

HARBOUR MASTER DIRECTIONS NEWCASTLE

1 August 2023



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The directions contained in this document are issued by the Harbour Master under section 88 of the Marine Safety Act 1998 no 121.

This version is issued and effective from 01 August 2023.

This publication will be updated regularly. It is an online document, and no printed copies will be made available.

The Port Authority of New South Wales website www.portauthoritynsw.com.au should be checked for the latest version.

1 Emergency Telephone Numbers

The Port Authority of New South Wales (PANSW) will co-ordinate emergency response in the marine areas of the port and will provide information on request to assist vessel master's for advice and services available in the port or locality. This service is administered from the port's Vessel Traffic Services Centre (VTSC).

Port Authority of New South Wales – Newcastle

- VTS (24-hour number) - +61 2 4929 3890 or call 'Newcastle VTS' on VHF Ch 09

NSW State Emergency Services:

- Police – Ambulance – Fire Brigade **000**
- State name of vessel, berth, what service is required, nature of assistance required.

2 Definitions

For the purpose of this publication the following interpretations apply:

1. **Approved** means approved by the Harbour Master or a person holding a delegation from the Harbour Master under section 86 of the Marine Safety Act 1998.
2. **Charter vessel** means a vessel to which the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 applies normally engaged in tourist, passenger charter or related activities.
3. **Commercial vessel** means a vessel to which the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 applies normally engaged in non-passenger carrying activities.
4. **Exempted Vessels** is a vessel exempted from compulsory pilotage under section 75 of the Marine Safety Act 1998. Exempted vessels are:
 - a. A vessel whose Master is the holder of a Marine Pilotage Exemption Certificate under the marine Safety Act 1998 that applies to that port and vessel;
 - b. A vessel whose Master is the holder of a Certificate of Local Knowledge under the Marine Safety Act 1988 that applied to that port and vessel;
 - c. A recreational vessel;
 - d. A vessel of less than 30 metres in length, (*unless otherwise deemed necessary by the Harbour Master*)
 - e. A vessel of any class declared by the Marine Safety Regulation 2016 to be an exempt vessel; and
 - f. A particular vessel declared to be an exempt vessel by order of the Minister given to the owner or Master of the vessel.
5. **Harbour Master** means a person appointed by the Minister to exercise the functions detailed in marine legislation. The general powers of the Harbour Master are described under section 88 of the Marine Safety Act 1998.
6. **In radio communication** means to keep, **at all times**, effective communication by radio equipment with Newcastle VTS.
7. **Length** means Length Overall (LOA), which is the maximum length of a vessel's hull, measured parallel to the waterline.
8. **Marine Legislation** means any of the following acts and the regulations and other instruments made under any of these acts:
 - a. Marine Pollution Act 2012
 - b. Marine Safety Act 1998
 - c. Maritime Services Act 1935
 - d. Ports and Maritime Administration Act 1995

9. **Marine Pilot** means the person who has conduct of the vessel but who does not belong to the vessel. A Marine Pilot must be licensed by the Harbour Master to provide pilotage services to vessels in Newcastle.
10. **Newcastle VTS** means an accredited Vessel Traffic Service operated by the Port Authority for the port of Newcastle.
11. **Port Authority** means the Port Authority of New South Wales.
12. **Prohibited area** means an area of water in which movement of any vessel, except those exempted by direction of the Harbour Master, is strictly forbidden.
13. **Radio equipment** means a VHF marine band radio transceiver fitted with the required channels and maintained in efficient working condition.
14. **Recreational vessel** means a vessel other than a commercial vessel. It is used solely for recreation, and which is not used, allowed, or authorised to be used in the course of any business or in connection with any commercial transaction.
15. **SAUCS** vessels are:
 - a. All loaded vessels with 220 metres LOA or greater transiting in or out of the port
 - b. Inbound tankers with drafts of 11.0 metres or greater
16. Vessels are determined to have arrived at Newcastle upon crossing a reporting line 10nm from Nobbys Head Light.
17. **Vessel Traffic Services** means services implemented by a government with the capacity to interact with vessel traffic and respond to developing situations within a VTS area to improve the safety and efficiency of navigation, contribute to the safety of life at sea and support the protection of the environment.
18. **VTS Centre** means the location from where Newcastle VTS is provided.

4 Information

4.1 Purpose

This document defines the standard procedures to be followed in the approved VTS coverage and pilotage area of Newcastle. It contains information and guidelines to assist vessel Masters, owners, and Agents of vessels arriving at and traversing the area. It provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, Master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution, which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date indicated on the document control sheet. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given regarding the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

4.2 Port Authority New South Wales – Newcastle

The Port Authority of New South Wales (Port Authority) was created on 1 July 2014 with the amalgamation of three Port Corporations: Sydney, Port Kembla and Newcastle.

Port Authority – Newcastle is responsible for the management of shipping operations in the port of Newcastle, including the provision of Harbour Master functions which includes;

1. Port Marine Operations including Vessel Traffic Services (VTS), and pilotage;
2. Port Safety Operating Licence functions including dangerous goods, declaration of depths in channel and berth pockets. and
3. Emergency Response (marine).

4.3 Authority to Issue Directions

The directions contained in this document are issued by the Harbour Master under section 88 of the Marine Safety Act 1998 (MSA). This publication will be updated regularly. It is an online document, and no printed copies will be made available. The Port Authority website should be checked for the latest version.

4.4 Master's Responsibilities

The Master of any vessel within Newcastle port boundaries shall:

1. Comply with these directions and any other direction which may be given by the Harbour Master.
2. Comply with the requirements of relevant Marine Legislation; and
3. Navigate in accordance with the Marine Safety Regulation 2016 (MSR) and the Convention on International Regulations for Preventing Collisions at Sea, 1972 (COLREGs).

