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# PORT INFO - IOT

All pertinent details pertaining to the loading of Iron Ore in bulk via the Iron Ore Terminal (IOT) at Saldanha.

Saldanha is synonymous with Iron Ore exports which occur on almost a daily basis and a very buoyant business operation irrespective of the challenging markets currently being experienced. This Terminal handles approx. 4 – 5 Million tons per month which at the moment provides for almost for continuous loading every 24hr period throughout the month. The 2 main shippers who export in Saldanha is Kumba Iron Ore (AngloAmerican company) and Assmang (Ore & Metal), as well as Sedibeng. Majority of the exports occur to China and minor amounts to Europe however the market has expanded with various shipments to India.

Herewith below may find the Port & Terminal information including details about the loading operation.

#### Channel Details/Restrictions

Main channel depth	: 23.7 m.
Maximum permissible sailing draught	: 20.5 m
Channel Entrance Width	: 400 m
Turning Circle Depth	: 23.2 m
Turning circle width	: 580 m
Tide (Lowest on Chart Datum)	: 0.29 m
Tide (Highest on Chart Datum)	: 1.9 m

#### Inner Anchorage Restrictions

Inner Anchorage - Saldanha side	: 10.5 m
Inner Anchorage - Langebaan side	: 16.0 m

Port Co-ordinates: Latitude 33° 02'S Longitude 17° 58'E

Pilot Station: Pilot boarding ground: at North Head Light Bearing - 058° x 5.0 miles

#### ORE JETTY INFORMATION

Depth alongside	: 23.0 m.
Dredged dist. off berth	: 220 m.

Max. Air draft	: 20.0 m.
Height of jetty	: 5.45 m.
Length of ore jetty	: 630 m
Largest vessel handled	: 322 197 DWT
Tidal range at spring tides = 2.0 m.	
There is 1.5 m between M.L.W.S. and M.H.W.S. All navigational and other charts refer to Chart Datum, which is M.L.W.S. minus 0.26 m.	

#### MAXIMUM PERMITTED DRAFTS

Docking	: 20.5 m (over 19.5 m tidal.)
Sailing	: 21.5 m (over 20.5 m tidal, subject to Harbour Master's approval)

#### Vessel Requirements

- All vessels must be classed under IACS (International Association Of Classifications Societies)
- Must be gearless
- vessels with mast poles are permitted subject to TPT discretion, full details required minimum 24hrs
- minimum uplift(shipment) tonnage for loading at the Iron Ore terminal is 80KT (+/-10%) hence the absolute minimum which may be loaded is 72KT. If a tonnage below the minimum amount mentioned is due to be fixed it is suggested to obtain firm from Shippers in advance for their acceptance of it.
- minimum 3 star rightship approval required
- de-ballasting capability to handle 8000 / 15000 Mt/Hr load rates (Single/Dual Loading)
- Vessels with Mast Poles are generally not accepted by the Terminal for loading due to complications it present during the loading operation - prior approval and acceptance is required to be obtained before fixing.

#### Vessel Age & Inspections

- Max 20 year old vessels
- All vessels between 15 - 20 years: inspection once a year on first arrival
- Inspections to be done at the I/A as far possible

#### Notice Requirements

On sailing from last port, and also 21, 15, 10, 7, 4, 3, 2, 1 and 12 hours prior to arrival

#### NOR Tendering & Waiting Areas

- No anchoring at the Port's O/A is permitted due to conditions being unsafe and not suitable area available for it. If the load berth is not available upon arrival vessels may either use the Inner Anchorage or alternatively steam to St. Helena Bay which is approx. 6 hours steaming from Saldanha Bay or anchor at Cape Town anchorage or lastly if only for a few hours drift.
- If vessel berth upon arrival; NOR to be tendered upon arrival 12 miles and then shippers Receive/Accept it upon crossing the arrival line into port.
- If vessels will wait at St. Helena Bay approaching from the South ex Cape Town direction then NOR to be tendered upon arrival 12 miles and then shippers Receive/Accept it for "arrival 12 miles + 1.5hrs".
- If vessels will wait at St. Helena Bay approaching from the North ex Walvis Bay direction then NOR to be tendered upon dropping anchor at St. Helena Bay and then shippers shall Receive/Accept it for "dropping anchor time + 6hrs".
- If vessels will wait at Cape Town anchorage approaching from the South then NOR to be tendered upon dropping anchor at Cape Town anchorage and then shippers Receive/Accept for "dropping anchor time + 7.5hrs".

## Loading Method

Iron Ore loading is carried out by means of two luffing, slewing and traveling ship loaders which connected to conveyor belt system which delivers cargo from stock pile area within port up to and onboard the vessel. Given that the shore loaders are positioned centrally between both the load berths it is common operation for vessels to be loaded with dual loaders. Whilst one ship loader is in operation, the other loader is on stand-by over the next hatch. The total traveling length of each ship loader is approximately 550 meter. Loading with 1 ship loader, an average of 5000 m/tons per hour is achieved with it peaking at 7000 m/tons per hour and loading by 2 ship loaders, an average 10 000 m/tons per hour with it peaking 14 000 m/tons per hour.

Per attached documents you may find more comprehensive details about the Port of Saldanha Bay and the Iron Ore Terminal inclusive of the Terminal Guidelines (applicable pages; p 38 – 44)

## Additional Points

Berthing delays are encountered from time to time during periods of congestion and in such cases delays between 24 -72hrs can be experienced.

## Periodical Weather Conditions – Saldanha Bay

- During the winter months of May, June, July and August, the wind conditions are predominantly Northeast with rain.
- During the summer months of November, December, January and February, the wind conditions are predominantly South East in the mornings, swinging to the South West in the afternoons.
- Saldanha is periodically affected by heavy swell conditions, particularly during winter months. This may affect vessels alongside causing excessive movement which may result in the parting of moorings. In extreme conditions, vessels will be put to anchor or stand out at sea until conditions moderate. All costs occasioned thereby will be for the sole account of the vessels.