



WYNDHAM PORT HANDBOOK

Current version number: 2.1 File reference: HBR169/210607 Maintained by: KPA & CGL PORT MANAGEMENT

Original issue date: 28/11/2022 Last review date: 18/07/2024 Next review date: 17/07/2025



CONTENTS

1. INTRODUCTION.....	5
2. LOCATION	5
3. WYNDHAM PORT LIMITS	6
4. WYNDHAM PORT SECURITY ZONES	7
4.1. Port Security at the Wyndham Port	7
4.2. Waterside Restricted Areas within the Port	8
4.3. Boating Safety Exclusion Zone	8
5. HISTORY	9
6. METEOROLOGY.....	10
6.1. Climate	10
6.2. Winds.....	10
6.3. Fog	10
6.4. Tropical Cyclones	10
6.5. Currents and Tide	11
7. RADIO COMMUNICATIONS	12
7.1. VHF & UHF Channels	12
8. CHARTS.....	12
9. CONTROLLING DEPTHS	13
10. WYNDHAM PORT FACILITIES.....	13
10.1. CGL Wyndham Wharf (15°-27.11'S/128°-06.06'E)	13
10.2. Barge Loading Facilities (15°-26.06'S/128°-06.60'E)	14
10.3. Boat Ramp (15°-26.76'S/128°-06.27'E)	15
10.4. Anthon's Landing (15°-27.64'S/128°-05.95'E).....	15
10.5. Black Mooring Buoy (15°26.2770'S/128°05.9330'E).....	16
10.6. Cyclone Moorings	16
10.7. Iron Loading Anchorage (15°26.825'S/128°05.866'E).....	16
11. TOWAGE SERVICES PROVIDER	17
12. TOWAGE REQUIREMENT	17
13. VESSEL INFORMATION	19
14. SHIPS ARRIVAL REQUIREMENTS	19
14.1. Pre-Arrival Requirements.....	19
14.1.1. Australian Border Force	19
14.1.2. Department of Agriculture, Fisheries and Forestry (Quarantine)	20
14.2. Notice of Arrival at the Load Port	20
15. APPROACHING, BERTHING, CARGO AND DEPARTURE OPERATIONS.....	21

15.1.	Wyndham Wharf Berthing Parameters	21
15.2.	Wyndham Wharf Vessel Displacement and Length Limits	21
15.3.	CGL Wyndham Port Hours of Operation	21
15.4.	Static UKC Requirement at CGL Wyndham Port Channel and Berth	22
15.5.	Wyndham Wharf Mooring Operation	22
15.6.	Wyndham – Towing within Port limits	23
15.7.	Wyndham Wharf Mooring Equipment.....	23
15.8.	Wyndham Wharf Mooring Line Requirement.....	23
15.9.	Ships Alongside Wyndham Wharf Requirement.....	24
15.10.	Wyndham Cargo Loading Equipment.....	24
15.11.	Wyndham Cargo Storage.....	24
15.12.	Gangway.....	25
15.13.	Lines launch.....	25
16.	ANCHORAGE	25
17.	PILOTAGE.....	26
17.1.	Wyndham Port Approaches Buoys and Beacon.....	27
18.	PILOT EXEMPTION CERTIFICATES	27
18.1.	The Pilot Exemption Certificate	27
18.2.	First Mates and PEC	28
18.3.	Wyndham Pilot Exemption Procedure for vessels over 35m and less 130m in length	28
18.3.1.	Eligibility (New applicants).....	28
18.3.2.	Application Procedure	29
18.3.3.	Maintaining a PEC	29
18.4.	Period of Pilotage Exemption Certificate Validity	29
19.	SAFETY WARNINGS	30
19.1.	Alcohol and Drugs.....	30
19.2.	Environment Protection.....	30
19.3.	Engine and Shipboard Repairs	30
19.4.	Permit to Work on Board a Vessel at the Berth	30
19.5.	Hot Work.....	31
20.	FIRE AND EMERGENCY	31
21.	LOADING PROCEDURES	31
21.1.	Safety Documents for Loading and Discharge	31
21.2.	Conditions To Be Observed Onboard During Dangerous Cargos Operations	32
22.	DEBALLASTING	32
23.	DEPARTURE PROCEDURES	32

24. PORT SERVICE CHARGES.....	32
25. PORT FACILITIES.....	33
26. CRUISE VESSELS	34
27. HELICOPTER OPERATIONS.....	34
28. DANGEROUS GOODS.....	34
28.1. General.....	34
28.2. Ammonium Nitrate (AN)	35
28.3. Class 1 Explosives.....	35
28.4. BUNKERING - Discharge of Bulk Fuels – Loading Ungani Light Crude Oil	36
28.4.1. Bunkering.....	36
28.4.2. Bulk fuel discharge and light crude oil loading.....	36
28.5. Other Hazardous Cargoes	37
29. OIL TANKERS MOORING INFORMATION.....	37
30. WYNDHAM PORT RECOMMENDED PASSAGE PLAN WAYPOINTS	39
30.1. Inbound Starboard Side To Recommended Waypoints (21 waypoints)	39
30.2. Inbound Port Side To Recommended Waypoints (19 waypoints)	40
30.3. Outbound Recommended Waypoints (20 waypoints).....	41
31. KEY CONTACTS.....	42
32. GLOSSARY.....	43
33. DISCLAIMER.....	44
34. APPENDIX A – PILOT LADDER ARRANGEMENTS	45
35. APPENDIX B – MASTER PILOT EXCHANGE	46
36. APPENDIX C – WYNDHAM PORT DECLARATION OF SECURITY FORM.....	47
37. APPENDIX D – INFECTIOUS DISEASES VESSEL QUESTIONNAIRE.....	49

VARIATION RECORD:

Version No.	Version Date:	Brief Description of Change:
1.4	September 2022	
2.0	July 2024	Full document review. - Towage guidelines added. - Helicopter operations added.

1. INTRODUCTION

This document has been produced to provide a reference tool to meet the information needs of Ships Masters, agents, shore personnel and Stakeholders using transiting, anchoring in, the Port of Wyndham.

The Ports of Broome, Wyndham, Derby and Yampi Sound are administered by the Kimberley Ports Authority under The Port Authority Act (PAA Ports) 1999 and The Port Authority Regulations 2001.

This handbook also covers Safe Work Procedures and Emergency Response, outlining appropriate action to take and contact information in the event of an emergency.

2. LOCATION

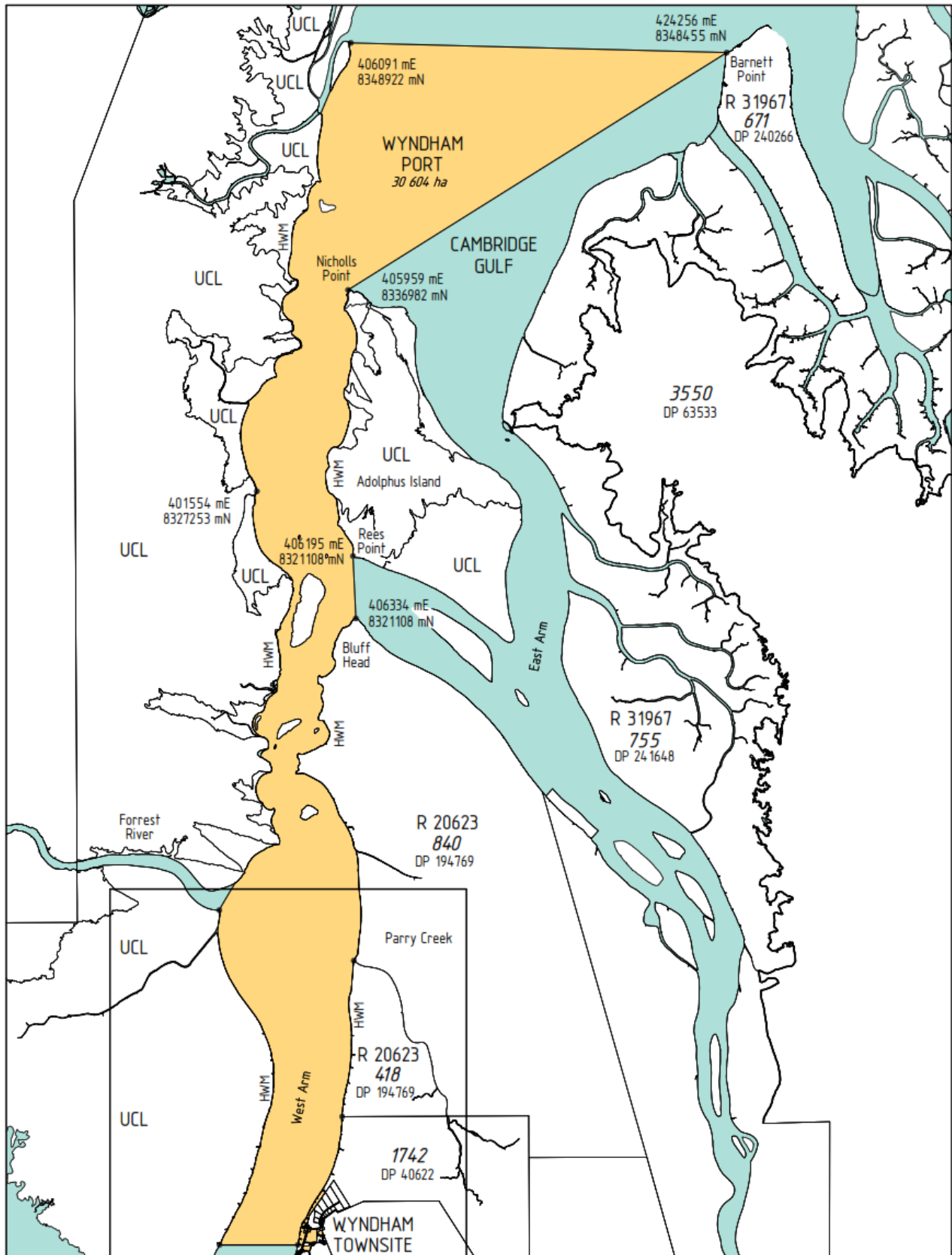
Wyndham Port is located beneath the Bastion Range of the North-West. The port is located at the mouth of the King, Pentecost, Durack, Forest and Ord Rivers in the Cambridge Gulf. Wyndham Port is the only deep-water port between Broome and Darwin. The facility is a vital link within Northern Australia's primary and secondary industries' supply chains. Today Wyndham in WA has a population of approximately 900 residents and operates as a working port servicing cruising, offshore projects, the exports include crude oil, live cattle, raw mined products, scrap metal and maize from across Northern Australia and produce from the Ord River irrigation area. Imports include diesel, the occasional explosive vessels, fertiliser and ammonium nitrate for the mining industry.

Wyndham, Western Australia is 8 hours ahead of Greenwich Mean Time (LT=GMT+08H). Ships shall quote LT for ETA, ETB and ETD when communicating with Wyndham Port.



3. WYNDHAM PORT LIMITS

Wyndham Port Limits are between Thompson River, Barnett Point, Nicholls Point, Rees Point, Bluff Head, Anthon's Landing and Laffan point as map below.