4.5 Latest Information for Mariners

Port Authority 'Notices to Mariners' provide marine safety information on changes that could affect the safety of vessels within the port. The in force and latest marine notices can be accessed through <https://www.portauthoritiesnsw.com.au/newcastle-harbour/port-services-facilities/notices-forms-permits/notice-to-mariners/>

Latest survey depths of berth and channel information can be found at the following website:

[Pilotage and Harbour Master's Directions | Port Authority New South Wales \(portauthoritiesnsw.com.au\)](https://www.portauthoritiesnsw.com.au/newcastle-harbour/port-services-facilities/pilotage-and-harbour-master-directions/)

4.6 Penalty Provisions

The Master of any vessel who refuses or neglects to comply with any direction which may be given by the Harbour Master or any person who holds a delegation from the Harbour Master, shall, under section 91 of the MSA, be liable for a maximum penalty of 100 units.

4.7 Legislation

Directions in this publication that are derived from the following legislations -

1. Dangerous Goods General Regulations 1999 (DGR)
2. Management of Waters and Waterside Lands Regulations (MWWLR)
3. Marine Pollution Act 2012 (MPA)
4. Marine Safety Act 1998 (MSA)
5. Marine Safety Regulations 2016 (MSR)
6. Maritime Services Act 1935 (MSEA)
7. Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA)
8. Ports and Maritime Administration Act 1995 (P&MA)
9. Port and Maritime Administration Regulations 2021 (P&MR)
10. Marine Safety (Domestic Commercial Vessel) National Law Act 2012

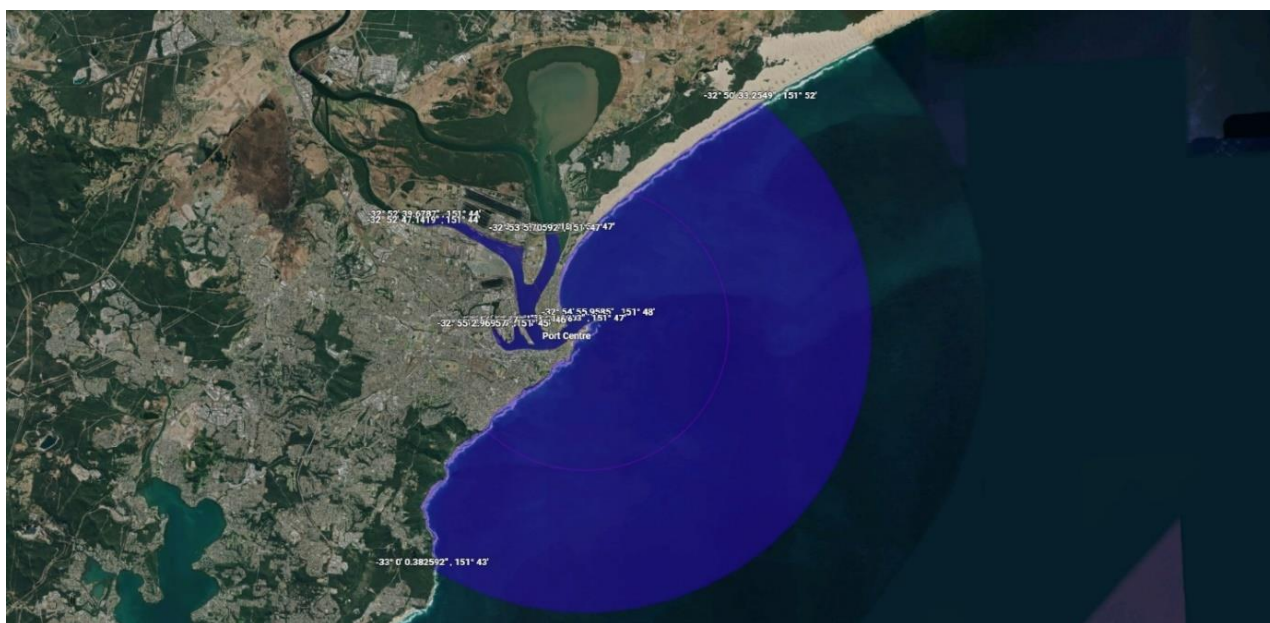
5 Vessel Traffic Services

5.1 VTS Provider

Port Authority is authorised by the Australian Maritime Safety Authority (AMSA) to operate Newcastle VTS in accordance with IMO Resolution A.1158(32) and IALA Guidelines and Recommendations. Newcastle VTS which operates 24X7, year-round, provides timely and relevant information, monitor and manage the shipping traffic and respond to developing unsafe situations within the VTS area.

5.2 VTS Area

The VTS area is an arc with a radius of 6 nautical miles from Nobbys Head light and in harbour waters to the Stockton Bridge, Hannell Street Bridge and Tourle Street bridges, as per the below chartlet.



5.3 Compulsory Participation in VTS

Participation in VTS is compulsory in respect to all vessels, including seaplanes, in the VTS area, unless exempt.

5.4 Vessels Exempt from Participation in VTS

The following vessels are exempt from participating in VTS:

1. A vessel <30 metres in length **

However, these vessels are strongly encouraged to participate in the VTS process.

*** A vessel engaged in towing or pushing, with a combined length ≥ 30 metres in length is required to participate in VTS*

5.5 VTS Permission

Participating vessels must seek permission from VTS to enter the VTS area, and to depart from, move or anchor within the VTS area.

5.6 VTS Reporting

Participating vessels must report to VTS when passing any VTS area reporting line unless exempt. The report should contain the following information:

1. Name of vessel
2. Position; and
3. Intention of vessel.

5.7 Communication and Recording

Newcastle VTS can be contacted via the following details:

VHF: **VHF CH 09** (Call sign: Newcastle VTS)

Telephone: **+61 2 49858321**

Email: **NewcastleVTS@portauthoritynsw.com.au**

VHF Channels 08, 10, 11, 12, 18, 20 and 72 are dedicated port working channels and are not to be used unless requested by Newcastle VTS. Standard Marine Communication Phrases (SMCP) should be used while communicating with VTS and may record certain data.

5.8 Navigation Warning Request and Broadcast

1. Weather conditions off the coast of Newcastle are subject to rapid change where moderate to heavy swells can develop quickly. If weather conditions deteriorate or if a severe weather warning has been issued, ***it is recommended that vessel weigh anchor and proceed to sea immediately until conditions improve.***
2. A request may be made to VTS via VHF Channel 09 for a navigation warning or broadcast. Contact details of the person making the request will be required.
3. A person requesting a navigation warning must:
 - a. Maintain a listening watch on VHF Channel 09
 - b. If a requested broadcast relates to a vessel fitted with AIS, the AIS must remain operational for the duration of the navigation warning.

