

	SAFETY, HEALTH, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM PORT OF CALL HISTORY REPORTING FORMS MANUAL	Form : 1.3.1B Date : 02/June/2017 Rev : 1.0 App By : BMM

Port Feedback

Ship Name	IVS WENTWORTH
Port	SALDANHA BAY, SOUTH AFRICA
Terminal & Berth No.	BERTH NO. 201

Port Details	
Anchorage approach	Ships awaiting a berth can be anchored near the jetty, but are subject to port dues from the time they pass the outer channel buoys. They are required to take a pilot for this. The approaches to Saldanha Bay are not a recommended anchorage, and should a vessel be required to wait off the port, Masters are advised to remain underway. St Helena Bay, 40 n.m. north of the port, is the nearest good anchorage, although it is exposed to northerly winds in winter. Permission must be obtained from the authorities, through the Agent, for a vessel to anchor there.
Min. depth at anchorage/Channel	Between the navigation channel and the end of the jetty is situated the main turning basin of 580 m. in diameter and 23.2 m. depth (LWOS). The approach to the basin is marked by beacons on the breakwater and the eastern and western extremities are marked by a red buoy and a green buoy. Vessels with a draft exceeding 14 m. will be handled in the turning basin during daylight hours only
Pilot performance/Tugs condition	3 Pilots and 2 tugs used.
Other information	The only iron ore handling port in South Africa. It also serves base metal mines, an adjacent heavy minerals smelter as well as nearby crude storage facility. It is a natural harbour, partly protected by an artificial breakwater.

Berth Details	
Berth Type	Sheltered berth
Minimum depth at Berth/approach/UKC concern	15.00m
Mooring arrangement	4+2 Fore and Aft
Berth Restrictions	Vessels arriving at the port of Saldanha must pump adequate ballast while still in open water (the minimum depth of the water in the waiting area is 13.7 m. below chart datum). The Master of the vessel is responsible for presenting the ship for loading with the proper trim and draft, keeping in mind the loading rate and loader clearance. A clearance safety factor of 2.2 m. is required. Minimum draft requirements will be stipulated by the Harbour Master and will be dependent upon weather conditions.
Berth condition/fendering etc	All commercial berths are fitted with tyre fenders.
Other information (fendering etc)	Berths No. 201 is fitted with cylindrical fenders.

Cargo Operation	
Manifold connections	NIL
Terminal courtesy/co-operation	Satisfactory
Safety standard	Satisfactory
Other information (booster pumps etc)	NIL

Additional information	
Authorities(Custom/immig./health)	Satisfactory
Security (Stowaways/theft threats)	ISPS Port Compliant.
Spares/Stores/FW supply	No stores and FW received.
Crew change/Shore leave	Shore leave permitted, 2 crew signed on.
General comments	
Recommendations	

Master's Name / Date	Capt. Krzysztof Z. Senczuk
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