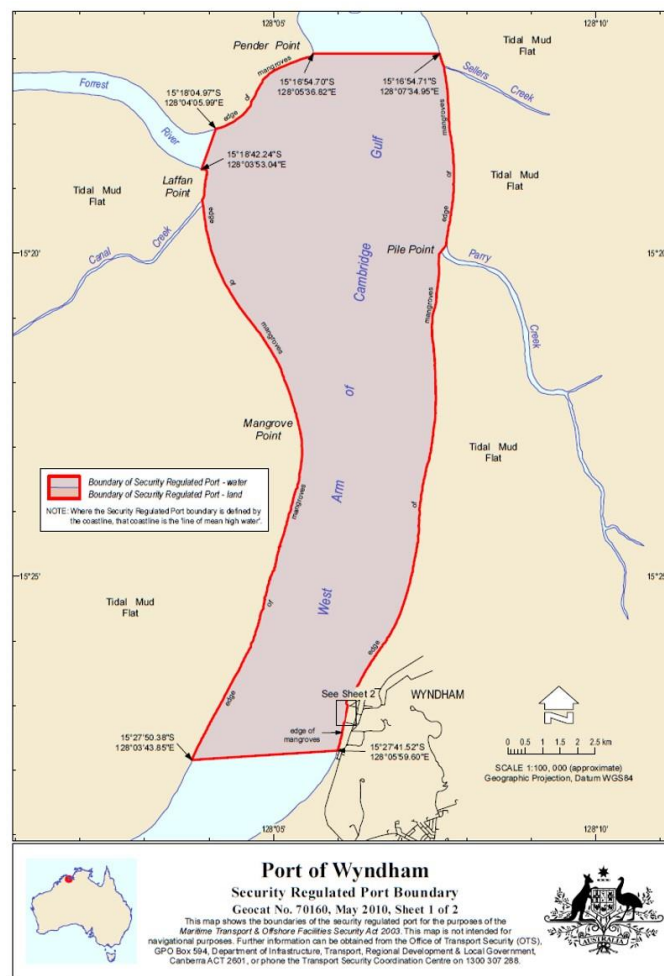


4. WYNDHAM PORT SECURITY ZONES

4.1. Port Security at the Wyndham Port

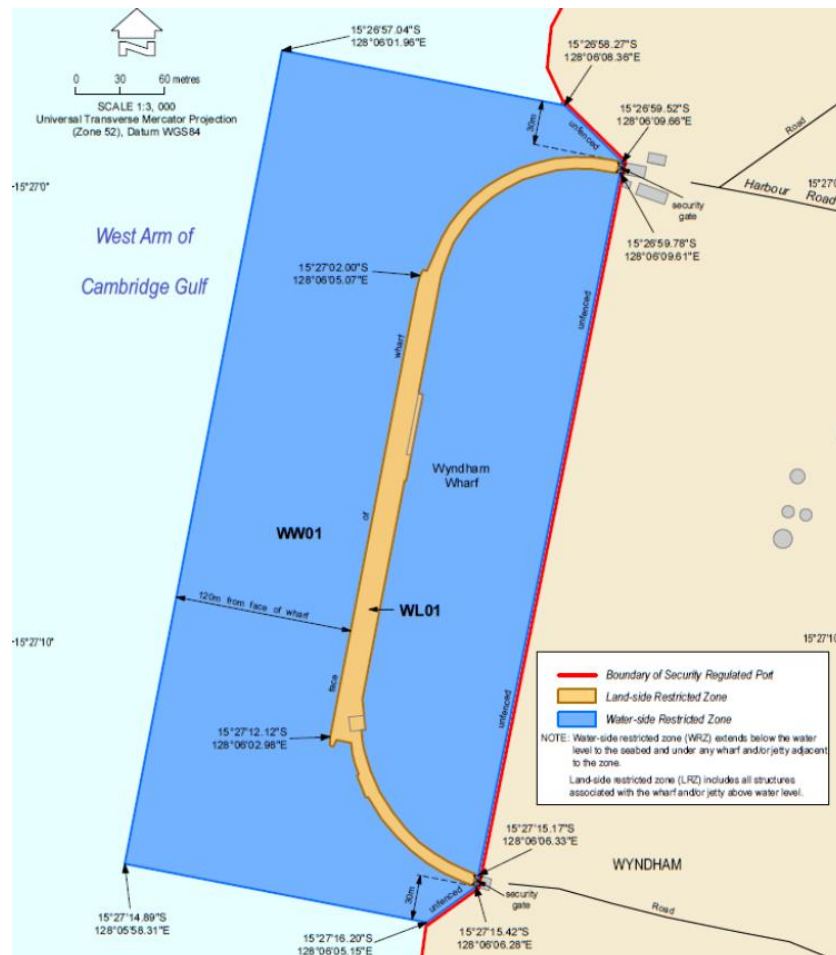
Australia complies with the IMO's ISPS code for Maritime Security. Accordingly, the Wyndham Port operates its maritime security under the Maritime Transport and Offshore Facilities Security Act 2003. Under the Port Security Plan, the Harbour Master is the regulator for the port of Wyndham, and the Port Manager is the PFSO (Port Facility Security Officer). The CGL Wyndham Port facility has their own Deputy Port Facility Security Officers (DPFSO's). Should you have any maritime security issues including a requirement for a Declaration of Security (DOS), please contact the DPFSO at chris@cgltd.com.au & pilot@cgltd.com.au, or harbourmaster@kimberleyports.wa.gov.au; or Port Manager gill@cgltd.com.au.

Note: All people seeking unescorted access to the Security Zones (LRZ and WRZ), must hold and display a valid MSIC at all times when within the Port. For visitor access, please contact CGL to discuss the requirements which include demonstrating an operational need, valid ID documents, and having an eligible escort.



4.2. Waterside Restricted Areas within the Port

All waterways within 120m seaward of the Port Jetty, and 30 metres near the accessway of the port wharf facilities are restricted to all but authorised vessels.



4.3. Boating Safety Exclusion Zone

The Boating Safety Exclusion Zone is 60m from Wyndham Wharf.

A vessel should not enter a boating safety exclusion zone unless authorised by a PFSO. Port Authority Regulations 2001, Schedule 1, Division 4, Clause 38.

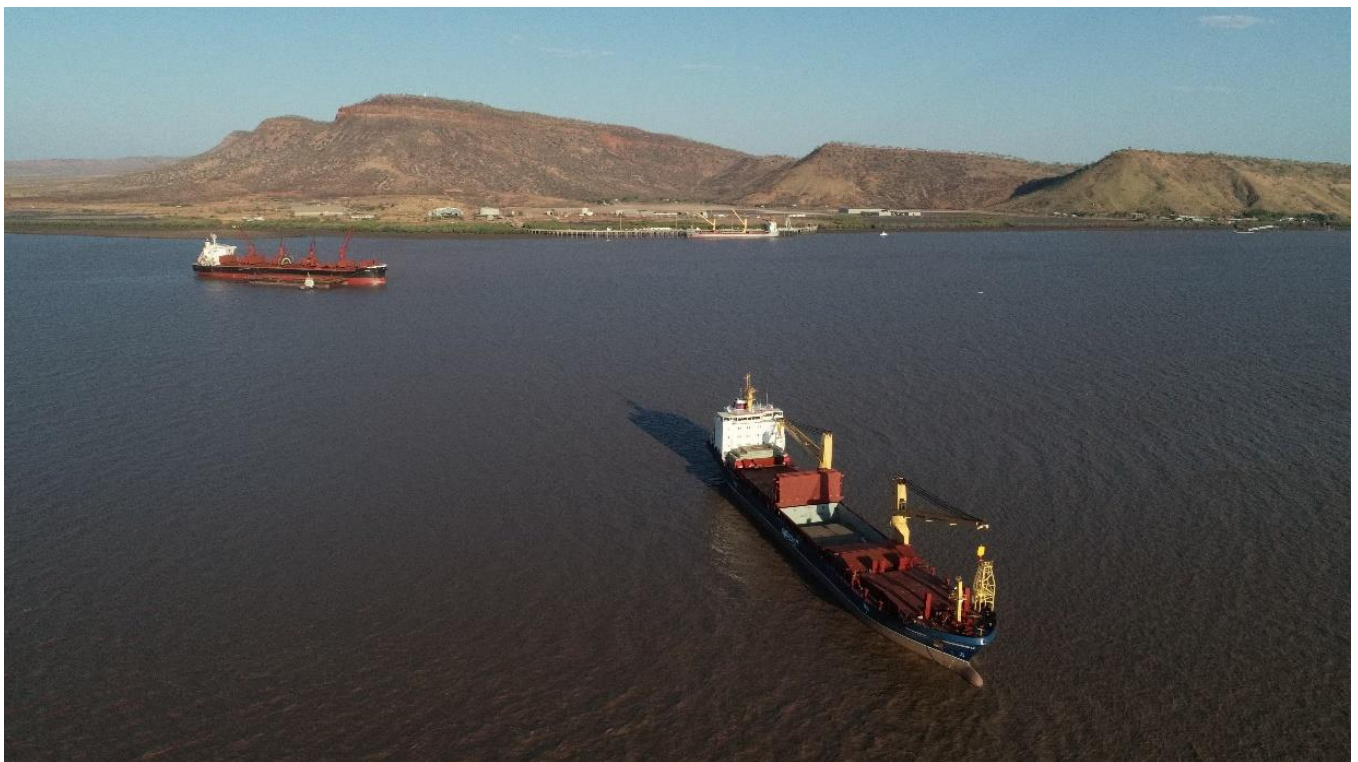
5. HISTORY

Established in 1886, the Port of Wyndham was an essential link in the development of the Kimberley. Its beginnings came with the Halls Creek gold rush, as thousands of would-be gold barons travelled through the port on their way to stake their claim. With the end of the gold rush just a couple of years later, Wyndham continued to service the beef industry, with supplies delivered to and cattle transported from the port.

From 1913, the government started construction of the Wyndham meatworks, which opened in 1919 and was involved in the export of beef to Britain. It was the town's major employer until it closed in 1985.

The overland telegraph also played a large part in Wyndham's history - in 1889 links between Perth and Wyndham were established, and in 1914 the Wyndham Wireless Station was built on top of Telegraph Hill in Parrys Creek Nature Reserve. It was operational until 1921 assisting ships entering Wyndham Port, and also played a part in World War I.

Wyndham also made the headlines on several occasions, including in the 1930's when it was the Australian landing point for aviators seeking to establish new solo flying records between England and Australia. In 1935, the first Australian Inland Mission Aerial Medical Service (later renamed the Royal Flying Doctor Service) was established in Wyndham. (source: australiannorthwest.com)



6. METEOROLOGY

6.1. Climate

The climate of the Cambridge Gulf and Wyndham Port can be described as sub-tropical with wet and dry seasons. Rainfall generally falls in the period November to March. Humidity is high in the wet season and the temperature is consistently high and frequently exceeds 35°C throughout the wet season when applicable.

6.2. Winds

During the wet season November to April, the prevailing winds are westerly, strong at times, particularly during the afternoon. Rain and thunder squalls are also frequent during this period and Masters are warned to be watchful for storms as the accompanying winds can be up to 90 knots.

The dry season May to October brings a period of very little rain, frequent periods of strong south-easterly wind during the mornings giving way to light westerly sea breezes in the afternoon. The Cambridge Gulf /Wyndham is not usually affected by tidal swell. No cyclones are likely during this period.

Also, a fresh to strong North-westerly wind often comes up mid-afternoon until after sunset.

For Wyndham Port live weather information can be obtained from the BOM website, the address is: <http://www.bom.gov.au/products/IDR073.loop.shtml>

6.3. Fog

Fog within the Wyndham Port is very seldom and generally lasting only a few hours.

Should visibility reduce to less than half nautical mile, shipping movements will continue only at the Pilot or Port Managers discretion.

6.4. Tropical Cyclones

During the wet season, the Cambridge Gulf /Wyndham and surrounding areas may be affected by tropical cyclones which typically originate in the Timor Sea and follow an erratic south westerly path.

The official cyclone season is from November to April with an incidence of usually four (4) cyclones per year occurring in the North-West of Australia during this period. During periods of regional cyclonic activity, the storms can be intense with wind speeds greater than 50 knots.

The Cambridge Gulf / Wyndham and approaches is governed by the Kimberley Ports Authority (KPA) delegated Harbour Master and the Port Operation Team at Cambridge Gulf Ltd. All monitor tropical Lows / Cyclones during the cyclone season. At the Harbour Master's or port operator's discretion, Cambridge Gulf / Wyndham may be declared "cleared", "closed" or "opened with caution" to all shipping.

Under KPA's Cyclone Management Plan, if a tropical low or cyclone has the potential to impact within 48 hours, Cambridge Gulf / Wyndham and approaches may be closed. Closure of Cambridge Gulf / Wyndham requires all berths and anchorages within port limits to be evacuated and all vessels ordered to clear for sea or sheltered anchorage. The Ships' Masters are always responsible for ensuring the safety of the vessel and compliance with the Cyclone Management Plan.

Any time that any Cyclone Management Plan comes into effect the Regional Harbour Master must be notified. No vessel movements/marine activities should commence until the Harbour Master has reopened the Port.

The Kimberley Ports Authority (KPA) Regional Harbour Master may issue directions to ensure that safety of maritime operations within Wyndham at the time of an impending cyclone or adverse weather event. If in any doubt, contact the Kimberley Ports Authority Harbour Master harbourmaster@kimberleyports.wa.gov.au or +61 (0) 408 253 193.

Kimberley Ports Cyclone management plan is available on the [KPA website](#).

For CGL's cyclone management plan, please contact CGL.

6.5. Currents and Tide

The currents that can be expected at Ord River are:

- ***At Nicholls Point PBG, the current is up to 4 knots at Springs***
- ***From Ina Island to Cawston Bay, the current is up to 5 knots at Springs***
- ***At Steep head, the current is up to 4 knots at Springs***
- ***At Kent Island, the current is up to 5 knots at Springs***
- ***From Bluff Head to Red Head, the current is up 5 knots at Springs***
- ***From Red Head to Hay Point, the current is up to 7 knots at Springs***
- ***From Hay Point to Pender, the current is up 6 knots at Springs***
- ***From Pender to Anthon's Landing, the current is up 4 knots at Springs***

WYNDHAM TIDE RANGES

	Height Above Chart Datum (m) - 2024	Height Above Chart Datum (m) - 2025
HAT – Highest Astronomical Tide	8.73	8.74
MHWS – Mean High Water Springs	7.89	7.90
MHWN – Mean High Water Neaps	5.95	5.96
MSL – Mean Sea Level	4.63	4.64
MLWN – Mean Low Water Neaps	3.31	3.32
MLWS – Mean Low Water Springs	1.37	1.38
LAT - Lowest Astronomical Tide	0.08	0.09

ANTT Port 63090. The tidal regime is significant with a spring tidal range of over 8 meters. Tidal streams within Cambridge Gulf generally set East with the rising tide and West with the falling tide. Tidal stream streams greater than 2 knots have been reported although currents could be greater than this. (As above)

As a recognized Port, tide predictions (Table 1) are provided for Wyndham in the Australian National Tide Table, which can be obtained from Admiralty Chart Agents and nautical booksellers or online.

Wyndham Wharf live tidal information can be obtained from the DOT website; the address is: <http://www.transport.wa.gov.au/imagery/wyndham-tide.asp>

Wyndham Wharf annual tide tables can be obtained from the BOM website; the address is: http://www.bom.gov.au/oceanography/projects/ntc/wa_tide_tables.shtml

7. RADIO COMMUNICATIONS

Wyndham Port is the first and primary point of contact for all marine traffic. Wyndham Port maintains a listening watch on VHF Channel 16 from 0700LT to 1600LT on working days. Once the communication between the Wyndham Port and other users is established, Wyndham port with request the communication to being changed to VHF Channel 12.

All vessels shall maintain a listening watch on VHF channels 16 when within or approaching Wyndham Port Limits.

VHF Radio communications are sometimes limited due to atmospheric and geographical conditions.

7.1. VHF & UHF Channels

Below are Wyndham Port designated VHF and UHF Channels.