6 Port specific information

6.1 Newcastle, New South Wales

Position: Lat 32°32'55"S / Long. 151°47'E

MHWS: 1.6 metres / MLWS 0.4 metres / HAT: 2.1m / LAT 0.0m

Chart AUS 207 (Approaches to Newcastle)

6.2 Datum

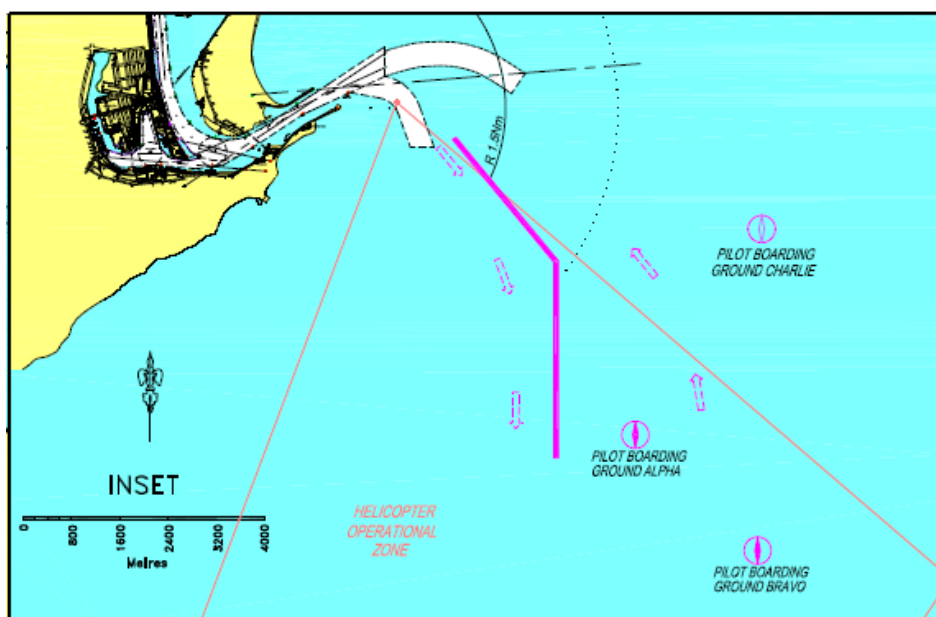
1. All water depths refer to the lowest astronomical tide height (LAT)
2. All positions in this document are in WGS84
3. All directions are referenced to true north.

6.3 Newcastle Port Boundary

1. The port boundary for Newcastle is to an arc of circle radius 3.0 nautical miles centred on the Nobbys Head Light (32 55.1 S 151 47.9 E).

6.4 Pilot Boarding Grounds

1. **PBG Alpha**
 - a. Pilot boarding ground Alpha is located 4.0 nautical miles from Nobbys Head Lighthouse on a bearing of 133° T (32° 57.847 S, 151° 51.381E).
2. **PBG Bravo**
 - a. Pilot boarding ground Bravo is located 5.5 nautical miles from Nobbys Head Lighthouse on a bearing of 133° T (32° 58.871 S, 151° 52.686E).
3. **PBG Charlie**
 - a. Pilot boarding ground Charlie is located 4.1 nautical miles from Nobbys Head Lighthouse on a bearing of 102° T (32° 57.400 S, 151° 42.400 E).



6.5 Anchorages and Vessels at Anchor

1. There are no designated anchorages off the Port of Newcastle
2. The holding ground off the Newcastle coast is considered poor and be aware that the anchorage has numerous discarded anchors and cables lying on the seabed.
3. Port Authority does not recommend anchoring in proximity to the Port of Newcastle.
4. If a vessel's Master chooses to anchor, they must:
 - a. Anchor south of 33°00.00'S at a distance of at least 3 nautical miles from the coast which is the fair-weather anchorage area.
 - b. Keep safe distance from approaches to the pilot boarding grounds
 - c. Be aware of the active fishing fleet operating off the Port and navigate with caution.
 - d. Vessels must always remain greater than 3nm from the nearest shoreline, even when swinging on the cable. Please take this into account when choosing your anchorage position. Anchor at a safe distance from other vessels.
 - e. Please ensure that no waste materials or other objects are jettisoned overboard from your vessel during the entire time the vessel is at anchor.
 - f. Once anchored notify Newcastle VTS on VHF Ch 09.
 - g. Maintain a good anchor watch at all times and monitor you position, as well as that of other vessels for any indications of dragging.
 - h. Refer to Admiralty Sailing Directions for areas of known foul ground.

6.6 Under Keel Clearance (UKC) requirements

Swell and Under Keel Clearance System (SAUCS) is a dynamic under-keel clearance system that is employed at Newcastle, to determine acceptable tidal sailing windows and under-keel clearance for SAUCS vessels.

The SAUCS information is required to be submitted to the Port Authority prior to booking a movement.

1. For vessels underway within the navigational channels of the port:
 - a. The maximum draught of any 'non-SAUCS' vessel shall be such that the static under-keel clearance is not less than 10% of the vessel's deepest draught.
 - b. Where the vessel is a SAUCS vessel, it will require a 'SAUCS clearance' under the DUKC® system
2. Vessels to comply with the below MIN UKC requirements while at berth -

Vessel type	MIN UKC
Oil tankers	0.50 m
Grain loading vessels	0.50 m
Other vessels	0.30 m

6.7 Maximum Ship Size

The maximum length for ships entering Newcastle is 300 metres and the maximum beam width is 50 metres.

6.8 Tankers

Flammable, dangerous, or noxious substances in bulk as cargo, whether loading, discharging, or transiting can only be handled through **Dyke 1, Mayfield 7, Kooragang 2 or Kooragang 3** unless authorised by the Harbour Master.

