB followed by inbound – POB for inbound vessel is 1 hour after POB time for outbound	
Notes	<ol style="list-style-type: none">1. Vessels must have at least 1.2m UKC in turning circle when berthing2. Berthing - wind restrictions – 25 knots3. Departures – DUKC requirements to be met for all vessels	

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Finucane Island C & D		Max LOA: FIC – 300m/57m Max LOA: FID – 312m/57m	Max Berth Displacement: 150,000 DWT @ 0.15m/sec Max DWT: 250,000
Arrivals	Flood	Vessels may berth anytime, day / night	
	Ebb	1. Vessels may berth anytime, day / night, if range < 5.0m 2. Vessels may berth any time, day / night, when range ≥ 5.0m, POB no earlier than 1.5 hours before the tide has fallen to 3.2m in the turning basin	
Departures	Flood	All vessels may depart on flood tide, day / night	
	Ebb	1. Vessels < 120,000 DWT 2. Vessels ≤ 181,000 DWT may depart, day / night range ≤ 6.0m 3. Vessels ≤ 181,000 DWT may depart, day / night range > 6.0m once tide has fallen to 3.2m 4. Vessels > 181,000 DWT may depart, day / night range ≤ 3.5m	
Double Shuffles		Wind speed in the inner harbour to be < 20 knots	
Towage Allocation	Arrivals	1. Vessels < 260m and < 130,000 DWT – 3 tugs 2. Vessels ≥ 130,000 DWT – 4 tugs	
	Departures	1. Vessels < 260m and < 130,000 DWT – 3 tugs 2. Vessels < 260m and < 130,000 DWT – 4 tugs – when range > 5.0m 3. Vessels ≥ 130,000 DWT – 4 tugs at FID 4. Vessels ≥ 130,000 DWT – 165,000 DWT – 3 tugs at FIC 5. Vessels > 165,000 DWT – 4 tugs at FIC	
	Shifting	1. Shifting within berth pocket – 4 tugs for all shifting movements 2. No shifting vessel out of berth pocket near the end of ebb tide if UKC at LW < 0.5m	

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Pilot on board times	<ol style="list-style-type: none">1. All vessels following an inbound vessel to FIC and FID will have POB scheduled 1 hour and 30 minutes after POB time for vessels berthing at FIC and FID2. Outbound from FIC and FID followed by inbound – POB for inbound vessel is 1 hour after POB time for outbound
Notes	<ol style="list-style-type: none">1. Vessels must have at least 1.2m UKC in turning circle when berthing2. Berthing - wind restrictions – 25 knots3. Departures – DUKC requirements to be met for all vessels

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Stanley Point 1 & 2		Max LOA: SP1 – 300m/57m Max LOA: SP2 – 300m/55m	Max Berth Displacement: 149,900 DWT @ 0.15m/sec Max DWT: SP1 – 210,000 Nominal Max DWT: SP2 – 210,000 Nominal
Arrivals	Flood	Vessels may berth, day / night with a range < 5.0m	
	Ebb	All vessels day / night – range of tide ≤ 5.5m All vessels day / night – range of tide > 5.5m – POB 1.5 hours before the tide has fallen below 3.5m in turning basin	
Departures	Flood	All vessels may sail, day / night, with a range ≤ 6.5m	
	Ebb	All vessels may sail, day / night, with a range ≤ 3.5m	
Double Shuffles		No double shuffles	
Towage Allocation	Arrivals	1. Vessels ≤ 130,000 DWT – as directed by Harbour Master 2. Vessels > 130,000 DWT – 4 tugs	

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	Departures	<ol style="list-style-type: none"> Vessels \leq 130,000 DWT – as directed by Harbour Master Vessels $>$ 130,000 DWT – 4 tugs
	Shifting	To be decided on a case by case basis
Pilot on board times	<ol style="list-style-type: none"> Outbound from SP1 followed by inbound – POB for inbound vessel is 1 hour after POB time for outbound Outbound from SP2 followed by inbound – POB for inbound vessel is 1 hour and 15 minutes after POB time for outbound 	
Notes	<ol style="list-style-type: none"> Vessels must have at least 1.2m UKC in turning circle when berthing Berthing of vessel at SW Creek berths can only occur after other cape size vessels are berthed at other berths in the main portion of harbour Berthing - wind restrictions – 25 knots Departures – DUKC requirements to be met for all vessels 	