DEPARTMENT	RADIO	CHANNEL
WYNDHAM PORT	VHF	16 & 12
WYNDHAM POLICE SEARCH & RESCUE	VHF	16
PILOTAGE	VHF	08
MOORING AND UN-MOORING	VHF	08
LINES LAUNCH	VHF	08
TANKER CARGO OPERATION	UHF	40
STEVEDORE	UHF	40
ORE TUG AND BARGE TOWAGE	VHF	11
ORE STEVEDORE	UHF	26
ORE CREW TRANSFER VESSEL	UHF	26 & 28
ORE BARGES LOADING FACILITY	UHF	26 & 29
LACROSSE ISLAND – EMERGENCY	VHF	88

8. CHARTS

Reference should be made to charts AUS 318 for approaching of Cambridge Gulf and Nicholls Point Pilot Boarding Ground. Only ENC charts are available from Nicholls Point Pilot Boarding Ground to Anthon's landing for Wyndham Port. Thus, all vessels entering Port limits are required to have an approved ECDIS and relevant ENC's for the port of Wyndham.

9. CONTROLLING DEPTHS

The below data is based on the survey conducted in Sept 2023 (Berth to Pender Point) and March 2024 (Pender Point to outer Port limit) for the deep water passage plan.

Masters must ensure to update their ENC's with the latest available data, and plan their passage as per the operators SMS with due diligence.

Channel Leg	Minimum depth at LAT (within a 200 metre wide virtual channel)*	Comments	Minimum UKC required
Middle ground	6.5 m	XTD 0.045 nm / 100 metre <i>Escort Tug required for vessels greater than 130m LOA, if UKC is less than 2.0m in this leg between Bn 2 and Bn 6.</i>	Higher of 1m or 10% of draft.
First Shallow (Mangrove Point)	7.3 m	XTD 0.045 nm / 100 metre	Higher of 1m or 10% of draft
Iron Ore vessel Anchorage	14.0 m	Running moor only - Swing radius of 250 metre	1 metre

***Passage Plan with waypoints may be available from the Wyndham Pilots.**

The entire Wyndham Wharf pocket of 40m width is maintained at minimum -8.5m from LAT by CGL. With mid to southern end down to -9m from LAT and as low as -11m from LAT. The sounding of the Wyndham Wharf will be carried out monthly by Cambridge Gulf Limited Wyndham Port marine pilot, please check with CGL Wyndham Port marine pilot or Wyndham Port for latest sounding of Wyndham Wharf pocket. The minimum UKC required alongside the wharf is 0.5m.

10. WYNDHAM PORT FACILITIES

10.1. CGL Wyndham Wharf (15°-27.11'S/128°-06.06'E)

In the early 1970's the current steel and concrete Wharf was built to replace the original timber structure and the unique horseshoe shape was completed allowing the more efficient movement of cargo on and off the Wharf. With concrete platform on deep driven piles, constructed of mooring dolphins and concrete breasting dolphins. All the mooring line bollards are rated SWL 65 tonnes. The berth and associated moorings have the structural strength to safely restrain a 'maximum- allowable-size' berthed ship.

The top of Wharf concrete platform is approximately 10.4m above the LAT. The top of fender is approximately 9.3m above the LAT.

Security gates are fitted at North and South ends of berth.

The Wyndham Wharf dock water density is approximately 1.015 kg/l during the dry season, however the dock water density can drop to 1.000 kg/l after heavy rain and / or during the wet season.



10.2. Barge Loading Facilities (15°-26.06'S/128°-06.60'E)

The Barge Loading Facilities is constructed to load out the iron ore from stockpile to barges for the transhipment to Handy Max vessels, the charted depth of -2.8 m at Lowest Astronomical Tide (LAT).



10.3. Boat Ramp (15°-26.76'S/128°-06.27'E)

A boat ramp is built beside the barge loading conveyor belt area and will enable the launching and retrieval of smaller boats.



10.4. Anthon's Landing (15°-27.64'S/128°-05.95'E)

The original 'makeshift' Wharf was replaced in 1894 by a T-shaped structure, which included a cattle ramp, so live cattle could be shipped to the Fremantle market. Some posts from the original cattle yard still remain at the site. This jettying was destroyed by fire in 1944. Pylons from the original wharf built in the 1880's can be seen at low tide.

Nearly seventy years later a new award-winning recreational fishing pontoon Wharf was built by the government off the side of Anthon's Landing, and was officially opened in February 2012.

CGL under agreement with the Shire of Wyndham East Kimberley, manages the charges and operations of the landing. These funds are distributed back to the Shire and are used for operations, maintenance and renewals of the landing.



10.5. Black Mooring Buoy (15°26.2770'S/128°05.9330'E)

A black mooring can (cylindrical) buoy is installed at location 15°26.2770'S/128°05.9330'E. The mooring was originally installed for securing the Supramax or Handymax. vessels. The light characteristic are Q(1)Y 2M.

Masters are reminded not to secure his/her vessel to this buoy unless approved by Wyndham Port manager and/or Kimberley Ports Authority Harbour Master.

10.6. Cyclone Moorings

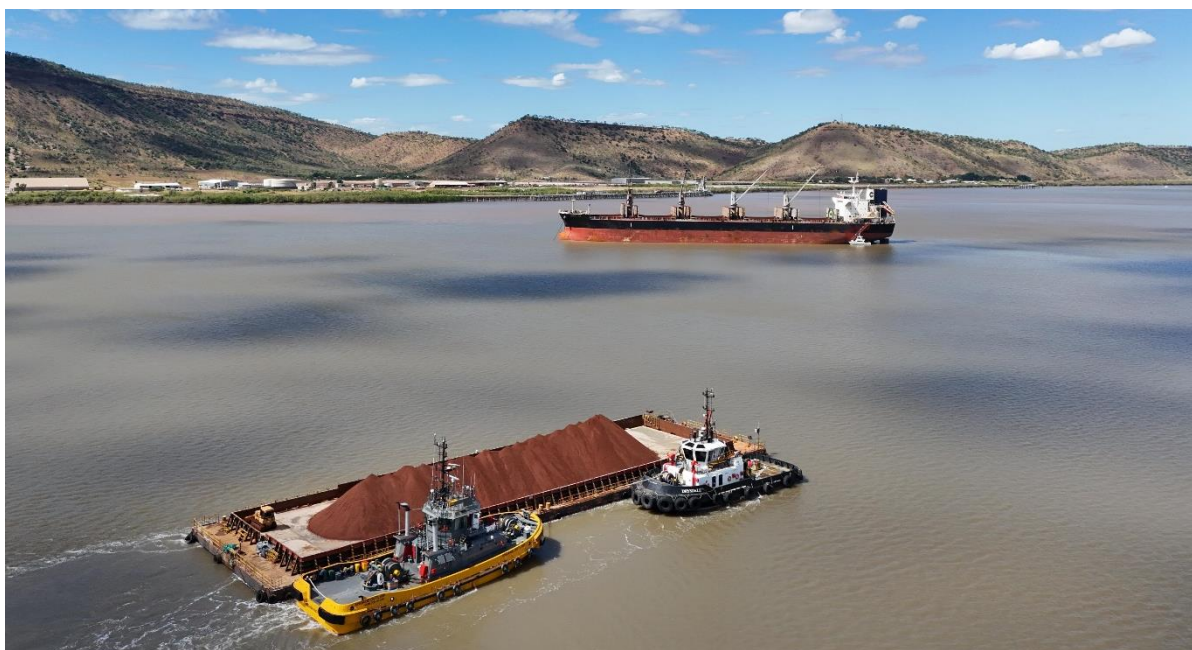
Four Yellow Cyclone Moorings are installed for securing the tugs and barges for the Iron Ore Transshipment project. The lights characteristic is Fl(1)Y 3s 2M. The position for these moorings are:

- No.1 15°25.2221'S/128°06.7478'E (Barge mooring)
- No.2 15°25.4420'S/128°06.6520'E (Barge mooring)
- No.3 15°25.5850'S/128°06.6060'E (Tug mooring)
- No.4 15°25.7540'S/128°06.5510'E (Tug mooring)

Masters are reminded not to secure his/her vessel to this buoy unless approved by Wyndham Port manager and/or Kimberley Ports Authority Harbour Master.

10.7. Iron Loading Anchorage (15°26.825'S/128°05.866'E)

The areas for transshipping and anchoring of Ocean-Going Vessels servicing the iron ore project were undertaken within the Port of Wyndham. The Ocean-Going Vessel's anchorage area has been assessed to avoid any potential impacts on other port operations. The current anchorage location is adjacent to the Wyndham wharf. The Ocean-Going Vessels anchorage area relevant to the proposed Ocean-Going Vessels size (a combination of Supramax and Ultramax) and draft and will be a running moor anchor.



11. TOWAGE SERVICES PROVIDER

The following operators are licensed to provide towage services at Wyndham:

Engage Marine:

Mobile: 0456 496 091 (Monday-Friday 0800-1600 AWST)

E-mail: wyndham.shipping@engagemarine.com

Broome Marine:

Mobile: 0428 523 581

E-mail: operations@broomemarine.com

There are 2 x ASD Tugs available in Wyndham – 1 with 50t Bollard Pull, and another with 30t Bollard Pull capability. The tugs are subject to change, and further information will be provided on request.

Towage rates will be available on the KPA and CGL website. For further information, please contact CGL Wyndham Port.

12. TOWAGE REQUIREMENT

All vessels berthing at the Port of Wyndham will require towage in accordance with the table below. For vessels of less than 130 m LOA, towage requirements will be at the discretion of the Marine Pilot.

In certain circumstances the Regional Harbour Master may require additional towage after considering a particular vessel's situation including characteristics, e.g. prevailing tide cycle, anticipated weather conditions, berth congestion, vessels berthing displacement in relation to allocated berth capacity.

A 20 knots wind limit is in place for the movement of Tankers (and vessels carrying Dangerous Good cargo such as Ammonium Nitrate).

For vessels with LOA > 130m and a calculated UKC under 2.0 metres, an escort tug will be required while transiting Middle Ground. For outbounds the tug must be made fast (or used as per pilot discretion) prior to passing Bn 6, until vessel is past Bn 2.

PORT OF WYNDHAM TOWAGE GUIDE					
Vessel LOA	Wind < 15 knots (10-minute mean average)		15 knots ≤ Wind < 25 knots (10-minute mean average)		25 knots ≤ Wind < 30 knots (10-minute mean average)
	IN	OUT	IN	OUT	IN/OUT
Vessel less than 130m LOA	Nil	Nil	Nil ¹	Nil ¹	1 tug ¹
Vessel 130m to 150m LOA	1 tug ²	1 tug ²	1 tug ²	1 tug ²	1 tugs ¹
Vessel 150m to 190m LOA	1 tug	1 tug	1 tug	1 tug	2 tugs ^{1 & 3}
Vessel over 190m LOA	2 tugs ³	2 tugs ³	2 tugs ³	2 tugs ³	2 tugs ^{1 & 3}
¹ If ship is not equipped with a bow thruster, the marine pilot(s) may consider the displacement, actual wind direction and speed, to delay the berthing/un-berthing if required.					
² The first call of any vessel with LOA between 130 to 150 m will require one tug for arrival and departure. For subsequent calls towage will not be required, subject to compliance with the following 3 points: <ul style="list-style-type: none"> - The vessel must have twin engines and a 650 kW (or higher) bow thruster. - The vessel must not have any defects in the main engines, auxiliary engines, steering gear, thruster systems and navigational equipment. - The vessel must not be a tanker or a vessel carrying hazardous cargo. Notwithstanding any of the above, the pilot may request for 1 tug if deemed necessary due to weather or any other circumstances which may affect safety of navigation.					
³ Vessels may substitute one of the tugs, where 2 tugs are the minimum requirements, if the vessel is equipped with a 900kw (or higher) bow thruster in good work order and that the vessel has no defects in the main engines, auxiliary engines, steering gear & thruster systems and navigational equipment.					
Notes: <ul style="list-style-type: none"> - Details for each product tanker and vessels carrying hazardous cargo (such as Ammonium Nitrate) must be provided to the Harbour Master & Wyndham Marine Pilot for individual assessment. - Dynamic Positioning shall not be engaged for berthing and/or un-berthing or within 60m from wharf. - Considerations for wind direction/speed shall be at the discretion of the pilot and may require an additional buffer on top of the wind limits mentioned above for each berthing/unberthing. - Based on the Marine pilot's assessment prior to the final approach/departure basis the actual weather, wind, current and the individual circumstances, the pilot may abort the berthing/departure if it is safe and necessary to do so. 					

The towage tables above should be taken into consideration when making port bookings.

Appropriate DP vessels where possible are to be set up in DP mode.

13. VESSEL INFORMATION

All vessels operating within the Cambridge Gulf must be appropriately registered and readily identifiable. All vessels must be fit for sea in all respects.

All recreational craft should be aware that large vessels operate within the Gulf and are at times restricted in their ability to maneuver, accordingly it is requested recreational craft stay well clear of commercial vessels. This request is not meant to override the International Collision Regulations at any time. For clarity the Collision Regulations prevail at all times.

Any vessel deficiencies must be reported to the Regional Harbour Master before entering the waters of Cambridge Gulf

Masters and bridge team are reminded that hazards of strong tides, strong eddies, shifting banks, floating trees etc are expected in the Ord River.

If AIS is fitted it must be on and appropriately notated. It's recommended that commercial ships to keep their AIS status as UNDERWAY within Wyndham port limit.

