

## Important Information for Vessels Calling the Port of Newcastle

### Arrival

#### **Radio Watch**

Vessels approaching Newcastle should maintain a VHF listening watch on VHF Ch 9 and 16. Information and weather warnings from Newcastle VTS will be transmitted on VHF Ch 9.

Newcastle VTS monitors weather warnings and will broadcast these on VHF Ch 9 as they come to hand.

VHF Channels 8, 9, 10, 11, 72 and 77 are port working channels and must not be used for inter-ship communications.

Unless your vessel is proceeding directly to the Pilot Boarding Ground, all vessels will be required to state their intention to either drift or proceed to the anchorage.

#### **Drifting Area**

Maintain a listening watch on VHF Ch 9 and 16 whilst drifting.

Whilst drifting, vessels should maintain a distance greater than 10 nautical miles from the nearest shoreline at all times.

An active fishing fleet operates in the vicinity of the port. Please navigate with caution.

If subsequently proceeding to the anchorage, please contact Newcastle Harbour on VHF Ch 9.

#### **Anchorage**

When proceeding to the anchorage remain to the east of the Pilot Boarding Grounds and do not impede vessels proceeding to the boarding grounds. Be aware of the active fishing fleet operating off the port and navigate with caution.

There are no designated anchorage positions.

The fairweather anchorage area is south of 33°00.00'S at a distance of at least 3 nautical miles from the coast. Note: Vessels must remain greater than 3' from the nearest shoreline at all times, even when swinging on the cable. Please take this into account when choosing your anchorage position.

Anchor at a safe distance from other vessels. Be aware that the anchorage has numerous discarded anchors and cables lying on the seabed. Once anchored notify Newcastle VTS on VHF Ch 9.

Maintain a good anchor watch at all times and monitor your position, as well as that of other vessels for any indications of dragging. Newcastle VTS may monitor your position and notify you if it becomes apparent that you are dragging, however, responsibility for this remains with the ship.

Newcastle VTS advises that engines must not be immobilised in the anchorage as vessels must remain ready to depart immediately should conditions deteriorate. If this activity is undertaken it is at the Master's discretion.

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 vessels weigh anchor and proceed to sea immediately until conditions improve.

Please ensure that no waste materials or other objects are jettisoned overboard from your vessel during the entire time the vessel is at anchor.

### **Draft**

Accurate drafts must be provided to your agent for your vessel's movement booking to be accepted.

Any changes to your vessel's entry, shifting or sailing draft must be advised to your agent so they can amend your vessel's movement booking.

### **Ballast Condition**

All vessels in ballast and/or part-loaded condition requiring the services of a Pilot must be ballasted and trimmed as follows:

Forward draft must not be less than 2% of the vessel's LOA.

Aft draft must be such that the propeller is fully immersed in the water.

For vessels over 250m LOA, the ballast condition is deemed to be 11.0m or less.

### **Wind Limits For Ballasted Vessels**

Vessels up to 240m LOA are generally handled in winds up to 35 knots.

Vessels in excess of 240m LOA may not be handled in winds over 25 knots.

### **Passage Plan**

All vessels are provided with Newcastle's standard passage plan by email. If you have not received this document, you may obtain a copy from your agent or by visiting the Port Authority's website.

<https://www.portauthoritynsw.com.au/newcastle-harbour/pilotage-navigation/pilotage-and-harbour-masters-directions/pre-arrival-information-pilot-passage-plans/>

The appropriate plan for your entry must be entered into your ECDIS including turn radius, cross-track margin and planned speed.

### **Pilot Boarding Times**

Newcastle VTS will directly advise only those vessels with a confirmed pilot boarding time and other related information on VHF channel 9. Vessels requiring future berthing prospects are to contact their local agent for this information and should not call Newcastle VTS on Ch 9.

### **Pilot Boarding Grounds**

All vessels proceeding to either Pilot Boarding Ground Alpha or Charlie will first be routed through Pilot Boarding Ground Bravo. This is to assist with traffic flow and the separation of vessels departing the port with those manoeuvring in the vicinity of the anchorage.

On approach to the boarding grounds maintain a listening watch on VHF Ch 9 and Ch 10. Newcastle Pilots will call on Ch 10 when underway to your vessel.

## **Communication With The Pilot**

Pilot communication is on VHF Ch 10.

Do not call the Pilot. The Pilot will call you once on the way to your vessel.

If boarding by helicopter, you will receive the following questions/instructions;

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- At night, you will be asked to turn on all deck lighting.
- You will be asked to confirm which hatch number is designated for helicopter landing.
- You will be asked to confirm your emergency crew is standing by.
- You will be asked to confirm your course and speed.
- You will then receive heading and speed information to ensure a safe landing can be achieved.

Whilst it is strictly forbidden for the crew to approach the helicopter on the landing hatch, the crew should provide lighting and assistance to the Pilot when he/she is climbing off the hatch.

If boarding by pilot boat;

- You will be asked to confirm the ladder side and arrangement.
- You will be asked to confirm your course and speed.
- You will be given instructions on heading and speed to create a lee for Pilot boarding.

## **Departure**

### **Radio Watch**

When preparing for departure, ensure a radio listening watch is maintained on VHF Ch 9 and 10. Do not call Newcastle VTS seeking Pilot boarding times. This information is provided by your Agent.

### **Pilot Bag Transfer**

Approximately 30 minutes prior to departure please have a crew member standing by on the seaward side of the vessel forward of the bridge with a clean heaving line to take up the pilot's bag. The Pilot will board from the shore gangway unless otherwise advised.

### **Gangway and Net**

Please ensure the gangway remains safe for Pilot boarding. The gangway net may be removed in preparation for departure prior to Pilot boarding if desired.

### **Passage Plan**

Ensure that the appropriate passage plan for your departure has been loaded onto your ECDIS. If you have not received the Newcastle standard passage plans via email you can obtain a copy from your Agent.

### **Pilot Departure and Further Communication With Newcastle Harbour.**

Once the Pilot has disembarked your vessel it is not a requirement to call Newcastle VTS, however, you must call VTS when departing the VTS area.

## **General**

Smoking creates a risk to the health of our Pilots, and we seek your cooperation in providing a Smoke-Free Zone on your navigation bridge for the duration of the pilotage.