6.9 Dangerous Goods

1. The handling of Dangerous Goods (DG) in the Ports of NSW is controlled by the Work Health and Safety Regulation 2017.
2. Dangerous goods must be managed and handled in accordance with the latest edition of the Ports and Maritime Administration Act, Ports and Maritime Administration Regulation, Port Authority Dangerous Goods Management Guidelines (available on the Port Authority website) and Australian Standard 3846 – 2005 The Handling and Transport of Dangerous Cargoes in Port Areas
3. The Harbour Master is responsible for the approval for carriage, transit and handling of DG cargoes in the port of Newcastle.
4. At least 24 hours prior to a vessel's proposed time of entry or the proposed time of delivery of goods to a berth, the Master, his/her Agent or their representative must lodge details of DG cargoes being carried or intended for carriage on the vessel with the Port Authority.
5. Notification of all DG cargoes is to be provided directly into the Harbour Management System as the approval process is managed by PANSW. Vessels carrying DGs may not enter the port unless approval has been obtained from the Harbour Master.

6.10 Minimum Mooring Arrangements

1. The minimum mooring arrangements for vessels alongside wharfs at Newcastle are as determined by the berth operators and the information can be obtained from the respective terminals.
2. Harbour Master may impose additional mooring requirements depending on the local environmental conditions.
3. It is the responsibility of the ship's Master to ensure that their vessel is adequately moored on arrival and while alongside, allowing for forecast and seasonal winds that may present themselves for the duration of the vessel's visit to the Port.
4. Masters may run extra mooring lines and may request tug assistance (if deemed necessary) without waiting for instructions from VTS or the Harbour Master. VTS should be kept informed of all actions taken.
5. Masters should ensure adequate precautions are taken to safeguard the safety of the vessel, port infrastructure and personnel through mooring lines, ramps, gangways, and suspension of cargo operations, and maintain a listening watch on VHF Channel 09.

6.11 Restrictions to vessel movements

1. Occasions occur when it may be necessary to restrict access to the port due to bad weather conditions or other reasons, as directed by the Harbour Master or delegate.
2. In the event of an approaching storm or severe weather event, Masters of vessels alongside in the port should ensure that their vessel is ready to proceed to sea on short notice.

6.12 Reporting Requirements

6.12.1 Arriving Vessels

Time Frame	Vessel Requirements	Reporting	Information Provided by Newcastle VTS
2 hours from Port Limits	<ul style="list-style-type: none"> ETA to Port Limit 		<ul style="list-style-type: none"> Acknowledge information received. Next reporting point: 10nm from Nobbys Head Light
10 nm from Nobbys Head Lights	<ul style="list-style-type: none"> Arrival Time Intention to anchor or drift 		<ul style="list-style-type: none"> Acknowledge information received. Anchorage option information or drift option information. Berthing / Pilotage Information if available Call Newcastle VTS on VHF 09 if changing option
At anchorage	<ul style="list-style-type: none"> Anchored time 		<ul style="list-style-type: none"> Acknowledge information received. Provide anchorage information.
When available, pilot boarding time	<ul style="list-style-type: none"> Acknowledge information & provide vessel drafts 		<ul style="list-style-type: none"> Pilot boarding time Pilot boarding arrangement If cutter provide information on cutter and pilot ladder requirement. If helicopter provide helicopter information. Confirm vessel drafts
Entering VTS Area	<ul style="list-style-type: none"> Request permission to enter the VTS area 		<ul style="list-style-type: none"> Provide permission to enter VTS area. Provide update on pilot boarding time Provide an image of the traffic picture Change VHF channel to pilot boarding channel.
At Pilot Boarding Ground A, B and C	<ul style="list-style-type: none"> Pilot on Board time 		<ul style="list-style-type: none"> Acknowledge information received Provide clearance for the movement if tugs are in position, berth is vacant and no conflicting traffic Provide tug working channel Next reporting point: at entrance
At Entrance	<ul style="list-style-type: none"> Provide entry time 		<ul style="list-style-type: none"> Acknowledge information received
At berth	<ul style="list-style-type: none"> First line and All Fast time Name of berth Pilot disembarkation time 		<ul style="list-style-type: none"> Acknowledge information received

6.12.2 Vessel Departure

Time Frame	Vessel Requirements	Reporting	Information Provided by Newcastle VTS
15 minutes prior to movement	<ul style="list-style-type: none"> Name of berth Movement Outbound Any vessel defects affecting navigation /manoeuvrability or safe operations of the vessel 		<ul style="list-style-type: none"> Acknowledge information received. Any squall / adverse weather reports received (that may potentially affect this passage outbound) Relevant traffic information Next reporting point: Last line time
Departing Berth	<ul style="list-style-type: none"> Last line time ETA to Pilot disembarkation 		<ul style="list-style-type: none"> Acknowledge information received. Next reporting point: entrance
At entrance	<ul style="list-style-type: none"> Vessel departure time 		<ul style="list-style-type: none"> Acknowledge information received
At pilot disembarkation area	<ul style="list-style-type: none"> Pilot departing time 		<ul style="list-style-type: none"> Acknowledge information received. Next reporting point: Exiting VTS Area
Exiting VTS Area	<ul style="list-style-type: none"> Advise departure from the VTS Area 		<ul style="list-style-type: none"> Acknowledge information received.