14. SHIPS ARRIVAL REQUIREMENTS

14.1. Pre-Arrival Requirements

The Port Operator CGL WYNDHAM PORT and KPA (Kimberley Port Authority) requires that all vessel Masters, Marine Pilots, port facility operators and other port users operating within the Port shall:

- a) Follow all Harbour Master's directions and ensure compliance with relevant [Local Marine Notices](#);
- b) Submit the Masters pre arrival declaration.
- c) Immediately report any marine incidents as defined by the Navigation Act 2012, and or Port Authority Regulations 2001 (PAR 2001) of Port Authority Act 1999 (PAA 1999) or potential/actual spills of oil or noxious substances;
- d) Report any possible events or activities which may impact on the safe operations of Cambridge Gulf and Wyndham Port;
- e) Report limitations or defects of any vessel which would affect the seaworthiness operational capacity or safety of the vessel; and
- f) Report any activities or event, circumstance or condition which could potentially affect the safety or the security of the Port.

14.1.1. Australian Border Force

The Australian Border Force requires all overseas vessels to provide the following documentation at least 96 hours prior to arrival in Australia via the Shipping Agent to CGL WYNDHAM Port (cc harbourmaster@kimberleyports.wa.gov.au) :

- a) Ship Pre- Arrival Report (Form 13);
- b) Crew Report (Form 3b);
- c) Copy of Last Port Clearance

Note – All overseas (except Australian crew and New Zealand citizen) crew arriving into Australian Waters MUST hold a current and valid Australian Maritime Crew Visa (MCV). Any overseas (except Australian crew and New Zealand citizen) crew not holding a current and valid MCV will be restricted on board and subject to an infringement of AUD\$5,000 (per crew member without an MCV). Please note that MCVs must be applied from outside of Australian Waters.

14.1.2. Department of Agriculture, Fisheries and Forestry (Quarantine)

The Australian Department of Agriculture, Fisheries and Forestry requires that all overseas vessels provide the following Maritime Arrivals Reporting System (MARS) reports via the Shipping Agent:

- a) Non first point (NFP) of entry application: Required a minimum of 10 days from ETA, otherwise entry into the Port may not be granted. The Shipping Agent will provide a copy of this document directly to the vessel.
- b) Pre arrival report (PAR): 96 – 24 hours prior to arrival. If the vessel does not have on board the latest version of this report, the Shipping Agent will provide the requisite form for completion.
- c) Water Ballast Summary Sheet: NO later than 24 hours pre arrival. If the vessel does not have on board the latest version the Shipping Agent will provide accordingly.

*** Please note that Australian Ballast Water Management requirements were amended, effective from March 2020. The Shipping Agent may provide the Ships Master directly with Version 8 of the “Australian Ballast Water Management Requirements.

*** The Shipping Agent will also provide directly a copy of the tips / quick reference guide on to how best complete the MARS Documents (PAR and Ballast Water Summary Sheet).

14.2. Notice of Arrival at the Load Port

All commercial vessels irrespective of size, that intend to enter the Port must report their intentions to the port operator **CGL Wyndham Port** and the **Regional Harbour Master** via email at:

- a) 72 hours prior ETA;
- b) 48 hours prior ETA
- c) 24 hours prior ETA, and
- d) Upon Arrival at the Port’s limits
- e) The Infectious Diseases management plan (APPENDIX D) for all vessels entering the Cambridge Gulf and Wyndham;

Commercial vessels will have complied with the abovementioned requirement if they have provided this information to the Harbour Master via a Shipping Agent, Port Facility Operator or a licenced Marine Pilot engaged for the purpose of providing pilotage services on the vessels.

As a minimum, the arrival notification must include the following details:

- a) ETA at the Port boundary;
- b) Passage intent (including berth, anchorage, passage plan, operations to be conducted with in the port boundaries, deepest draft etc.);
- c) Declare the status of all the navigation, steering, propulsion, AIS and critical equipment (ie declare what is not operational, APPENDIX B); and
- d) Total number of persons aboard.

15. APPROACHING, BERTHING, CARGO AND DEPARTURE OPERATIONS

15.1. Wyndham Wharf Berthing Parameters

Wyndham Wharf length is 314m, the berth and associated moorings have the structural strength to safely restrain a 'maximum- allowable-size' berthed ship

Fenders are designed to take 3 knots if hit square on only Mooring and berthing dolphins, however for ship's displacement at 34,000 metric tonnes, the berthing speed of 6 degrees angle to the Wharf face at one-point touch is restricted up to 0.3knots (0.15m/second).



15.2. Wyndham Wharf Vessel Displacement and Length Limits

Masters are reminded that maximum displacement limit for ship to berth Wyndham Wharf is 34,000 metric tonnes.

Maximum ship/s length over all to berth Wyndham Wharf is 190 meters. Vessels greater than 190m LOA will only be accepted on a case-by-case basis at the discretion of the Kimberley Ports Authority Regional Harbour Master.

If safe to do so, masters shall reduce ship's displacement and maximum drafts of arrival or departure to minimum and ships propeller must be submerged and no trim by bow.

15.3. CGL Wyndham Port Hours of Operation

Normal office hours are from 0700 to 1600 Monday to Friday. Outside of these hours, the Port Manager is available via telephone on 0409373920 at any time.

Stevedoring is available from the CGL Wyndham Port 24 hours a day, 7 days per week.

Pilotage (berthing/ unberthing) is available from the CGL Wyndham Port 24 hours a day, 7 days per week.

15.4. Static UKC Requirement at CGL Wyndham Port Channel and Berth

Ord River and Wyndham port are in sheltered waters, no significant swell is experienced within the Wyndham Port area.

Minimum Static Under Keel Clearance for swing basin is at 10% of ship's deepest draft or 1.0m, which one is greater

Minimum Static Under Keel Clearance for ship alongside at Wyndham Wharf is 0.5m. the sea bed of the Wharf pocket is mud. Ship Master are reminded to maintain the minimum static under keel clearance of 0.5m during ship alongside to the Wyndham Wharf.

CGL Wyndham Port Pilot will confirm pilot boarding time so the required UKC allowance will be maintained for harbour transit and berth arrival.

Any exception for any of the above must be approved by the Regional Harbour Master and Wyndham Port Pilot.

15.5. Wyndham Wharf Mooring Operation

Vessels usually berth head out, Starboard Side Alongside, but will be berthed Port Side To if required for crane use or other reason.

Preferred Arrival Times – Because of the high tidal range and significant tidal streams in Wyndham, Pilot on board and berthing time will be confirmed by discussion between the Pilot and Port Manager and will be subject to port movement, tidal, weather and visibility conditions.

For vessels starboard side to Wyndham Wharf, berthing is normally on last quarter of the Flood tide to ensure sufficient UKC for the shallow areas to be encountered and to use the current as an advantage.

For vessels port side to Wyndham Wharf, berthing is normally on first quarter of the Ebb tide to ensure sufficient UKC for the shallow areas to be encountered and to use the current as an advantage.

Both Anchors are to be ready to let go for emergency at any time. If the turn is not satisfactory the port anchor (when ship is starboard side to the Wharf or the starboard anchor when ship is port side to the Wharf) will be dropped with 2 shackles on deck to snub the bow around on the tide. Or assistance will be given by a tug

One headline and one forward spring to have 50 metres flaked out on forecastle deck, the loop lowered to waterline to give to lines launch. Otherwise send to ashore by heaving line if no lines launch is being used.

One stern line and one aft spring to have 25 metres flaked out on poop deck to send to ashore by heaving line as soon as possible.

Ships' crew shall keep mooring lines clear the propeller and bow thruster at all times during berthing and unberthing.

Recommended lines at least 4 Head/Stern lines and 2 Springs (4 and 2).

For tankers minimum mooring configuration of 4 + 2 + 2 at each end is required.

Slip line(s) may be used as breast line(s) at forward station and aft station, case by case.

The Pilot will discuss the mooring sequence in detail with the master, forward station, aft station prior to arrival considering weather conditions.

15.6. Wyndham – Towing within Port limits

KPA requires the following information to be submitted before approving any towage within Port Limits.

- Date/ time of the proposed tow movement including tidal constraints.
- Details/Specs of the asset/barge being towed.
- Passage plan. Please draw the passage plan on a map (for areas within port limits)
- Provide Bollard pull requirements for the barge. This should be a class surveyor approved calculation.
- In addition to the lead tug, an assist vessel must be arranged. Provide details of main tow vessel and assist tow vessel including their bollard pull capability.
- Details/location of the final mooring position, including mooring analysis to confirm suitability.

Please note that such towage will be scheduled to occur in daylight hours only and be with a Marine Pilot onboard.

Request with all the above details must be sent at least 7 days prior to the proposed date, to avoid any delays in approval. The request must be sent to KPA (harbourmaster@kimberleyports.wa.gov.au) and CGL (gill@cgltd.com.au & pilot@cgltd.com.au)

*These requirements do not apply to transshipment operations from the BLF for Iron Ore Bulk Ships, which must be undertaken only by approved PEC Tug Master's as per operating agreement provided by the operator and approved by KPA.

15.7. Wyndham Wharf Mooring Equipment

All mooring bollards are SWL 65 tonnes and are positioned at Pilot Landing, 0m, 22m, 30m, 52m, 60m, 75m, 95m, 118m, 140m, 154m, 169m, 183m, 205m, 224m, 245m, 268m, 289m, 305m and 315m from Wharf south.

Maximum two mooring lines can secure to each one bollard.

15.8. Wyndham Wharf Mooring Line Requirement

All mooring lines used by vessels berthed at Wyndham Wharf 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 Wyndham Wharf. Under no circumstances is wire line to be made fast to a wharf 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.

Minimum two spare mooring ropes in good condition must be kept ready at forecastle deck and minimum two good spare mooring ropes ready at poop deck for emergency.

Any vessel that fails to tender 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.

15.9. Ships Alongside Wyndham Wharf Requirement

Vessels are to maintain minimum manning as per STCW and ship's SMS at all times.

The Master is to ensure that ship personnel who will interact with terminal personnel have sufficient English language skills to conduct safe and efficient operations.

Master's, duty officers and duty Able Seamen are reminded that Wyndham is a port with a significant tidal range and strong currents up to approximately 4 knots at wharf; squalls with winds up to 90 knots are experienced. Only good mooring lines and good spare mooring line to be used, weather forecast to be checked frequently, all mooring lines to be checked frequently and maintained under correct tension, and engines should be kept on standby as required.

If Yokohama fenders are installed, the vessel must ensure that the fenders remain in the appropriate position with the change of the tides. The vessel must contact CGL port and request assistance in advance as required.

15.10. Wyndham Cargo Loading Equipment

- 80t Crawler Crane
- 4 x Tractors
- 11 x Container trailers
- Truck 7 x Prime Movers
- 2 x Tip Trucks
- Pipeline for discharging of diesel oil and loading of crude oil.
- Forklifts 3 x small forks/ 1 x 12 tonne fork/ 1 x 45 tonne fork (overhead)/ 1 x 20 tonne tyne fork/ 1 x 25 tonne overhead fork
- Cattle Race/ Cattle Gate
- BHB 4 tonne crane
- 5 tonne Manitou with Boom/ Fork and EWP attachment

15.11. Wyndham Cargo Storage

The port maintains a fleet of MHE (Material Handling Equipment) and plant. There is a container park for 400 TEU with reefer sockets

Transit shed has 4000sqm floor space – capable of holding 15000 tonnes of bulk product

Two grain shed (on CGL Property) capable of holding 26,000 tonnes of grain product combined

Diesel tanks of 4,000 tonnes and overflow storage of 800 kll/ 50kl ULP storage

Diesel tank of 10,000 tonnes of storage

CGL Wyndham Port has a secured lay down area for project cargo.

15.12. Gangway

Five shore gangways are available of 1 x 12 metre/ 1 x 10 metre/ 1 x 8 metre and 2 x 6 in length which may be used for passenger ships and ships with low freeboard upon alongside. The 12 metre gangway is used specifically to accommodate the Yoko Fenders for Passenger Vessels. For tankers and ship with very high free board, ship's gangway shall be used.

Careful consideration must be given to the placement of the gangway due to the large tidal range. The gangway must be carefully monitored by the vessels crew whilst alongside.

15.13. Lines launch

Lines launch will be used for berthing and unberthing on all Tankers and any vessel that exceeds 180 metres or any vessel that has received a towage exemption at Wyndham Wharf.

16. ANCHORAGE

All vessels intending to anchor within the Port limits shall request permission and advise the Wyndham Port operator or Kimberley Ports Authority Regional Harbour Master of their proposed anchored location. This obligation shall be met if directed to anchor by the either the port operator CGL Wyndham Port or a licenced Marine Pilot.

A vessel at anchor within the Port shall maintain a proper anchor watch in order to comply with:

- a) STCW Guidelines.
- b) Flag State Administration Minimum Safe Manning Certificate.
- c) Rule 5 of the International Regulations for Preventing Collisions at Sea 1972 (maintain a proper lookout); and
- d) Rule 30 of the International Regulations for Preventing Collisions at Sea 1972 (display light and shapes).

All vessels and Ship Master's shall move their vessels, depart the Port limits, put down additional anchors or pay out additional cable if directed to do so by the Regional Harbour Master, Local Pilot or Port Operator.

No vessel shall anchor in any designated anchorage area, within the Port boundary without prior approval from the Port Operator or Regional Harbour Master.

Anchorage is available approximately 4 nautical miles due west of Cape Domett. Depths at this anchorage vary from 12 m to 16 m with a mud seabed, minimum 7 shackles are being recommended. This location is outside of Port limits and masters seeking to anchor may do so as per their SMS.

An area suitable for anchorage (within Port Limits) is - 1 nautical mile and 3 nautical miles NE of Nicholls PBG (14-58.1S/128-10.7E), depths at this anchorage vary from 12 m to 19 m with a mud seabed, minimum 7 shackles are being recommended. **Tidal streams** at these anchorages with a possible maximum rate of approximately 3 to 4 knots during spring tides. Flood tide runs in a Southerly direction.

