

Port of Richards Bay Information



LOCATION

Latitude 28° 48'S, Longitude 32° 02'E

PILOTAGE

Pilot is compulsory for all vessel arriving at the port. Marine Pilots are transferred to and from vessels by helicopter. A pilot boat is on standby should the helicopter not be available. The latest International Chamber of Shipping (ICS) Guide to helicopter/operations should be consulted and fully adhered to. General communication with the helicopter is on VHF Channel 14.

Port Control will advise which side the ladder should be rigged. Man ropes must be provided – pilot hoists are not acceptable. Vessels are served in order of priority in terms of the Marine Resource Reservation System.

WATER DENSITY

Seawater density in the harbour is 1025g/cm³.

PILOT BOARDING POSITION

Boarding points are determined by the Marine Pilot within an area designated for pilot boarding as per local navigation chart. All vessels with a freeboard in excess of nine

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metres, must have an accommodation ladder rigged in conjunction with the pilot ladder.

PORT LIMITS

Six mile limit south-east of South Breakwater.

APPROACHES

Via VTS lanes.

TIDE

The tide fall at Richards Bay is 2.47m.

WEATHER

Richards Bay is characterized by a [subtropical climate](#) with warm wet summers and mild moist to dry winters, which are frost-free. The town has an average annual rainfall of 1228 millimeters (48.3 in). The average annual temperature is 21.5°C (71°F), with daytime maxima peaking from January to March at 29°C (84°F), and the minimum is 21°C (70°F), dropping to daytime highs from June to August of 23°C (73°F) and a minimum of 12°C (53°F).

BALLAST

Vessels should be sufficiently ballasted to navigate safely within the Port. For vessels up to 250 m in length: Fwd draft: 2% in length overall / Aft draft: 3% in length overall. For vessels in excess of 250 m in length: Fwd draft: 2½% in length overall / Aft draft: 3½% in length overall.

RADIO

The calling frequency is VHF Channel 12. VHF Channel 16 is monitored for emergency purposes.

BUNKERS

Bunkers can be supplied by bunker barge during cargo operations.

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1. DRY BULK TERMINAL

Berth	Draft	Commodity	Length in Metres	Loading Method
701	14m	Bulk	240m	Conveyor
702	17.5m	Bulk	300m	Conveyor
703	17.5m	Bulk	240m	Conveyor
704	17.5m	Bulk	220m	Conveyor
705	17.5m	Bulk General	200m	Ships Gear
706	13.5m	General	200m	Ships Gear
707	13.5m	General	200m	Ships Gear
708	13.5m	General	200m	Ships Gear
801	17.5m	Bulk General	260m	Ships Gear
804	17.5m	Bulk General	260m	Ships Gear
606	12.5m	General	220m	Ships Gear
607	13.5m	General	220m	Ships Gear
608	13.5m	General	204m	Ships Gear
609	13.4m	Bulk	300m	Vaccu System

2. COAL TERMINAL

Berth	Draft	Commodity	Length in Metres	Loading Method
301	17.5m	Coal	350m	Conveyor
302	17.5m	Coal	350m	Conveyor
303	17.5m	Coal	350m	Conveyor
304	17.5m	Coal	350m	Conveyor
305	17.5m	Coal	184m	Conveyor
306	17.5m	Coal	280m	Conveyor

IMPORTANT CONTACT NUMBERS FOR RICHARDS BAY PORT

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Port Control	(+27) 35 905 3444
Harbour Master	(+27) 35 905 3984
Port Engineer	(+27) 35 905 3985
Port Manager	(+27) 35 905 3203
Marketing	(+27) 35 905 3907

EMERGENCY NUMBERS

Flying Squad	(+27) 10 111
Fire	(+27) 35 797 3911
Port Emergency Fire Team	(+27) 83 708 0830
Sea Rescue	(+27) 82 990 5949
Police	(+27) 35 901 2475
SAP Water Wing	(+27) 35 788 980

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 Cape Town 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 Intergrated 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. Hull cleaning is not permitted in Saldanha Port due to environment restrictions.

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11. Saldanha port control is operated by Transnet National Port Authorities and handle/control all vessel movements contactable on VHF channel 12 and 16.
12. Daily ETA updates must be provided by vessels for agents to supply same to authorities to secure berth.
13. Access to all terminals is strictly controlled by TNPA and the respective port operators.