

Date: 28 August 2023

**Subject: Notification no.1 regarding changes to operational parameters**

**This Shipping Agents' Memo is issued to provide Shipping Agents information regarding changes that will be included in the revised Port Information Guide, while the publication is being finalised.**

**It will noted that some of these changes are already being implemented.**

**A. Maximum vessel sizes for Port approaches and shipping channels**

<b>APPROACH / CHANNEL</b>	<b>LOA</b>	<b>BEAM</b>	<b>Draught</b>
Western Approaches (Western Virtual Fairway)	310 m	48 m	≤ 9
Deep Water Channel	350 m	48 m	≥ 11
East Channel (Eastern Virtual Fairway) <i>*Other than passenger vessels</i>	310 m	48 m	< 11
Success & Parmelia Channels	275 m	46 m	< 13 ≥ 13 DUKC
Success Virtual	120 m	25 m	< 8
Stirling & Calista Channels (Alcoa Berth) Also applies to KBB2	230 m	32.5 m	< 10.6 ≥ 10.6 DUKC
Calista (Alcoa Berth) via Woodman (Night - Wind - 25 Knots Max)	230 m	32.5 m	≤ 8.5
Calista, Woodman, Jervoise & Medina Channels	230 m	32.5 m	< 8.5
Inner Harbour Entrance Channel	350 m	48 m	≤ 14.7 ≥ 13.5 DUKC
Rous Head Harbour Entrance Channel	60 m	10 m	< 6

**B. Under keel clearance requirements for vessels alongside berths and at anchor**

- Vessels berthed alongside Inner Harbour berths are to maintain a static UKC of 0.5m.
- Vessels berthed alongside Outer Harbour berths are to maintain a static UKC of 1.0m. Any reduction of the Outer Harbour UKC requirements is subject to a dispensation from the HMO based on prevailing weather conditions.
- Vessels at anchor within Fremantle Port limits are required to maintain safe UKC as per vessel operators' ISM Code - Safety Management requirements.

### **C. Under keel clearance requirements for vessels when underway (Non-DUKC vessels)**

Non DUKC® vessels transiting Port waters shall maintain a static UKC equal or greater than the stipulated minimum Under Keel Clearances in the below table:

AREA	MINIMUM UKC
DEEP WATER CHANNEL	N/A for draft <13.5m
INNER HARBOUR	1.0m
ROUS HEAD	Entrance = 1m
	Harbour = 0.5m
SUCCESS & PARMELIA CHANNELS	(a) BEAM <40m
	10% of vessel's draught
	(b) BEAM ≥40m
	15% of vessel's draught
SUCCESS VIRTUAL CHANNEL	1.0m
JERVOISE BAY / AMC	North entry (AMC) = 1.0m
	South Harbour Channel = 1.0m
WOODMAN / JERVOISE /	1.0m
CALISTA & STIRLING CHANNELS	1.0m
ALCOA JETTY (SOUTH SIDE)	0.5m*
KBB1 SWING AREA	0.5m*
	Westward of a line joining the jetty heads of KBB1& KBB2 = 1.0m
	Eastward of a line joining the jetty heads of KBB1& KBB2 = 0.5m

### **D. Trim and List requirements during transit**

Regarding trim, vessels shall adhere to the following during transit:

- All vessels are required to maintain a trim of no more than 2.5m.
- Vessels are to be loaded upright (0° list) and on an even keel or trimmed by the stern.
- Vessel's propellers should be fully immersed, and rudders are sufficiently immersed to ensure adequate steerage, minimise leeway and ensure control of the vessel's motion can be maintained.
- Adequate visibility provided from the bridge as per SOLAS V reg. 22.
- Vessels at berth shall maintain a draught and trim to be ready to unberth in case of an emergency (Trim ≤2.5m).
- Vessels which cannot meet the above criteria OR are 'trimmed by the head' OR have a 'list' require approval from the Harbour Master Office.

## **E. Full Pilotage**

Pilotage undertaken from and to the Outer Pilotage Boarding Ground is referred to as a "Full Pilotage".

A "Full Pilotage" is required for the following vessels:

- Vessels LOA  $\geq 310\text{m}$  (excluding Cruise Ships)
- Vessels with drafts  $\geq 11.0\text{m}$
- Loaded petroleum and chemical tankers with LOA  $\geq 160\text{ m}$
- All gas tankers
- Vessels that do not have updated ENC's on dual ECDIS systems or do not have paper chart AUS 112
- Vessels who intend to use the Compulsory Pilotage Areas.
- Any other vessel as determined by the Harbour Master based on a vessel's existing condition

## **F. Limitations for North Quay berths 1 & 2**

### *North Quay No.1 Berth*

Vessels with a beam of greater than 25m are not permitted at NQ No. 1 when a vessel of 275m LOA or greater is passing.

Vessels are not permitted at NQ No. 1 when a vessel of 310m LOA or 43m beam or greater is passing.

Vessels at NQ No. 1 are only permitted to bunker when there is no inner harbour scheduled shipping movements.

Vessels berthing at NQ No.1 are to be positioned such that the vessel does not overhang the western end of the berth. Deviation from this rule requires Harbour Master approval.

### *North Quay No.2 Berth*

Vessels bunkering at NQ No. 2 are to stop and disconnect hoses when a passing vessel meets the following criteria-:

- draught  $\geq 11\text{m}$  or, LOA  $\geq 310\text{m}$  or, Beam  $\geq 43\text{m}$

## **G. Testing of vessel main engines while alongside berths**

In accordance with the WA Port Authorities Regulations 2001 - Part 2 Div.2 reg.8 - *"Unless authorised by the harbour master, the master of a vessel that has a propeller must not cause or permit the propeller to be operated while the vessel is moored to a wharf in a port"*.

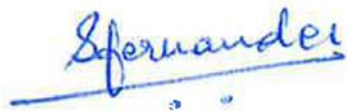
For departing vessels, engine are permitted to be tried out only after the attending pilot had boarded and is available on the vessel's navigation bridge. Additionally departing vessels, tugs are to be in position and made fast prior to the first line being released and let go. This is especially relevant in the Inner Harbour where vessels are alongside berths in close proximity along the same quay length.

## **H. Pilot Transfer parameters for Pilot vessels**

The Pilot Boat skipper is responsible for determining the safe movement of the Pilot Boat and crew to the vessel and the Pilot is responsible for authorising the transfer to proceed.

PILOT TRANSFER PARAMETER TABLE			
ENVIRONMENTAL PARAMETERS			
Wind Speed (10 min Average)*	<30kts	30kts - 34kts	>34kts
Combined Sea & Swell Height**	<2.5m	2.5m - 3.5m	3.5m - 4.0m
PILOT BOAT	CAN PILOT TRANSFER PROCEED?		
GENESIS (Berkeley Class)	YES	YES	ASSESS
PADDY TROY	YES	YES	ASSESS
PARMELIA	YES	GR / CS ONLY - ASSESS OPBG NO	NO
*Wind Speed Anemometer	OPBG = ROTTNES / IPBG = SUCCESS / COCKBURN SOUND = PARMELIA		
**Wave Rider Buoy	OPBG = ROTTNES / IPBG = DWC / COCKBURN SOUND = DWC		

Additional notifications regarding changes will be provided during upcoming weeks.



**Capt. Savio Fernandes**

Harbour Master