Holding ground is good at Steep Head although tides may be strong.

17. PILOTAGE

All vessels over 35m without a pilot exemption, operating within the Cambridge Gulf or CGL Wyndham Port must have on board a Marine Pilot licensed by the Kimberley Port Authority pursuant to the Port Authority Regulations 2001. This requirement can only be waived if the Ship's Master holds a valid pilotage exemption certificate issued by the Kimberley Port Authority for the Port or has been given written direction by the Regional Harbour Master to operate without the exemption certificate.

A licenced pilot who has the control of a vessel is always subject to the authority of the master and the master is at no time relieved from the responsibility for the conduct and navigation of the vessel. (Port Authorities Act WA1999, Section 98)

The owner or master of a vessel moving under compulsory pilotage in a port is liable for any loss or damage caused by the vessel, or by a fault in the conduct or navigation of the vessel, in the same manner as the owner or master would be liable if pilotage were not compulsory. (Port Authorities Act 1999 WA 1999, Section 99)

Masters and bridge team are reminded that the pilot is one of the bridge TEAM and encourages and expects interaction with the Master, bridge officers, helmsmen and lookouts. If anything is of concern in the piloting / conning of the vessel, please immediately inform the pilot.

During pilotage, the principles of Bridge Resource Management must be followed at all times. The Bridge Team are to constantly monitor the vessel's position, drift, set, rudder orders, course orders, engine orders, radios, weather, environment and/or keep a proper navigation watch and/or anchor watch and/or cargo watch, and immediately bring to the Pilot's attention any matter that causes concern or is not understood.

A Master of any vessel arriving at the Wyndham Port must declare that the design, procurement, installation and ongoing maintenance of the pilot ladder is in accordance with IMO, SOLAS, AMSA, ISO and IMPA rules and regulations. "Certificate of Manufacturer" for the pilot ladder must be ready upon request. Pilot ladders must not be older than 30 months, and the manropes must not be older than 12 months from the fabrication date. A competent deck officer must check and confirm the pilot ladder and manropes are in good condition prior it's being rigged; a responsible officer shall supervise the rigging of the pilot ladder and manropes and embarkation/disembarkation of all personnel.

The Outer Pilot Boarding Ground (Nicholls Point Pilot Boarding Ground) for tankers and larger commercial vessels is located approximately Latitude 14° 58'.1 S Longitude 128° 10'.7 E

Subject to weather and swell conditions, the Pilot will be conveyed to the vessel at the Pilot Boarding Ground via launch and will board via the pilot ladder on the vessel's lee side (to be positioned 1.5 metres above the waterline). Boarding Speed at approximately 7 knots through water. When the Pilot is boarding it is critical that the vessel makes a suitable lee. Failure of the vessel to offer a lee may result in the Pilot being unable to board, with the consequent delay being against the vessel.

Refer to Appendix A for a diagram of boarding arrangements for the Pilot in accordance with International Maritime Organisation (IMO) requirements (The IMO Convention for Safety of Life at Sea (SOLAS Chapter V, Regulation 23) setting out the principal boarding arrangements for pilots).

The total distance between the outer pilot boarding ground and the Wyndham Port berth loading facility is approximately 33 nautical miles and the vessel will be under pilotage for the passage.

17.1. Wyndham Port Approaches Buoys and Beacon

The following buoys and beacons are located within the Cambridge Gulf and approaches to the Port.

Lacrosse Island (14°44.2820'S/128°17.8160'E)	Fl(1) W 7.5s 17M
Nicholls Point (15°02.4845'S/128°07.5406'E) Head	Fl(1) W 5s 10M not visible on departure until north of Steep Head
Saville Island (15°08.9447'S/128°06.1594'E)	Fl(1) G 3s 6M
Kent Island (15°09.4483'S/128°06.8767'E)	Fl(1) R 3s 5M
Dundas Point (15°10.2593'S/128°06.8326'E)	Fl(1) W 3s 4M
Hay Point Leads (15°14.7249'S/128°06.4042'E)	are lit with White Lights 6M (179°-359°)
Patch Point Leads (15°13.6079'S/128°06.6861'E)	are lit with Blue Lights 4M (045°-225°)
One Ball Island (15°14.4482'S/128°05.4820'E)	Fl(1) W 3s 4M
Pender Point (15°16.9072'S/128°05.5978'E)	Fl(1) W 3s 3m 6M
Laffan Point Leads (Light and buoy) (15°18.5096'S/128°04.0743'E)	are lit with White Lights (048°-228°)
Hare Channel No 2 (15°17.8972'S/128°05.0580'E)	Fl(1) R 3s 3M – synchronised with No.6
Hare Channel No 6 (15°19.0998'S/128°04.6812'E)	Fl(1) R 3s 3M – synchronised with No.2
Hare Channel Northern Leads (15°18.1053'S/128°04.0923'E)	are lit with Blue Lights (156.3° -336.3°)
Hare Channel No 7 (15°19.4630'S/128°04.3750'E)	Fl(1) G 3s 3M.
Hare Channel No 9 (15°21.1876'S/128°05.1097'E)	Fl(1) G 3s 3M.
No 11 Buoy (15°23.6400'S/128°06.4000'E)	Fl(1) G 3s
No 12 Buoy (15°23.7191'S/128°06.7815'E)	Fl(1) R 5s 4M
Salamander Light (15°23.4488'S/128°07.2343'E)	Fl BI 5s 3m 5M
Hare Channel Southern Leads (15°24.9936'S/128°07.1428'E)	are lit with White Lights (156.3° -336.3°)
Black Buoy (15°26.2770'S/128°05.9330'E)	Q(1)Y 2M

18. PILOT EXEMPTION CERTIFICATES

Pilot Exemption Certificates are a privilege granted to Master's or First Mate's 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.

18.1. The Pilot Exemption Certificate

A current Pilot Exemption Certificate authorizes the holder to move a vessel greater than 35 meters in length, within the compulsory pilotage limits of the Wyndham 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 Regional Harbour Master has not specifically directed a licensed pilot to be employed.
- The Regional 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 Regional Harbour Master considers may endanger safety of the vessel or other vessels, people or port facilities.

18.2. First Mate's 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.

Pilot Exemption Certificates may be granted to the First Mate of a vessel, with the view of the First 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 Marine 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 Mate's will not be able to log movements as he is not the Master in command of the vessel.

The PEC for a First Mate is valid for six months during which time it is expected that the First Mate will be promoted to master. The PEC runs as First Mate will not be counted towards keeping the PEC valid.

18.3. Wyndham Pilot Exemption Procedure for vessels over 35m and less 130m in length

18.3.1. Eligibility (New applicants)

- Proof of Australian Permanent Resident (Passport or Visa) or New Zealand citizen who is entitled to reside and work in Australia under an Act of the Commonwealth
- Provide an AMSA certificate of competency or other qualification recognised by AMSA as equivalent to a certificate of competency
- Proficiency in the management of his craft
- Valid AMSA Marine Deck Officer Medical Certificate
- Within 12 months of application, Proof of been Master of a vessel under the control of a licensed pilot for six (6) transits of the Gulf, 1 of which must have been at night between sunset and sunrise; 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.

18.3.2. Application Procedure

- Application Form is available on the [KPA website](#). Email to: elle-mae.yu@kimberleyports.wa.gov.au cc to gill@cgltd.com.au and harbourmaster@kimberleyports.wa.gov.au
- Proof of Eligibility Criterion to be attached
- Attach a Minimum Safe Manning Document of the vessel for which PEC is applied
- Relevant extract of PEC Log, which including Name of vessel, Date and time, Length of vessel, Gross tonnage of vessel if available, Description of the movement and Name and signature of the training pilot or PEC master
- If vessel is foreign flagged then letter from flag accepting Australian qualification or minimum safe manning document for the vessel assessed by AMSA.
- Sit for a Wyndham local knowledge examination conducted by the Kimberley Ports Authority
- Fee Payable to CGL Wyndham Port
- A PEC will be issued and posted to nominated address.

18.3.3. 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)
- KPA requires the completion of an annual check trip to be completed with a licensed Marine Pilot. Upon completion of the check trip the pilot is required to submit the check trip form to KPA.
- On each occasion the PEC Master moves a vessel under the authority of their PEC they are to update their PEC Log with PEC Number, Name of vessel, Date and time, Length of vessel, Gross tonnage of vessel if available, Description of the movement
- The PEC Master must maintain a written PEC Log of each occasion their vessel moves under the authority of their PEC.
- When PEC Masters renew their medical certificates, a copy of new medical certificate is to be emailed to elle-mae.yu@kimberleyports.wa.gov.au cc to gill@cgltd.com.au and harbourmaster@kimberleyports.wa.gov.au
- When PEC Masters renew their certificate of competency, a copy of new certificate of competency is to be emailed to elle-mae.yu@kimberleyports.wa.gov.au cc to gill@cgltd.com.au and harbourmaster@kimberleyports.wa.gov.au

18.4. Period of Pilotage Exemption Certificate Validity.

- Pilotage Exemption Certificates for the Wyndham port is valid for a period of two years from the date of issue, in alignment with the AMSA Marine Deck Officer Medical Certificate expiry. 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
- At the time without a valid or a renew of their AMSA certificate of competency or other qualification recognised by AMSA as equivalent to a certificate of competency
- At the time without a valid/ or a renew of their AMSA Marine Deck Officer Medical Certificate

- If the Pilotage exemption certificate is suspended or cancelled by the Kimberley Ports Authority Regional Harbour Master.

19. SAFETY WARNINGS

19.1. Alcohol and Drugs

Masters are advised that loading will cease if a person or persons involved in operations are affected by fatigue, alcohol or drugs.

Operations will not resume until the matter has been fully investigated by relevant authorities and the Port Facility Security Officer considers it safe to recommence loading. A delay in the vessel's departure could result, with any such delay being the responsibility of the vessel.

19.2. Environment Protection

The Port Facility has the capacity to effectively manage a level 1 oils spill response (first strike) as outlined in the State Hazard Plan Maritime Environmental Emergencies (MEE) (refer www.transport.wa.gov.au) and CGL WYNDHAM PORT's Marine Oil Spill Contingency Plan.

There are numerous pieces of legislation that relate to oil spills. The two most relevant for the Port are the Environment Protection Act 1986 (WA) and the Pollution of Waters by Oil or Noxious Substances (POWBONS) Act 1987 (WA), as amended from time to time.

The Master of a vessel berthed at the Port Facility must comply with the requirements of the above acts and policies and:

1. Not cause or permit refuse of any kind to be discharged from the vessel or its scuppers into Port waters
2. Not cause or permit a person to pump or discharge any oil, spirit or flammable liquid into Port waters;
3. Allow the vessel to emit excessive funnel smoke; and
4. Ensure rat guards are fitted to all ships mooring lines whilst they are berthed at the wharf.

19.3. Engine and Shipboard Repairs

Under no circumstances may a vessel de-mobilise the main engine without the express permission of the Regional Harbour Master or Port Operator. Permission will not be given in cyclone season unless an emergency exists.

Prior written approval of the Regional Harbour Master or Port Operator must be obtained before conducting the following; Hot Work, Confined Space Entry, Diving, Over the side maintenance or similar activities, Life boat or rescue boat drills. a.

19.4. Permit to Work on Board a Vessel at the Berth

When any repair or maintenance work is required to be done on board a vessel moored at the berth, the responsible ship's officer must inform the Port Operator as to the nature of the work. The Port Operator will only approve work that cannot or will not lead to risk to the berth Agreement should be reached on the safety precautions to be taken, with due regard to the nature of the work.

19.5. Hot Work

Generally hot work is not allowed at the berth. In extenuating circumstances hot work may be authorised by the Regional Harbour Master or Port Operator CGL WYNDHAM PORT. All hot work permits are to be counter signed by the Port Manager, or her nominee and the Ship's Officer. Hot work is usually restricted to engine room and boiler spaces.

20. FIRE AND EMERGENCY

IN CASE OF EMERGENCY, NOTIFY :

- **PHONE 000 AND SPECIFY THE EMERGENCY - FIRE/POLICE/AMBULANCE**
- **REGIONAL HARBOUR MASTER 0408 253 193 & PORT MANAGER 0409 373 920**

In the event of the following occurring:

- FIRE
- EXPLOSION
- ESCAPE OF TOXIC and/or FLAMMABLE GASES
- ESCAPE OF TOXIC and/or FLAMMABLE LIQUIDS (OIL SPILL)

RAISE THE ALARM

Call the Port of to notify on VHF channel 16 and +61 (0)409 373 920.

ACTION – SHIP	ACTION – BERTH
Emergency on a ship	Emergency on the berth
The ship will follow their approved Vessel Safety management system	Raise the alarm
	Contact the ship to clarify the emergency
	Cease all cargo operations
	Contact Emergency response team in the event of an emergency. ERT team to stand by for instruction
	Implement Emergency Response Plan if required
Notify the Regional Harbour Master	Notify the Regional Harbour Master

21. LOADING PROCEDURES

21.1. 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 sequence/Information with ballasting/de-ballasting, drafts, air drafts, GM, BM, SF etc.

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

21.2. Conditions To Be Observed Onboard During Dangerous Cargos 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 Wyndham Port and operations stopped until the situation is rectified

22. DEBALLASTING

The requirements published by the Department of Agriculture, Fisheries and Forestry in the document titled the “Australian Ballast Water Management Requirements” must be followed. This document, as amended from time to time, can be found at www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity

At all times it is the responsibility of the Master to ensure that the entire vessel's ballast can be discharged prior to the completion of loading operations. Any delays incurred throughout the loading awaiting the vessel to de-ballast shall be reflected on the Statement of Fact.