6.12.3 Shift Ship or Vessel Removal

Time Frame	Vessel Requirements	Reporting	Information Provided by Newcastle VTS
15 minutes prior to movement	<ul style="list-style-type: none"> Name of berth Movement Outbound Any vessel defects affecting navigation /manoeuvrability or safe operations of the vessel 		<ul style="list-style-type: none"> Acknowledge information received. Any squall / adverse weather reports received (that may potentially affect this passage outbound) Relevant traffic information Next reporting point: Last line time
Departing Berth	<ul style="list-style-type: none"> Last line time ETA to Pilot disembarkation 		<ul style="list-style-type: none"> Acknowledge information received. Next reporting point: berth
At berth	<ul style="list-style-type: none"> First line and All Fast time Name of berth 		<ul style="list-style-type: none"> Acknowledge information received

7 Directions for Vessels at Newcastle

7.1 Communications for Arriving Vessels

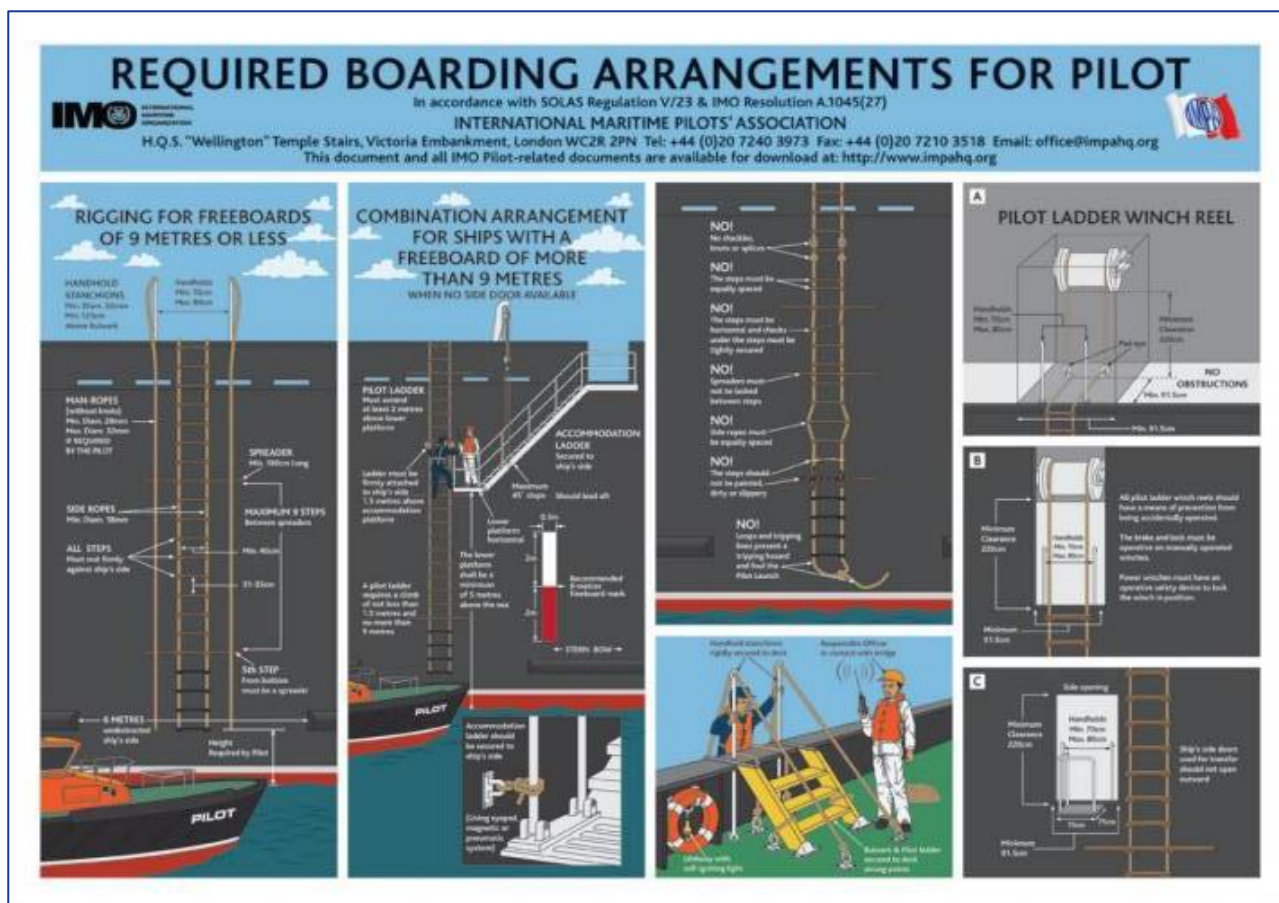
1. The vessel's Estimated Time of Arrival (ETA) must be confirmed by Agents 24 hours prior to arrival so that services can be co-ordinated and allocated.
2. Masters should confirm the local time with their Agent prior to advising the ETA as the zone time at Newcastle varies depending on the daylight-saving time.
3. Newcastle VTS operates on VHF Channels 16 and 09. VHF Channel 09 is for port operations only.
4. All vessels proceeding to Newcastle are required to call the VTS using the term "NEWCASTLE VTS" on VHF Channel 16 two (2) hours prior to ETA, or earlier if possible;
5. Upon crossing the reporting line, vessels should call "NEWCASTLE VTS" on VHF Channel 09 and remain on that frequency and await instructions for berthing and pilot boarding. At this time, vessels must confirm their fore and aft drafts to VTS.
6. The Pilot, prior to boarding, will establish radio contact with the vessel on VHF Channel 09, and continue to use VHF Channel 09 as the working channel for boarding instructions and operation.
7. The Pilot (or in the case of an exempted vessel, the Master) shall obtain from Newcastle VTS, clearance to enter the port, a communication channel for tugs, if applicable, and any specific information regarding port entry.

7.2 Marine Pilot Transfer Arrangements

1. Marine Pilot transfer at Newcastle is carried out by two methods, either by helicopter or by pilot vessel.
2. The helicopter transfer will be determined basis the port authority's assessment of vessel suitability. Due to weather conditions, planned helicopter pilot transfers may change to pilot vessels at a short notice.
3. All vessels engaged in pilot transfer should monitor VHF Channel 10 for instructions from the pilot. It should be noted that any vessel that has defective pilot boarding arrangements will be declined pilotage and the Australian Maritime Safety Authority (AMSA) will be advised of any deficiencies.

