5. Port infrastructure

5.1 Berth information

Berth	Design depth	Berth pocket	Wharf face	Berth alignment	Comments
Abbot Point 1	19·0	512 x 70	264	109°/289°	Two mooring dolphins at each end. Distance between dolphins 466m.
Abbot Point 2	19.5	410 x 70	250	109°/289°	Two mooring lines or dolphins at each end. Distance between dolphins 435m

Table 8 – Berth information

Approach depth to the berth is 17.2 metres.

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

5.2 Ship / Shore Access

Abbot Point Berth No. 1

Access is normally provided by way of the vessel's accommodation ladder. Safe access can only be assured if one of the following three options are employed;

1. The Accommodation Ladder is to include a mechanical or power assisted slewing facility that permits the landing of the ladder to a solid base installed approximately 4.5 metres from the fender line to the shore side of the vessel. Ships are normally berthed Starboard Side alongside; or
2. The Accommodation Ladder is fitted with a class approved and certified gangway fall prevention arrangement; or
3. The Accommodation Ladder has been designed and certified to provide it's safe working load (SWL) whilst suspended i.e. while being supported by the ladder winch/wire and not landed on a solid wharf edge.

In all cases the Accommodation Ladder and associated winches and wires are to be closely inspected and any defects rectified prior to berthing.

Should the vessel employ one of these three safe access options the vessel may be scheduled to either free berth with improved berthing prospects.

In the absence of one of these options, the vessel can only be scheduled to berth at Berth No. 2 and will be required to wait in queue for this berth to be free.

Abbot Point Berth No. 2
Access is provided by either

- a wharf mounted - Ship's Access Ladder (SAL); or
- Ship Loader mounted- Ship's Access Ladder (SAL).

The terminal operates these SAL's to provide access to and from the vessel.

Masters are also advised to refer to AMSA

AMSA Marine Order 12 sections 22, 23, 24 and schedule 2.

Marine Notice 10/2021 - Means of embarkation and disembarkation from ships in port; and

Marine Notice 13/2017 - Ship accommodation ladders with unapproved secondary means of support arrangements

5.3 Navigation aids

5.3.1 Lighthouse and leading lights

Navigational aid	Type	Characteristic
Bald Hill Landfall Light (marks Gloucester Passage)		Fl 4s. F by day, 55m, 12M
Front leading beacon (situated on the western side of trestle conveyor)	Bn	F Bu, F by day, 22m, 5M
Common leading beacon (serves as a front lead when in transit with Bald Hill Landfall Light on approximately bearing 225°(t) and serves as a rear lead when in transit with the front lead on the trestle conveyor on approximately bearing 164°(t)	Bn	F.Bu, F by day, 22m, 5M
Wharf approach leads (two) sets (established to define 15° approach angles from centre point of wharf face – both sets of lights, front and rear, are:	Bn	F G
Clark Shoal Beacon (east cardinal)	Bn	Q(3) 10s
Abbot Point Departure Channel Sector Light	Bn	FR; OccR; FW; OccR: FR
Abbot Point MOF – Front lead	Bn	FBu , Triangle Apex up
Abbot Point MOF – Rear Lead	Bn	FBu, Triangle Apex down

Table 9 – Lighthouse and leading lights

For list of applicable charts see 4.9 Charts and books. For notification of navigation light defects refer to Notices to Mariners (see 4.10.1 Notices to Mariners).

5.3.2 Anchorage area

Abbot Point has 18 designated anchorages located outside the compulsory pilotage area. Refer Map C2-370 Abbot Point designated anchorages. Appendix 16.2

5.3.3 Coal loading gantry

Berth	Loading Rate	Maximum Air Draught above LAT	Maximum Outreach	Comments
Abbot Point 1	5500TPH	27.5m	34m	
Abbot Point 2	**7900 TPH**	**27.5m**	**34m**	