

## 5. Port Infrastructure

### 5.1 Berth and channel information

Table 7 Berth information

Channel / berth	Design depth at LAT (metres)	Required UKC	Berth pocket length (metres)
Departure Channel	13.9	DUKC System applies (refer Section 7.6) or SUKC of 10% Draft	-
Chith Export Facility - South Berth Pocket	15.9	1.6	350

Please note that depths are subject to change; consult the Notices to Mariners for latest information.

#### 5.1.1 Amrun Wharf (Chith Export Facility)

The Amrun Wharf, termed Chith Export Facility is a jacket structure supporting a roadway, conveyor, and rail for the shiploader. It has a total length of 973.65m from the jetty abutment to the western end of jacket 7 – berth heading is 298° True.



The following minimum / maximum size restrictions apply:

**Table 8 Amrun Berth minimum / maximum berth restrictions**

	Minimum	Maximum
LOA	100m	260m
Beam	N/A	43m
Dead Weight	N/A	120,000t DWT
Laden Draft	TBA	15.50m DUKC rules apply
Laden Freeboard	5.30m	N/A
Laden Displacement	TBA	145,000t

Vessels outside of these parameters will only be approved berthing following a full assessment and permission granted by the Regional Harbour Master (Cairns), in consultation with Rio Tinto.

### **5.1.2 Loading gantry**

For the safe berthing of vessels at the berth the operator is required to have the shiploader slewed behind the quayline.

When any such equipment is required to have the main boom or structure down for maintenance and so on, and it protrudes out from the berth, and there is no vessel on the berth at the time, then the terminal operator is required to notify VTS of the times that the particular piece of equipment will be in this condition.

Should this equipment be in a lowered or in a boom down condition during night hours then the structure will need to be adequately lit.

The recommended mooring arrangement is 3 head/stern lines, 3 fore/aft breast lines and 2 fore/aft springs (3, 3 and 2).

### **5.1.3 Emergency cessation of loading**

In the event that a ship is no longer securely attached to the wharf (e.g. a parted line) or if the ship requires a tug to stay alongside, loading is to cease immediately.

## 5.2 Leading lights and beacons

**Table 9 Navigation aids**

Duyfken			
Duyfken Point light	Tower	12° 34'S, 141° 36'E	Fl.5 sec 17M Racon (K)
Amrun Approaches			
Port Hand Beacon	Virtual Nav Aid		
Starboard Hand Beacon	Virtual Nav Aid		
PEL Sector Light – Northwest Approach	End of Jetty	Axis Bearing 163° T	Centre White – F Lateral R/G – FL 4S transitioning to ISO 6S Boundary
PEL Sector Light – Southwest Approach	End of Jetty	Axis Bearing 073°T	Centre White – F Lateral R/G – FL 4S transitioning to ISO 6S Boundary
Jetty Extremity	Dolphin		Qk Fl. W
Boat Passage under inner end of Jetty			Fixed Blue

After clearing the loading facility departure is generally to the Northwest on an axis bearing of 298° T

## 5.3 Anchorage areas

### 5.3.1 External anchorages

Mariners are advised that ships waiting at the pilot station for either pilots or orders should use the following anchorages in Albatross Bay:

Amrun anchorages

**Table 10 Amrun anchorages**

Area	Location	
AN 1	12° 45.0'S	141° 34.1'E
AN 2	12° 45.7'S	141° 33.1'E
AN 3	12° 46.9'S	141° 33.2'E
AN 4	12° 47.4'S	141° 34.3'E

The following anchorages may also be used if not occupied by vessels awaiting entry to Weipa:

**Table 11 Additional Amrun anchorages if not occupied by vessels awaiting entry to Weipa**

Area	Location	
Anchorage A	12° 44.8'S	141° 36.2'E
Anchorage B	12° 45.5'S	141° 35.2'E
Anchorage C	12° 46.0'S	141° 36.3'E
Anchorage D	12° 46.2'S	141° 34.2'E
Anchorage E	12° 46.7'S	141° 35.3'E
Anchorage F	12° 47.2'S	141° 36.4'E

Emergency anchorage for detained vessels inside the Weipa Pilotage Area

**Table 12 Emergency anchorage**

Area	Location	
Detained vessel anchorage	12° 45.5'S    141° 38.0'E	minimum UKC 10% draft

Ships are not to anchor in the zone indicated on chart AUS 4 which extends three miles to seaward of the Weipa South Channel fairway beacon.

The bottom is soft mud, and the holding is generally good, but care must be taken during strong westerly winds.

The attention of masters is also drawn to section 10 [Work Permits](#), which requires prior permission of the Regional Harbor Master for the immobilisation of propelling machinery and immediate notification in the event of immobilisation as a result of any breakdown or failure of the propelling machinery.

Immobilisation of main engines at anchorages within port limits will not be condoned except under special circumstances as decreed by the Regional Harbour Master.