7.2.1 Requirements for the Pilot ladder

1. Pilot ladders must comply and are to be rigged in strict accordance with the latest relevant SOLAS Regulations, IMO Standards and PANSW specific requirements for the pilot ladder and manrope.
2. On arrival, the pilot ladder is to be rigged on the side advised by Newcastle VTS when approaching the pilot boarding ground, 2.0 metres above the water with two regulation manropes.
3. On departure, pilot ladders should be rigged on the side advised by the Pilot, 2.0 metres above the water with two regulation manropes.
4. To avoid possible delays, Masters should take note of the following requirements:
5. Two proper manropes without knots or monkeys' fists must always be provided.
6. No tripping lines are to be attached to the pilot ladder below the lowest spreader.
7. Where the freeboard of the vessel exceeds 9.0 metres and the use of a combination accommodation ladder and a pilot ladder is necessary, the lower platform of the accommodation ladder should be about 6.0 metres above the waterline and, together with the pilot ladder and manropes, be secured to the ship's side. If the vessel has no fitting to affect such lashings, hull magnets or similar devices must be used.
8. Pilot hoists are not acceptable as an alternative to a combination ladder.



7.2.2 Requirements for the Helicopter Transfer

1. Vessel to comply with the Helicopter Ship Safety Compliance Checklist
The information must be submitted to Newcastle VTS **at least 24 hours** prior to pilot boarding
2. Vessel Masters are required to ensure that all vessel equipment that will be used by the Marine pilots is checked prior to the pilot's arrival and is fit for use.

7.3 Approaches to the Pilot boarding ground

1. A vessel manoeuvring to embark a Pilot for Newcastle shall maintain a speed of eight (8) knots and steer a course that will be advised by the Pilot prior to boarding.
2. The Master of an arriving vessel shall ensure sufficient sea-room is maintained to allow manoeuvres to provide an appropriate lee for the pilot vessel.
3. No arriving vessel should proceed inward of the respective Pilot Boarding Ground without the approval of the Pilot or Newcastle VTS.

7.4 Directions to Vessels Alongside

1. Except for routine pre-departure checks, vessels should not test the main engines while at the berth without the harbour master approval. Before testing engines after an approved main engine immobilisation has been completed, notify Newcastle VTS on VHF Channel 09 (Review and revise!!)
2. No shifting of the vessel is permitted without the authorisation from the Harbour Master. If you need to shift your ship, ask your Agent as there is a procedure to be followed, through the VTSC, and approval is required (include haulage exemption form)
3. All vessels at berth shall always maintain safe access.
4. If you observe any accident, incident, or unusual circumstances, you must call the VTS immediately (VHF Channel 09) e.g., a fire on the wharf, any pollution in the water, any person/s acting suspiciously, etc.

7.5 Incident and Near Miss Reporting

Vessel Masters are obliged to report incidents or near-miss situations to Newcastle Harbour Master and this can be reported through Newcastle VTS. A failure to meet this obligation is considered noncompliance and will be treated accordingly. The 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. <https://www.amsa.gov.au/vessels-operators/incident-reporting/what-marineincident>

7.6 Port Authority Environmental Requirements

1. The Marine Pollution Act 2012 (MPA) is designed to protect New South Wales' marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage, and garbage (International Convention for the prevention of Pollution from Ships (MARPOL) Annexes I, II, III, IV and V) from ships are prohibited in New South Wales waters and pilotage areas.
2. Ships should dispose of all waste ashore using the waste reception facilities available at the port (see Annex V of MARPOL). Also, check waste Regulations in NSW provided by the Environmental Protection Authority. A ship in State waters may be detained by a person authorised by the Minister if the vessel is suspected of causing marine pollution or to intervene where there is imminent danger to the coastline.
3. In the Port of Newcastle, 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);
4. In accordance with Part 9 of the MPA, the Master of a ship must report any reportable pollution incident as defined.
5. If you witness a vessel or seafarer polluting or see pollution in the marine environment that you think might be from a vessel, Newcastle VTS is to be informed either via VHF Channel 09 or by telephone. Also refer to the following website for pollution reporting requirements:
<https://www.amsa.gov.au/marine-environment/marine-pollution/general-marine-pollution-reporting>

7.7 Work Notifications

To perform certain work on ships in the port, Masters, owners or their Agents must first apply for and obtain the necessary approval before that work can proceed. Applications for consideration by the Harbour Master must be submitted via the PANSW Harbour Management System.

1. The Harbour Master's consideration is required for any work carried out onboard vessels that could compromise the safety of the port or its environment. Such works includes but are not limited to the following:-
 - a. Shifting ship along wharf (haulage).
 - b. Hot work outside the machinery spaces.
 - c. Engine Immobilisation.
 - d. Hull Painting
 - e. Lifeboat Drills.
 - f. Fumigation of any part of the ship or cargo whilst alongside the berth.
 - g. Bunkering/sludge removal/grey water/sewage.
 - h. Any work over the side or in water.
 - i. Diving and/or underwater operations

7.8 Directions to Vessels Departing from the Port

1. Clearance / Permission to depart
 - a. A Pilot shall on boarding a departing seagoing ship contact Newcastle VTS on VHF Channel 09 and confirm the vessel's readiness to depart or otherwise, seek a working channel for port operations and advise the vessel's departure drafts and displacement (if different from those

contained within the harbour management system). The vessel shall be in continuous radio communication from this time.

- b. On an exempted vessel, the Master shall contact Newcastle VTS on VHF Channel 09, 15 minutes prior to departure to confirm readiness to depart or otherwise, seek permission to depart, a working channel for port operations and to advise the departure drafts and displacement. The vessel shall be in continuous radio communication from this time.

2. Deck cargo

- a. Under no circumstance will vessels be cleared or permitted to sail if the deck cargo is not secured.
- b. Should a Marine Pilot become aware that the deck cargo onboard the vessel that is about to sail is not secured, the Pilot must report the matter to Harbour Master.
- c. The vessel will then remain alongside until the cargo is secured and ready to depart in all respects for sea.