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Port Hedland 1, 2 & 3		Max LOA: PH1 225m/32.2m Max LOA: PH2 130m/32.2m Max LOA: PH3 225m/32.2m	Max Berth Displacement: PH1 & PH2 - 40,000 DWT @ 0.15m/sec Max Berth Displacement: PH3 - 25,000 DWT @ 0.15m/sec
Arrivals	Flood	Vessels may berth any time, day / night	
	Ebb	Vessels may berth any time, day / night	
Departures	Flood	Vessels may depart any time, day / night	
	Ebb	Vessels may depart any time, day / night	
Double Shuffles		Wind speed in the inner harbour to be < 20 knots	
Towage Allocation	Arrivals & Departures	1. Vessels ≤ 1500 DWT – 1 tug 2. Vessels > 1500 DWT to 10,000 DWT – minimum 1 tug 3. Vessels ≥ 10,000 DWT – 2 tugs 4. MCP vessels (vessel type) – 2 tugs 5. Vessels with bow thrusters – towage allocation not expected to be reduced	

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	Shifting	<ol style="list-style-type: none"> Shifting a ship alongside a berth using its mooring lines (warping) is permitted subject to the following conditions <ol style="list-style-type: none"> If the vessel has to shift more than 5m, vessel will require a tug and pilot. This also means a vessel cannot move 5m then move again to achieve a set distance If the vessel has to remove a line from the bollard, vessel will require a tug and pilot any shifting of a vessel at berth has to be approved by either HM / DHM or the Shipping Superintendent (PPA) All warping movements should be completed on (or near) slack water and must be coordinated by the on duty VTSSO with consideration paid to vessel movements in the vicinity of the berth. Panamax size vessels at PH3 may only be warped during slack water If not warping, the vessel will be subject to the same towage requirements as for berthing Shifting within berth pocket and minimum UKC requirements - vessel will not be moved out of the berth pocket at the end of an ebb tide if UKC at LW will be < 0.5m
Pilot on board times	Outbound from PH1,2 and 3 followed by an inbound – POB for inbound vessel is 1 hour POBB for Outbound	
Notes	<ol style="list-style-type: none"> Max wind speed for berthing – 25 knots All vessels must have 1.2m UKC in turning circle Berths PH1 / PH2 may be combined to facilitate larger vessels. Berth hire and other chargers will be applicable for both occupied berths DUKC requirements for departing vessels need to be met if draft > 14.0m 	

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Port Hedland 4 (Utah Point)		Max LOA: PH4 – 260m/45m	Max Berth Displacement: 100,000 DWT @ 0.15m/sec
Arrivals	Flood	All vessels may berth any time, day / night	
	Ebb	1. All vessels may berth anytime, day / night, range < 5.0m 2. Vessels may berth any time, day / night, when range ≥ 5.0m, POB no earlier than 1.5 hours before the tide has fallen to 3.2m in the turning basin	
Departures	Flood	All vessels may berth any time, day / night	
	Ebb	All vessels may depart any time, day / night	
Double Shuffles		Wind speed in the inner harbour to be < 20 knots	
Towage Allocation	Arrivals	1. Vessels < 260m LOA and / or < 90,000 DWT – 2 tugs for all movements 2. Vessels > 260m LOA and 90,000 DWT to ≤ 150,000 DWT - 3 tugs for all movements	
	Departures	1. Vessels < 260m LOA and / or < 90,000 DWT – 2 tugs for all movements (<u>Note</u> . 3 tugs on ebb tide range > 5.0m) 2. Vessels ≥ 260m LOA and 90,000 DWT to < 150,000 DWT - 3 tugs for all movements (<u>Note</u> 4 tugs on ebb tide range > 5.0m)	
	Shifting	Not applicable	
Pilot on board times	1. Outbound from PH 4 followed by inbound – POB for inbound vessel is 1 hour after POB time for outbound		

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Notes	<ol style="list-style-type: none">1. Wind speeds for berthing – 25 knots2. DUKC requirements for departing vessels need to be met if draft > 14.0m3. Vessels must have at least 1.2m UKC in turning circle when berthing
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