

Port of East London Information



East London is a river port, on the mainland, situated on the Buffalo River, north east of Port Elizabeth on the east coast of South Africa. Depths of water in the entrance channel and harbour are maintained by two modern dredgers with a minimum depth in the entrance channel of 12,7m and a permitted maximum draft in the harbour of 10,0m.

LOCATION

Latitude 33° 01'S | Longitude 27° 55'E

PILOTAGE

Two miles north east of main breakwater - East London Port Control - VHF Channel 16. Pilotage compulsory. Pilot boat black hull, white superstructure. There are no helicopter facilities. 2 pilots are available, one being required per vessel. Minimum draft - safe and effective control of the vessel.

WATER DENSITY

Seawater density in the harbour is 1.025g/cm³.

PILOT BOARDING POSITION

Two miles north east of main breakwater. No buoys exist.

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PORT LIMITS

Draft permissible at entrance : 10,40 m to berth/sail on high water only, depending on weather conditions. Master to draft indemnity. This draft restriction, may, however, be increased to 10,40 m provided the vessel completes and sails on a rising tide. The Master is to sign an indemnity form confirming that his vessel will be ready to sail at the top of the tide and, by failure to do so; there will be no recourse to the Port Authorities for any delayed sailing, etc. The size of a Panamax vessel able to enter the harbour is controlled by the draft and depth of water over the bar, i.e. 10m plus, on application to the Port Captain, 0,4 m dependent on tide and weather conditions.

APPROACHES

One mile east of main breakwater. There are no special anchorages. There is no prohibited anchorage. Holding ground is good, sand in 35m of water.

TIDE

Tide fall at mean high water springs is 1.72 m and 0.37 and mean low water neaps.

WEATHER

Temperate/sub-tropical. Winds north easterly and south westerly.

BALLAST

Vessels must be adequately ballasted to permit safe navigation within the port. Only clean, locally loaded ballast water, may be discharged within the port.

RADIO

The Port of East London port control and the signal station are manned 24 hours a day, seven days a week. Call VHF East London Port Control, Channel 16 - working VHF East London Port Control, Channel 12.

BUNKERS

The tanker berth can accommodate vessels up to a maximum length of 204,20 metres and a draft of 10,0 metres. Bunkering - heavy fuel oil and gas oil by direct pipeline at grain elevator.

FACILITIES

All berths are operated by the Port Authority. The port owns a fleet of mobile cranes, forklifts, trucks, shunting tractors, straddle carriers, haulers and trailers.

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BERTHS

The port has 11 berths able to accommodate all types of cargoes, a dry dock for any form of bottom repair and a grain elevator to handle free-flowing grain products. Exports are principally made up of maize, minerals and prepared fruit. Imports include motor vehicle components, machinery, wheat, maize, and chemical and petroleum products. Berths details as below:

Berth	Draft	Bollards	Berth Length	Vessel Length (max)	Quay Heights at CD	
Entrance Channel	10.2m	Beam	32.2m	245m		
C	9.3m	67 – 80	180m	160m	4.3m	Tugs
F	9.0m	51 – 59.5	156m	136m	3.8m	Break Bulk
G	9.5m	39 – 51	220m	200m	3.8m	Break Bulk
I	8.0m	33 – 39	111m	90m	3.8m	Break Bulk
K	10.0m	17 – 29	220m	200m	4.2m	Container
L	10.0m	3 – 17	256m	236m	4.2m	Container
Repair Quay	7.5m	82 – 87	92m	70m	4.2m	Repair
N	8.5m	281 – 298	311m	245m	5.0m	Car Terminal
R Ext	10.0m	268 – 281	238m	245m	5.0m	Car Terminal
S	10.2m	229.5 – 240	194m	190m	4.5m	Dry Bulk Berth
T	10.0m	219 – 229.5	194m	170m	4.5m	Dry Bulk Berth
OW	9.5m	203 – 215	238m	203m	4.5m	Tanker Berth
Dry Dock	8.0m	Max Beam	23m	200m	4.2m	Repair
	6.0m	Max Beam	25m			

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IMPORTANT CONTACT NUMBERS FOR EAST LONDON PORT

Harbour Master	(+27) 43 700 1176
East London Port Control	(+27) 43 700 2100
Transnet berth planners	(+27) 41 700 1048 700 3039
Fire department	(+27) 43 700 2342
SAMSA	(+27) 43 722 4120
Port Elizabeth Radio	(+27) 21 552 2010
PSO	PSO (+27) 43 700 2060

SOUTH AFRICAN PORT REQUIREMENTS | PROCEDURES

1. All vessels calling at any South African port must send ISPS message to MRCC Cape Town 96 hours before arrival.
2. Security Level 1 is maintained at East London Port.
3. Vessels must apply for Free Pratique from local Port health authorities through local agents.
4. Nomination of vessels is done by local agents with all relevant information supplied to port authorities (Transnet National Port Authorities) i.e. Vessel details, nature of call, cargo type, intended port stay, any special requests etc via a live web based system Integrated Port Management System (IPMS).
5. All berths are controlled by TNPA but are operated by TPT (Transnet Port Terminals) and some Private Terminals.
6. Cargo working vessels will be planned at the respective terminals based on the type of cargo.
7. Bunker vessels must be nominated following same procedure as well as bunkers are supplied via bunker barge and can be only supplied in port.
8. All vessels calling for bunkers or repairs/lay by must be nominated accordingly.
9. Bunker and repair berths allocated for a vessel will only be confirmed 1 day before ETA of vessel.
10. East London port control is operated by Transnet National Port Authorities and handle/control all vessel movements contactable on VHF channel 12 & 16.
11. Daily ETA updates must be provided by vessels for agents to supply same to authorities to secure berth.
12. Access to all terminals is strictly controlled by TNPA and the respective port operators.