7.9 Towage and line handling services

1. SVITZER provides towage and line handling services in the port of Newcastle under a non- exclusive licence arrangement.
2. At Newcastle tugs will meet vessels:
 - a. ~ 0.5 nautical miles from the entrance; or
 - b. ~ 2.5 nautical miles if escort towage is required.
3. Each vessel is assessed on an individual basis and tug allocation is made with the following taken into consideration:
 - a. Handling characteristics.
 - b. Bow and/or Stern thruster.
 - c. Twin screw and rudder combinations.
 - d. Active rudder.
4. Unless advised otherwise by the Duty Pilot, the Agent for a vessel fitted with a thruster, visiting Newcastle for the first time should book tugs for a non-thruster ship, and request a tug assessment of the vessel.
5. A record of the assessment shall be maintained in Harbour Management System within the vessel's data file.
6. Pilots may vary the combination or number of tugs used for any movement, depending on experience, prevailing conditions, or special circumstances that may apply.
7. The towage requirements can be found in the Ship Handling Safety Guidelines on the Port Authority website;
[Pilotage and Harbour Master's Directions | Port Authority New South Wales \(portauthoritynsw.com.au\)](https://portauthoritynsw.com.au)

8 Security, Quarantine, Customs and Port State Control

8.1 Security

1. Port of Newcastle is a security regulated port and responsibility of Port Security lies with Port of Newcastle Operations Limited.
2. All port users are expected to exercise a high level of security awareness. Any threat of, or actual, unlawful interference with maritime transport must be reported as specified in part 9 of the MTOFSA to the port authority VTSC by telephone or VHF Channel 09 where the duty personnel shall coordinate the correct response.

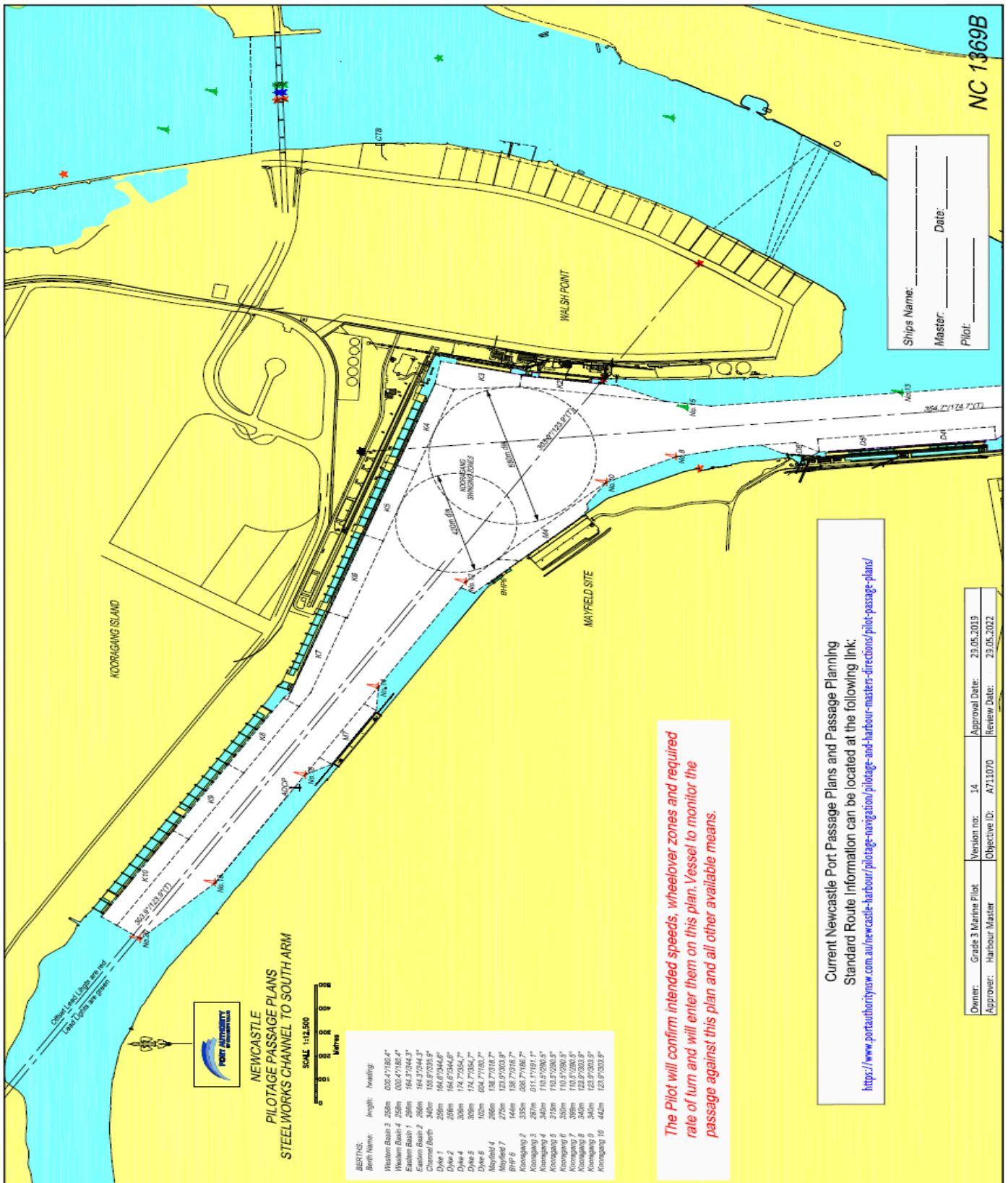
8.2 Quarantine

1. The Department of Agriculture, Fisheries and Forestry (DAFF) require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival.
2. For more information visit <https://www.agriculture.gov.au/>

3. Ballast Water Requirements

- a. Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.
- b. DAFF provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:
[biosecurity/ballast/australian-ballast-water-management-requirements](#)

9 Port Description, Port Infrastructure and Services



9.1 Port Infrastructure

Port Infrastructure is managed by Port of Newcastle Operations Limited. More details can be obtained from their website: [Port of Newcastle](http://www.portofnewcastle.com.au)