23. DEPARTURE PROCEDURES

Because of the high tidal range and significant tidal streams in Wyndham, vessel departure time will be confirmed by discussion between the Master and Pilot and Port Manager and will be subject to port movement, tidal, weather and visibility conditions.

For vessels starboard side to Wyndham Wharf, departure is normally on last quarter of the Flood tide to ensure sufficient UKC for the shallow areas to be encountered and use the current as an advantage. Starboard Side To vessels normally sails at one (1) hour before High Water. this gives slack water around Eddy Point

For vessels port side to Wyndham Wharf, departure is normally on first quarter of the Ebb tide to ensure sufficient UKC for the shallow areas to be encountered and use the current as an advantage.

24. PORT SERVICE CHARGES

Current port charges and berth fees for the Wyndham Port are available from CGL WYNDHAM PORT the Port Operator

The cost of all services required at the Port are charged through the Shipping Agent and include:

- Pilotage
- Cargo Operation
- Fuel if bunkering carried out
- Fresh Water if refill carried out
- Mooring and Unmooring
- Berthing
- Towage
- Agency

Other statutory charges payable by the shipowner and calculated by Kimberley Port Authority include:

- Navigation Safety levy
- Marine oil pollution levy and are based on the GRT of the vessel.

Please check with Wyndham Port Manager Gill TAYLOR (Email: gill@cgltd.com.au) and website address <https://www.cgltd.com.au/cgl-wyndham-port/port-services-and-charges/> for Wyndham Port Service Charges.

25. PORT FACILITIES

Due to the regional location of the Wyndham Port, some facilities are limited.

STORES AND PROVISIONS To check with port manager.

REPAIRS CGL Wyndham Port have a number of tradespersons available. Please check with the Port Manager.

ELECTRICITY Supply is available at limited locations along the wharf face. The supply is available at 415/240 volts 3 phase or single phase

SHORE LEAVE Not permitted for any international vessel during pandemic without the express permission of both the Regional Harbour Master and the Port Manager.

REPATRIATION Is prohibited except in the event of an emergency situation.

BUNKERS Diesel fuel and ULP, is available by truck delivery by requesting the service provided a minimum 48 hours prior notice is given to the Port. Diesel bunkers are provided via fuel truck tanker from the CGL Fuel Depot adjacent to the port-To check with port manager. A bunker permit is required to be completed prior to berthing.

DIRTY BALLAST OR REFUSE Cannot be accepted.

GARBAGE Domestic Garbage removal can be arranged through CGL Wyndham Port. International Waste can be arranged with some 7 days notice given to the Port.

FRESH WATER Potable water is available at the Port from the town water supply.

MEDICAL – FOR EMERGENCY PURPOSES ONLY In emergencies, medical evacuation to Wyndham or Kununurra can be arranged, which may take 2 hours.

BANKING FACILITIES Not available.

VISITORS TO THE CGL WYNDHAM PORT

Independent surveyors, ships' agents, buyers' representatives and others intending to visit should seek permission of the Port Manager, or nominee, at least two days before the scheduled arrival of the Vessel. Early advice would be appreciated.

26. CRUISE VESSELS

Wyndham is a popular destination for small and large cruise vessels

All vessels are subject to the above regulations plus prior to arrival in Wyndham, the Master **MUST** make a declaration to the Kimberley Ports Regional Harbour Master or CGL Wyndham Port Management that all crew and passengers are fit and well. 12 hours prior to arrival the ship or agent must supply:

- a) The vaccination status plus point of origin of all passengers entering The Cambridge Gulf.
- b) The Covid -19 management plan for all vessels entering the Cambridge Gulf and Wyndham
- c) The intended route and or anchorage in Cambridge Gulf.
- d) Passengers suffering Covid illness must not be disembarked with the other passengers.
- e) They must be disembarked to appropriate transport (taxi) and taken directly to an appropriate isolation facility
- f) Declaration of Security (APPENDIX C) must be filled and send to PFSO chris@cgltd.com.au cc to pilot@cgltd.com.au and gill@cgltd.com.au by email.

27. HELICOPTER OPERATIONS

Helicopter operations are not permitted alongside the wharf.

Any vessel wishing to operate a helicopter within port limits must send the following to KPA for review:

- a) Intended location of landing and taking off (must be well clear of the wharf).
- b) Details of the helicopter.
- c) Details of the intended helicopter operation.

28. DANGEROUS GOODS

28.1. General

Dangerous goods will be handled, stored, transferred and managed in accordance with the Wyndham Port Dangerous Cargoes Standard document. This document is revised as required and relies on the Dangerous Goods Safety Act 2004, Dangerous Goods Safety (Storage and Handling non-explosives) Regulations 2007, the International Dangerous Goods Code (IMDG) and Australian Standards 3846 – 2005 (The handling of dangerous cargoes in port areas).

Any emergency arising whilst handling dangerous goods in the Port will be handled in accordance with State Hazard Plan – Hazmat and the Ports emergency response plan (ERP)

Whenever Dangerous Goods as defined by the IMDG Code are to be carried by any operator within the Cambridge Gulf, the Kimberley Ports Authority Regional Harbour Master and Wyndham Port Manager must be notified. Notification is to include

- a) Name of vessel
- b) Date of Carriage
- c) Intended destination
- d) Type of Cargo

A Dangerous Goods Management Plan is to be submitted to the Regional Harbour Master on request.

28.2. Ammonium Nitrate (AN)

The Port holds a 5-year site licence DGS022502 - Cambridge Gulf Limited - South Berth - Wyndham Port which expires 14th March 2029.

Ammonium Nitrate is imported through the Port by Coleman Bros Pty Ltd who have a depot adjacent to the Port area for the storage of Ammonium Nitrate. Coleman Bros have developed an emergency response plan for their depot, which links up with the Wynport–ERP in the case of an emergency during discharge. AN is to be imported in bulker bags, which are handled in accordance with the IMDG Code.

The key to the safe handling and transport of Ammonium Nitrate is the avoidance of fire and contamination. Whilst discharging AN at Wyndham, the provisions of Section 6 (Additional requirements for AN) of Australian Standards 3846 – 2005 are followed. The wharf will be designated a ‘special berth’ under the provisions of this section, and the quantity of AN imported shall not exceed that stated under the special berth approval. Ships containing AN are to berthed ‘head out’ on the South Berth only.

A designated ‘Wyndham Port Co-ordinator’ is appointed for AN cargo operations to ensure all relevant safe handling procedures are being followed. The Wyndham Port Co-ordinator will normally be the ‘Port Manager’.

The following procedures will apply for discharge of AN at Wyndham:

- ‘Permit to Discharge’ must be issued
- ‘Danger – No Smoking – No Naked Lights’ signs to be displayed
- Traffic management plan in place
- Two charged fire hoses to be rigged on the wharf
- Personnel are to be sufficiently trained in the handling and unloading of AN
- Fire and Rescue vehicle to be on standby
- No hot or cargo work to be carried out whilst AN vessels are alongside

Prior to discharge of AN at Wyndham Wharf, the stevedore must comply with the requirements laid down in the CGL-Wyndham Port – Safe Handling of Ammonium Nitrate – Stevedore’s Instructions Appendix 5 (available on request from CGL). This document, once signed by the stevedore and the Wyndham Port Co-ordinator, serves as a Permit to Discharge. A copy of this permit is issued to the vessel’s master or agent prior to AN discharge.

28.3. Class 1 Explosives

Class 1 explosives in containers are imported and exported through the Port. Loading and unloading of Class 1 explosives is considered in Wynport–ERP for the case of an emergency during discharge. Containers of Class 1 explosives are to be stored on the ship in accordance with the IMDG Code.

The key to the safe handling and transport of Class 1 explosives is the avoidance of fire and potential detonation. Whilst loading and unloading explosives containers at Wyndham, the provisions of Section 4.3 (General Requirements) of Australian Standards 3846 – 2005 will be adhered to. The wharf will be designated a ‘special berth’ under the provisions of this section.

A designated ‘Wyndham Port Co-ordinator’ will be appointed for the duration of all explosives cargo operations to ensure all relevant safe handling procedures are being followed. The Wyndham Port Co-ordinator will normally be the RHM, or in his absence, the PM.

The following procedures will apply for discharge of Class 1 explosives at Wyndham:

- 'Permit to Discharge' must be issued
- 'Danger – No Smoking – No Naked Lights' signs to be displayed
- Traffic Management Plan in place
- Two charged fire hoses to be rigged on the wharf
- Fire and Rescue vehicle to be on standby
- No hot work to be carried out on the wharf whilst explosives vessels are alongside
- Other cargo work to be restricted during explosives discharge

Prior to discharge of explosives at Wyndham Wharf, the stevedore must comply with the requirements laid down in the CGL-Wyndham Port – Safe Handling of Class 1 Explosives – Stevedore's. This document, once signed by the stevedore and the Wyndham Port Co-ordinator, serves as a Permit to Discharge. A copy of this permit will be issued to the vessel's master or agent prior to explosives discharge.

28.4. BUNKERING - Discharge of Bulk Fuels – Loading Crude Oil

28.4.1. Bunkering

Marine diesel bunkering is available at the wharf by way of road tanker. 600 to 700 litres per minute depending on vehicle availability via marine transfer hose. Oil companies bunkering vessels must abide by appropriate in-house safety procedures and a ship/shore safety checklist must be completed and signed by the provider and vessel personnel.

Prior to and during bunkering, the following procedures must be followed:

- 48 hours' notice must be given to the PM
- A bunker permit must be received from the Port
- 'No Smoking' signs must be in place and effective communication established
- Responsible person to be in charge of receiving bunkers on the vessel
- Appropriate oil spill and firefighting equipment to be on hand
- Port management to be informed once bunkering is completed

28.4.2. Bulk fuel discharge and light crude oil loading

The CGL operates a fuel tank terminal on land leased from the Port. CGL personnel carry out loading and discharging operations at the Port. All cargo operations are governed by the ISGOTT guide, Australian Standard 3846 - 2005 (The handling and transport of dangerous cargoes in port areas) and AIP guidelines (ship to shore safety and operations checklist) and the Dangerous Goods Safety (Storage and Handling Non- Explosives) Regulations 2007, as amended.

A designated 'Wyndham Port Co-ordinator' is appointed for Petroleum Products handling to ensure that safe handling procedures are being followed. The Wyndham Port Co-ordinator will normally be the Harbourmaster or the Port Manager.

Prior to bulk fuel being discharged or light crude oil being loaded at Wyndham wharf the stevedore must comply with the requirements laid down in the CGL-Wyndham Port – Safe Handling of Petroleum Products – Instructions Appendix 4 (available on request from CGL). This document, once signed by the Fuel Depot and the Wyndham Port Co-ordinator, serves as a Permit to Discharge. A copy of this permit will be issued to the vessel's master or agent prior to diesel fuel discharge or light crude oil loading.

The following procedures are to be in place:

- Permit to load or to discharge has been issued by the port
- Ship to shore safety checklist to be completed and signed by both parties
- Danger – No Smoking – No Naked Lights’ signs to be prominently displayed
- Fire trailers with hoses and extinguishers to be located near manifolds
- Two watchmen to be available to restrict access (one at each end of the berth)
- Effective communication between all parties in place and tested
- Cargo operations on other vessels is prohibited during tanker loading or discharge unless prior arrangement has been made
- Wynport Guidelines for handling petroleum products in bulk being followed
- Oil spill response will be handled in accordance with the port’s Oil Spill Contingency Plan (Wynport-OSCP).

28.5. Other Hazardous Cargoes

Other hazardous cargoes seldom pass through the Port. Vessels are to supply the Port with details of any hazardous cargoes carried in accordance with the Wynport Dangerous Cargoes Standard and the cargo will be handled as required under that code.

29. OIL TANKERS MOORING INFORMATION

Port Communication – The port office is manned between 0700-1600 on working days, during these times, a listening watch is maintained on VHF Channel 16.

Preferred Arrival/Departure Times – Because of the high tidal range and significant tidal streams in Wyndham, the pilot will discuss arrival and departure times with the Master. Berthing and departure are normally on last quarter of the Flood tide to ensure sufficient UKC for the shallow areas to be encountered.

If safe to do so, master’s shall reduce the ship’s displacement and draft to a minimum ensuring the propeller is submerged, with no trim by the bow.

Alongside Draft – Dependant on tides, however as general guidance, forward draft up to 8.0m and Aft draft up to 8.5m. UKC of 0.5m must be maintained alongside at all times. Tide table and monthly wharf pocket sounding will be provided prior to arrival to maintain the minimum UKC

Navigation Hazards – The principal navigation hazards are; the shoal areas which exists north of Beacon 6 and abeam of Laffan Point, SW of the Berth and the wreck NW and adjacent to the berth. . Strong tides are experienced throughout the passage.

Mooring Arrangements – Wires are not accepted. Two head and stern lines, two breast lines and two springs is the normal arrangement except the backsprings AFT will be led from poop deck and stern lines will be led from the main deck, where this is possible, Tankers berthed Starboard side to, head out. **ONLY ONE MOORING LINE AT A TIME** to be sent shore unless requested by mooring gang.

Tugs and Lines launch – There is a tug for tanker and ships over 130m berthing or un-berthing at Wyndham, tug bollard pull is approximately 38 t. The pilot boat ‘Sir Bastion’ is used as lines handling boat. Maximum allowable berthing speed of 0.15 meters/seconds (0.3 knots) at 6 degrees to the wharf face with impact at quarter point.

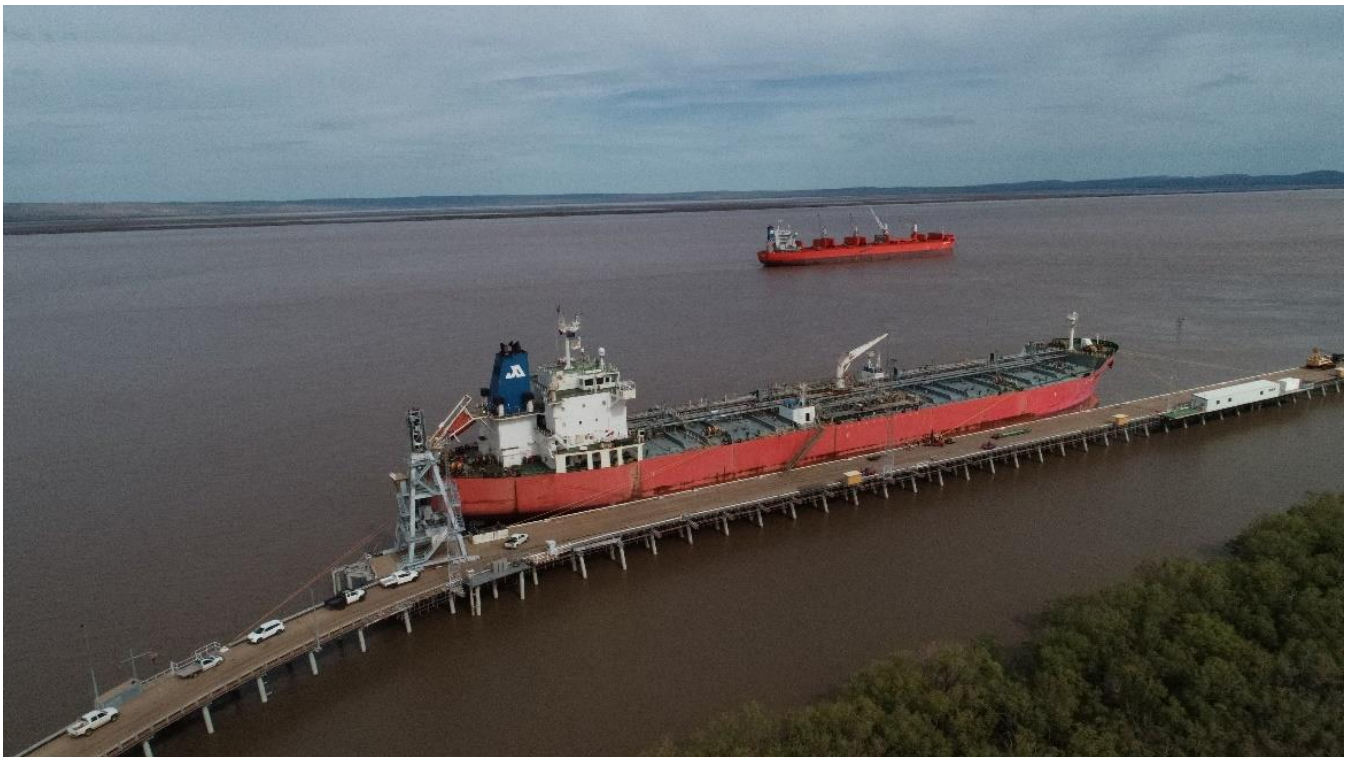
Number and Size of Hose Connection and Manifolds – The shore manifold is sited at 105 metres from the South end of the wharf. 2 Hose strings each 150mm diameter ANSI 150 flanges. Can discharge at an approximately rate of 400 m³ per hour at 1050 kpa. There are also 4 250mm of 7m length full rubber hoses with 2 x 150mm x 3m length to join to the under-wharf manifold for loading of the Crude Oil.

Vapour Emission Control (VEC) System – Ship's system

Inert Gas Equipment – If vessel is fitted with IG, it must be used.

Gangway Arrangements – Ship's gangway is required because of high freeboard of arriving vessels.

Restrictions on Crude Oil Washing, Tanker Cleaning and Gas Freeing – Permits are to be obtained from the CGL Wyndham Port before the conduct of any significant work aboard the vessel. No immobilisation of engines while alongside.



30. WYNDHAM PORT RECOMMENDED PASSAGE PLAN WAYPOINTS

The recommended Wyndham Port passage plan and/or waypoints can be changed as per annual hydrographic survey or due to the shifting of banks. Mariners are reminded to check with pilot and/or CGL Wyndham Port for the newest waypoints and/or passage plans.

30.1. *Inbound Starboard Side To Recommended Waypoints (21 waypoints)*

Number	Waypoint Name	Latitude	Longitude	Next Leg Course
1	00-Crown Patches	14°46.281'S	128°16.100'E	204°T @ 12.9NM
2	01-Nicholls Pilot Station	14°58.100'S	128°10.700'E	228°T @ 4.08NM
3	02-Ina Island	15°00.844'S	128°07.566'E	203°T @ 1.83NM
4	03- Black Cliff	15°02.537'S	128°06.826'E	178°T @ 3.25NM
5	04-Cawston Bay	15°05.800'S	128°06.941'E	196°T @ 2.03NM
6	05-Steep Head	15°07.756'S	128°06.365'E	173°T @ 1.64NM
7	06-Kent Island	15°09.393'S	128°06.572'E	145°T @ 1.17NM
8	07-Ord River	15°10.357'S	128°07.268'E	201°T @ 2.43NM
9	08-Red Head	15°12.635'S	128°06.369'E	179°T @ 1.25NM
10	09-Eddy Point	15°13.887'S	128°06.392'E	225°T @ 0.91NM
11	10-One Ball Island	15°14.533'S	128°05.726'E	183°T @ 0.95NM
12	11-Hay Point	15°15.484'S	128°05.675'E	170°T @ 1.43NM
13	12-Pender Point	15°16.894'S	128°05.931'E	228°T @ 1.88NM
14	13-Middle Bank	15°18.158'S	128°04.484'E	172°T @ 0.71NM
15	14-Forrest River	15°18.865'S	128°04.586'E	166°T @ 0.87NM
16	15-No. 6 Hare	15°19.710'S	128°04.803'E	156°T @ 4.59NM
17	18-Salamander	15°23.917'S	128°06.732'E	200T @ 2.97NM
18	23-Anchorage West	15°26.722'S	128°05.680'E	180°T @ 0.64NM
19	24-Turning Buoy	15°27.360'S	128°05.680'E	090°T @ 0.25NM
20	25-WYN STH	15°27.360'S	128°05.935'E	023°T @ 0.24NM
21	26-WYN	15°27.135'S	128°06.034'E	

30.2. Inbound Port Side To Recommended Waypoints (19 waypoints)

Number	Waypoint Name	Latitude	Longitude	Next Leg Course
1	00-Crown Patches	14°46.281'S	128°16.100'E	204°T @ 12.9NM
2	01-Nicholls Pilot Station	14°58.100'S	128°10.700'E	228°T @ 4.08NM
3	02-Ina Island	15°00.844'S	128°07.566'E	203°T @ 1.83NM
4	03- Black Cliff	15°02.537'S	128°06.826'E	178°T @ 3.25NM
5	04-Cawston Bay	15°05.800'S	128°06.941'E	196°T @ 2.03NM
6	05-Steep Head	15°07.756'S	128°06.365'E	173°T @ 1.64NM
7	06-Kent Island	15°09.393'S	128°06.572'E	145°T @ 1.17NM
8	07-Ord River	15°10.357'S	128°07.268'E	201°T @ 2.43NM
9	08-Red Head	15°12.635'S	128°06.369'E	179°T @ 1.25NM
10	09-Eddy Point	15°13.887'S	128°06.392'E	225°T @ 0.91NM
11	10-One Ball Island	15°14.533'S	128°05.726'E	183°T @ 0.95NM
12	11-Hay Point	15°15.484'S	128°05.675'E	170°T @ 1.43NM
13	12-Pender Point	15°16.894'S	128°05.931'E	228°T @ 1.88NM
14	13-Middle Bank	15°18.158'S	128°04.484'E	172°T @ 0.71NM
15	14-Forrest River	15°18.865'S	128°04.586'E	166°T @ 0.87NM
16	15-No. 6 Hare	15°19.710'S	128°04.803'E	156°T @ 4.59NM
17	18-Salamander	15°23.917'S	128°06.732'E	196T @ 2.93NM
18	19-Port Anchor	15°26.750'S	128°05.894'E	161°T @ 0.41NM
19	26-WYN	15°27.135'S	128°06.034'E	

30.3. *Outbound Recommended Waypoints (20 waypoints)*

Number	Waypoint Name	Latitude	Longitude	Next Leg Course
1	26-WYN	15°27.135'S	128°06.034'E	326°T @ 239M
2	22-WRECK WEST	15°27.027'S	128°05.960'E	000°T @ 0.50NM
3	21-MOORING BUOY SOUTH	15°26.522'S	128°05.960'E	016°T @ 2.70NM
4	18-SALAMANDER	15°23.917'S	128°06.732'E	336°T @ 4.59NM
5	15-NO. 6 HARE	15°19.710'S	128°04.803'E	346°T @ 0.87NM
6	14-FORREST RIVER	15°18.865'S	128°04.586'E	352°T @ 0.71NM
7	13-MIDDLE BANK	15°18.158'S	128°04.484'E	048°T @ 1.88NM
8	12-PENDER POINT	15°16.894'S	128°05.931'E	350°T @ 1.43NM
9	11-HAY POINT	15°15.484'S	128°05.675'E	003°T @ 0.95NM
10	10-ONE BALL ISLAND	15°14.533'S	128°05.726'E	045°T @ 0.91NM
11	09-EDDY POINT	15°13.887'S	128°06.392'E	359°T @ 1.25NM
12	08-RED HEAD	15°12.635'S	128°06.369'E	021°T @ 2.43NM
13	07-ORD RIVER	15°10.357'S	128°07.268'E	325°T @ 1.17NM
14	06-KENT ISLAND	15°09.393'S	128°06.572'E	353°T @ 1.64NM
15	05-STEEP HEAD	15°07.756'S	128°06.365'E	016°T @ 2.03NM
16	04-CAWSTON BAY -PILOT OFF	15°05.800'S	128°06.941'E	358°T @ 3.25NM
17	03- BLACK CLIFF	15°02.537'S	128°06.826'E	023°T @ 1.83NM
18	02-INA ISLAND-ORE PILOT OFF	15°00.844'S	128°07.566'E	048°T @ 4.08NM
19	01-NICHOLLS PILOT STATION	14°58.100'S	128°10.700'E	024°T @ 12.9NM
20	0-Crown Patches	14°46.281'S	128°16.100'E	

31. KEY CONTACTS

FIRE	000	
AMBULANCE	000	
POLICE - Emergency	000	
POLICE – General	131 444	
WYNDHAM POLICE	(08) 9161 0400	
AMSA	1800 627 484	
WYNDHAM HOSPITAL	(08) 9161 0222	
KUNUNURRA HOSPITAL	(08) 9194 2640	
WYNDHAM CARAVAN PARK	(08) 9194 1064	
CROC CAFÉ & BAKERY	+61 457 826 616	
WYNDHAM POST	(08) 9161 1241	
WYNDHAM IGA	(08) 9161 1018	
VAGGS WYNDHAM LIQUOR	(08) 9161 1310	
WYNDHAM MUSEUM	(04) 5657 9040	
KPA HARBOUR MASTER:	+61 (0) 408 253 193	harbourmaster@kimberleyports.wa.gov.au
KPA ADMIN:	Tel: +61 (0) 8 9194 3100 Fax: +61 (0) 8 9194 3188	
	Email: adminassistant@kimberleyports.wa.gov.au	
WYNDHAM PORT MANAGER:	+61 409 373 920	gill@cgltd.com.au
WYNDHAM FUEL MANAGER:	+61 488 300 788	terry@cgltd.com.au
WYNDHAM PORT SAFETY OFF:	+61 407 461 010	chris@cgltd.com.au
WYNDHAM PORT ADMIN:	+61 8 9161 1203	
CGL Wyndham Port Marine Pilot	+61 499 655 695	pilot@cgltd.com.au

32. GLOSSARY

AMSA means Australian Maritime Safety Authority

AN means Ammonium Nitrate

BOM means Australian Government Bureau of Meteorology, is Australia's national weather, climate and water agency.

CGL means Cambridge Gulf Limited

DOT means Western Australia Department of Transport

DP means Dynamic Positioning, is a vessel with computer control system automatically maintains a vessel's position and heading by using her own propellers and thrusters.

ETA means Estimated Time of Arrival.

ETB means Estimated Time of Berthing.

ETD means Estimated Time of Departure.

HM & RHM means Kimberley Ports Authority's (Regional) Harbour Master.

IMO means the International Maritime Organization – is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. IMO's work supports the UN sustainable development goals.

IMDG Code means The International Maritime Dangerous Goods Code

ISPS Code means The International Ship and Port Facility Code

KPA means the Kimberley Ports Authority of Western Australia.

LAT means Lowest Astronomical Tide

LOA means Length overall, often abbreviated as is the maximum length of a vessel's hull measured parallel to the waterline

LT means Local Time, for Wyndham is Australian Western Standard Time.

MCV means Australian Maritime Crew Visa – Sub Class 988

PAA means The Port Authority Act 1999 Western Australia.

PAR means The Port Authority Regulations 2001 Western Australia.

PBG means Pilot Boarding Ground

PEC means Wyndham Port Pilot Exemption Certificate

PFSO means Wyndham Port Facility Security Officer

PM means Cambridge Gulf Limited Wyndham Port manager

Port means the land, the wharf and waters within the boundaries of the Cambridge Gulf and Wyndham Port Waters, Western Australia, as varied from time to time.