BERTH INFORMATION



CARRINGTON PRECINCT

Berth	Details	Facilities	Cargo/Commodity	Operators
1	Design depth: 11.6m Channel depth: 12.8m	4 ship loaders Loading height max: 173m Loading outreach max: 26.5m Travel distance: 213.4m Design throughput: 1000tph	Grains Orange juice concentrate	Common user Predominant user: GrainCorp
2	Design depth: 11.6m Channel depth: 12.8m	Berth-face rail line 15ha wharf storage area Designed for heavy forklift axle loads Storage area > 1 Ha	Machinery Project cargo General cargo Containers Rail assets	Common user
3	Design depth: 11.6m Channel depth: 12.8m	8,000m ² storage shed 50,000m ² uncovered stacking area Rail access 3 Ha stacking	Break bulk General cargo Containers	Linx Cargo Care
5	Design depth: 9.7m Channel depth: 15.2m	Concrete dolphins on steel piles with interconnecting walkways	Cruise ships	Common user
6	Design depth: 12.8m Channel depth: 15.2m	Concrete dolphins on steel piles with interconnecting walkways	Petroleum products	Common user Predominant user: ATOM
7	Design depth: 12.8m Channel depth: 15.2m	1 concentrates ship loader Travel distance: 115m Design throughput: 2,000 tph Storage: 1 shed (60,000 tonnes capacity) Storage expansion option 1 grain ship loader Travel distance: 115m Design throughput: 2,000tph Storage: 5 silos (60,000 tonnes capacity)	Mineral concentrates Grains	Common user Predominant users: ConPorts Newcastle Agri Terminal
8	Design depth: 15.5m Channel depth: 15.2m	2 shared ship loaders Design throughput: 2,500tph	Coal	Port Waratah Coal Services

MAYFIELD PRECINCT

Berth	Details	Facilities	Cargo/Commodity	Operators
9	Design depth: 12.8m Channel depth: 15.2m Berth length is 265m	10,000m ² concrete wharf area 10,000m ² hardstand Heavy forklift axle loads Close proximity to 15 Ha hardstand storage area	General cargo Containers Project cargo Machinery	Common user
10	Design depth: 14m Channel depth: 15.2m Up to LR2 Class capability	300m sheet pile combination wall 15 Ha wharf platform with concrete deck Tank farm storage Marine loading arms	Bulk liquids Tar, pitch and creosote Petroleum Chemicals	Stalhaven Koppers Carbon Materials & Chemicals

PORT INFORMATION

- The Port of Newcastle is a river port with a tidal range of 2m. The main channel has a design depth of 15.2m.
- Depths (Channel and Berth) are promulgated by the Harbour Master, Port Authority of NSW. For more information on promulgated depths and up-to-date depths refer to www.portauthoritynsw.com.au
- Tanker vessel: LR2 - 245m, Beam 43m
- For more information on Port of Newcastle berths and facilities visit www.portofnewcastle.com.au

WALSH POINT PRECINCT

Berth	Details	Facilities	Cargo/Commodity	Operators
11	Design depth: 11.6m Channel depth: 15.2m	1 ship loader Storage area adjacent to berths Dolphins at either end allow 2 vessels to berth along Kooragang 2 (K25)	Bulk cargo Bulk liquids	Common user New state-of-the-art crane and conveyor infrastructure due for completion in 2019.
12	Design depth: 13.5m Channel depth: 15.2m	2 pneumatic unloaders Design throughput: 550tph	Bulk cargo	Common user

KOORAGANG PRECINCT

Berth	Details	Facilities	Cargo/Commodity	Operators
13	Design depth: 15.5m Channel depth: 15.2m	3 shared ship loaders Design throughput (each): 10,500tph	Coal	Port Waratah Coal Services
14	Design depth: 15.5m Channel depth: 15.2m	2 shared ship loaders Design throughput: 10,500tph	Coal	Newcastle Coal Infrastructure Group

PORT OF NEWCASTLE CONCRETE BERTH MAXIMUM ALLOWABLE LOADINGS

BERTH	CRANE OUTRIGGER (TONNES)			VEHICLE AXLE GROUPS (TONNES/GROUP)			FORKLIFT FRONT AXLE (Tonnes / Axle)	FORKLIFT REAR AXLE (Tonnes / Axle)	UNIFORM LOAD ON WHARF SLAB (Tonnes / m ²)	
	SLAB MID SPAN	BEAM MID SPAN	OVER PILES	SINGLE	TANDEM	TRI AXLE			For Slab Capacity	For Beam Capacity
Channel Berth Dolphin	9	40	80	10	18	20	9	10	15	2.5
Channel Berth Road Bridge	N/A	N/A	N/A	5	N/A	N/A	4.5	5	0.5	0.5
Dyke 1 and 2 Dolphins	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	1
Dyke 1 and 2 Roadbridge	N/A	N/A	N/A	6	N/A	N/A	5	6	Pedestrians only	Pedestrians only
East Basin 1 and 2	30	55	60	40	50	60	35	40	4.5	4.5
West Basin 3 and 4	50	70	140	60	75	90	55	60	7.5	7.5
Kooragang 2	20	35	100	33	35	40	30	33	3	3
Kooragang 2.5	N/A	N/A	N/A	18	18	18	12	5	5	5
Kooragang 3	40	50	115	50	60	75	45	50	4.5	4.5
Mayfield 4	100	100	100	100	100	100	90	100	4.5	4.5
BHP 6	9	12	45	10	12	14	9	10	0.75	0.75

¹ All outrigger loads are to be loaded on a minimum 12m x 12m of suitable dunnage.

9.2 Seafarers Welfare Resources



Mission to Seafarers actively respond with loving care to the many challenges and dangers faced by seafarers. They work closely with Australian Government agencies and Newcastle port users to improve the treatment of seafarers and shipping practices in Australian waters.

<https://mtsnewcastle.org.au/> Telephone: **+61 2 49615007** - WhatsApp: **+61 432668587**.



Hunterlink are members of the Australian Seafarers' Welfare Council and the Port of Newcastle Welfare Committee and take an active role in promoting the health and wellbeing of port workers, international seafarers and maritime workers.

<https://hunterlink.org.au/international-seafarers-help/> 24/7 Confidential Help Line: 1800 554 654 -
24/7 WhatsApp Help Line: **+61439382204**.



HEAL Specialist Urgent Care is a new service in the Australian Healthcare market. It can be seen as a bridge between General Practice and the Emergency Department for those patients that require immediate medical attention but who don't require admission to a hospital or an emergency operation.

<https://www.healurgentcare.com.au/> Telephone – **1300 090 009**.

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