Port Control Officer means the person(s) appointed by Cambridge Gulf Ltd to fulfil the duties as the Shore Based Stevedoring interface, Offshore Liaison and Contact and so appointed as the Port Security Officer under the requirements of the *Maritime Transport and Offshore Facilities Security Act 2003*

Port Facility means the facilities within the Wyndham used to provide the services

PSO means Port Security Officer

Shipping Agent means the Shipping Agent nominated by the Port Operator.

SMS means vessels Safety Management System

STCW means The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended.

TEU means The Twenty-Foot Equivalent Unit

UKC means Under-Keel Clearance, is **the vertical distance between the lowest part of the ship's hull and the seabed.**

UHF means Ultra high frequency, is the ITU designation for radio frequencies in the range between 300 megahertz (MHz) and 3 gigahertz (GHz)

VHF means Very high frequency, is the ITU designation for the range of radio frequency electromagnetic waves (radio waves) from 30 to 300 megahertz (MHz), with corresponding wavelengths of ten meters to one meter.

WPH means the document issued by the Kimberley Port Authority titled "Wyndham Port Handbook"

33. DISCLAIMER

The contents of this booklet are provided as a guide only and whilst reasonable care has been taken Kimberley Ports Authority and / or CGL Wyndham Port accepts no responsibility for any act, error, omission or default in connection therewith.

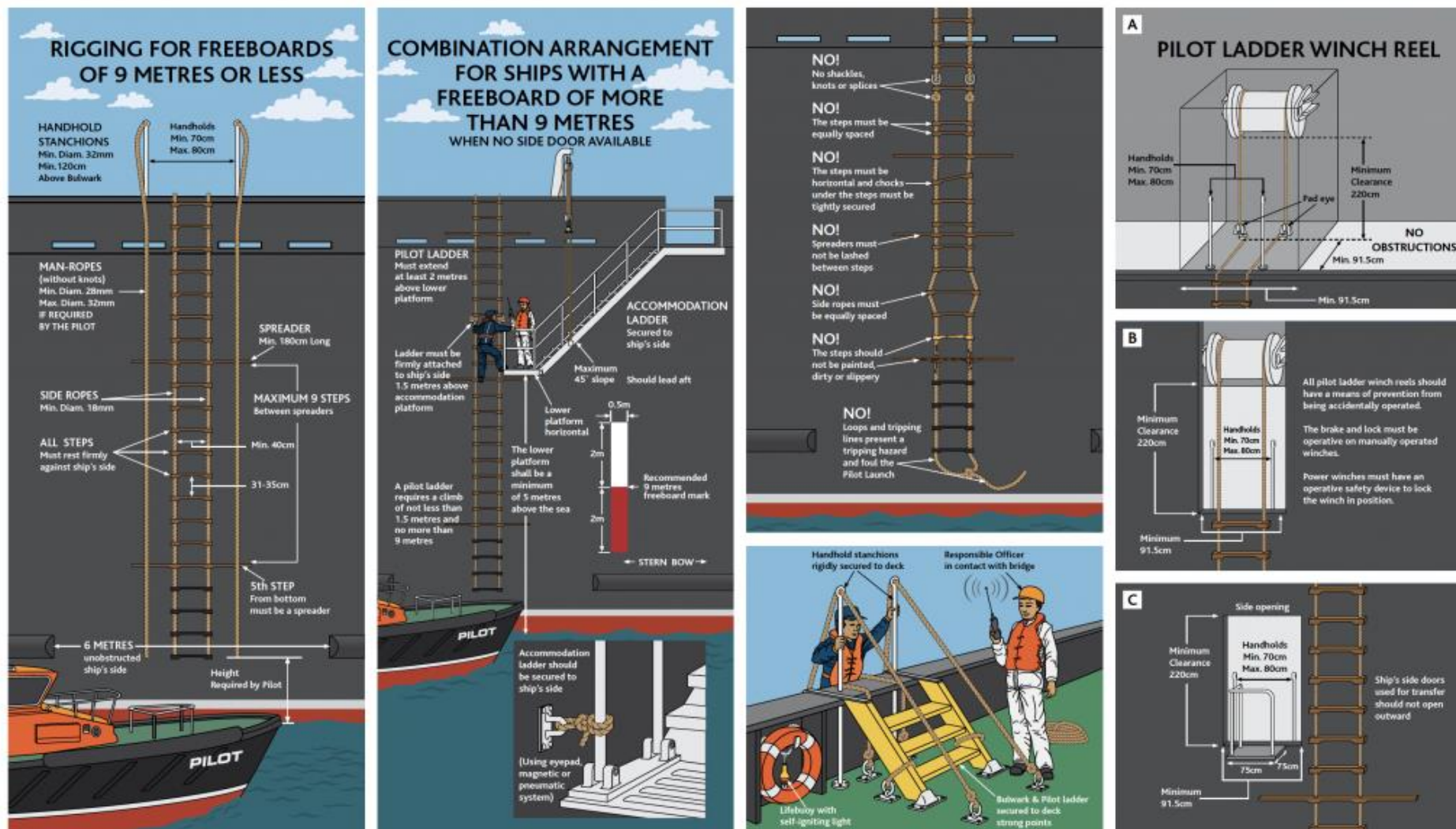
The KPA acknowledges the assistance of Cambridge Gulf Ltd in the preparation of this document.

It is the responsibility of readers to make their own enquiries in relation to any facts referred to prior to acting on them.



34. APPENDIX A – PILOT LADDER ARRANGEMENTS

PILOT LADDERS are to be rigged strictly in accordance with SOLAS guidelines as shown below.





35. APPENDIX B – MASTER PILOT EXCHANGE

CGL WYNDHAM PORT PASSAGE PLAN & MASTER / PILOT EXCHANGE

PLEASE UPDATE YELLOW CELLS OF PAGE 1 THEN SEND PAGE 1 BACK TO WYNDHAM PILOT SOONEST

VESSEL:											DATE:						
CAPTAIN:											PILOT:						
SHIP, ENVIRONMENT AND PASSAGE INFORMATION																	
IMO:					CURRENT:	ARR:	WIND:		ARR:	PASSNGR SHIP							
MIN. CHANNEL DEPTH (LAT)	7.0m	SWING BASIN(LAT)		3.7m	ARRIVAL DISPLACEMENT			DEPARTURE DISPLACEMENT			P/						
CHAIN LENGTH:	P		S		RUDDER			ADVANCE			TACTICAL DIAMETER						
PROPULSION:	SINGLE TWIN	RPM CPP	RIGHT LEFT	BOW / STERN THRUSTER KW				ME MAX RPM & KW			ASTERN % AHEAD						
CRITICAL RPM:			ENGINE SEA TO FA NOTICE				RPM/CPP SPD	FA		HA		SA		DSA			
PASSAGE, DRAFT, UKC DETAILS									ARRIVAL VESSEL INFORMATION								
FROM:			PBG		ARRIVAL DEPARTURE WARPING SHIFTING		EOSP DATE:				EOSP TIME:						
TO:			SST PST				GRT:				LOA:						
ARR:	GM		FWD DRAFT		AFT DRAFT		BEAM:				HOME PORT & COUNTRY:						
DEP:	GM		FWD DRAFT		AFT DRAFT		LAST PORT:				NEXT PORT:						
TIDE, DEPTH, DRAFT, UKC	ARRIVAL		DEPARTURE		ANCHOR DATE:				ANCHOR TIME:								
	TIME	HEIGHT	TIME	HEIGHT													
LW (m)					AWEIGH DATE:				AWEIGH TIME:								
HW (m)					POB DATE:				POB TIME:								
Tide (m)					FIRST LINE (LET GO):				ALL FAST (BROUGHT UP):								
Minimum Depth (LAT) (m)					Pilot OFF DATE:				Pilot OFF TIME:								
Total Water Depth (m)																	
Minus Max Draft																	
UKC >= 1.0m & 10% of Max. Draft																	
Equipment Checks – All equipment is to be checked I.A.W. the Port of Wyndham Handbook, includingbut not limited to the following items: DATE & TIME:																	
Two Steering Gears			Engine tested Ahead Astern		Mooring Lines and Tension				Anchors & crew for Emergency								
Passage Plan Verified			Charts/ECDIS Corrected		Change of control				Gyro Error								
AIS, Nav. Lights, Shapes			Monitoring VHF 08 16		Traffic Movements				Pilot Ladder								
The principles of Bridge Resource Management must be followed at all times. The Bridge Team are to constantly monitor the vessel's position, drift, set, rudder orders, course orders, engine orders, radios, weather, environment and/or keep a proper navigation watch and/or anchor watch and/or cargo watch, and immediately bring to the Pilot's attention any matter that causes concern or is not understand.																	
Any defect/condition which may affect the maneuver?																	
COMMENTS: Bridge to Stern m; TUG ARR: - ; TUG DEP: - ; FW mt; CARGO																	
The Master and Pilot sign and agree on the passage plan including the berthing plan overleaf																	
Pilot Signature Master Signature																	

36. APPENDIX C – WYNDHAM PORT DECLARATION OF SECURITY FORM

WYN-PORT-FORM-8000-DOSv02

(for use between a ship and port or port facility operator)

Name of Ship:
Port of Registry:
IMO Number:
Name of Port/ Port Facility: WYNDHAM

This Declaration of Security is valid from until....., for the following activities ...PASSENGER VESSEL
TOURIST ACTIVITIES... *(list the activities with relevant details)* under the following security levels.

Security level(s) for the ship:
Security level(s) for the port facility:

The port facility and ship agree to the following security measures and responsibilities to ensure compliance with the requirements of Australian maritime security legislation.

The affixing of the initials of the SSO or PSO/ PSO under these columns indicates that the activity will be done, in accordance with relevant approved plan, by		
Activity	The port facility:	The ship:
Ensuring the performance of all security duties		
Monitoring restricted areas to ensure that only authorised personnel have access		
Controlling access to port/ port facility		
Controlling access to the ship		
Monitoring of port/ port facility, including berthing areas and areas surrounding the ship		
Monitoring of the ship, including berthing areas and areas surrounding the ship		
Handling of cargo		
Delivery of ship's stores		
Handling unaccompanied baggage		
Controlling the embarkation of persons and their effects		
Ensuring that security communication is readily available between the ship and port/ port facility		

WYN-PORT-FORM-8000-DOSv02

The signatories to this agreement certify that security measures and arrangements for both the port/ port facility and the ship during the specified activities meet the provisions of Australian maritime security legislation will be implemented in accordance with the provisions already stipulated in their approved plan(s) or the specific arrangements agreed to and set out in the attached Appendix.

Dated atWYNDHAM..... on the

Signed for and on behalf of	
the port/ port facility:	the ship:

(Signature of Port Security Officer/ (Signature of Master or Ship Security Officer)
Port Facility Security Officer)

Name and title of person who signed	
Name:	Name:
Title:	Title

Contact Details	
(to be completed as appropriate)	
(indicate the telephone numbers or the radio channels or frequencies to be used)	
for the port/ port facility: 0428 941 775	for the ship:
Port/ Port Facility	Master

WYNDHAM
Port Security Officer/ Port Facility Security Officer Ship Security Officer

Gillian TAYLOR 08 9161 1203.....

Chris GREEN 0891611203.....

Kurt HUNTER 0891611203.....

Company

.....
Company Security Officer

.....

37. APPENDIX D – INFECTIOUS DISEASES VESSEL QUESTIONNAIRE



INFECTIOUS DISEASES VESSEL QUESTIONNAIRE

This form must be completed by vessel Master prior to any berth application being accepted for entry to Wyndham Wharf or Inner Anchorage.

1. International Vessels

For International vessels:

- No ship's crew is allowed on or off the vessel without approval from the Harbour Master or the Port Manager.
- Social distancing of 2m for crew and Wyndham Port personnel at all times

2. Interstate Vessels

For vessels travelling interstate:

- No ship's crew is allowed on or off the vessel without approval from the Harbour Master or the Port Manager.

SECTION 1 - VESSEL DETAILS

Vessel Name		ETA Wyndham	
Ships Agency		Contact	

SECTION 2 - PREVIOUS PORTS

List the last 5 port calls or all port calls within 28 days

Port Name 1		Departure Date / Time	
Activity at port			
Port Name 2		Departure Date / Time	
Activity at port			
Port Name 3		Departure Date / Time	
Activity at port			
Port Name 4		Departure Date / Time	
Activity at port			
Port Name 5		Departure Date / Time	
Activity at port			

SECTION 3 - OTHER INFORMATION

	Yes	No
Was there any crew change within the last 28 days?	<input type="checkbox"/>	<input type="checkbox"/>
Provide details of country of origin and countries transited when joining the vessel		
Detail:		
Did any crew go ashore within the last 28 days?	<input type="checkbox"/>	<input type="checkbox"/>
Detail:		
Did ships staff wear PPE (<i>i.e. gloves, face masks, safety glasses</i>) while at these port/s?	<input type="checkbox"/>	<input type="checkbox"/>
Provide details of interaction with shore staff at ports visited within the last 28 days		
Detail:		
Please ensure that you have included your crew list and pre arrival form with this document.		

SECTION 4 – VESSEL STATUS

	Yes	No
Has free pratique been granted? <i>If awaiting due time limits, please advise once received</i>	<input type="checkbox"/>	<input type="checkbox"/>
Comment:		
Are any crew members or passengers unwell, have a fever or are showing symptoms of serious illness?	<input type="checkbox"/>	<input type="checkbox"/>
Detail:		
Are body temperatures of all crew being recorded daily?	<input type="checkbox"/>	<input type="checkbox"/>
Have you got sufficient PPE onboard for your crew for the duration of your visit to Australia?	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 5 – CGL WYNDHAM PORT REVIEW

Review process for vessels calling at Wyndham Port		
Representative: please circle		
	<input type="checkbox"/> Approved	<input type="checkbox"/> Not Approved
	Port Manager / Harbour Master	