

### VHF Procedure

“Geraldton Harbour” Ch **11** 16

Geraldton Harbour maintains a listening watch on Ch **11** & 16 from :

- 0800 – 1600 Mon to Fri
- 1hr prior to pilot boarding

Masters wishing to confirm ship requirements should contact their agent.

In Emergency contact:  
Duty Pilot +61 (0) 8 9964 0505

### VHF Channels:

Ch **11** : Geraldton Harbour

Ch **06** : Tug Working Channel

Ch **08** : Secondary Tug Working Channel

Vessels **MUST** avoid using the above channels for ship to ship radio communications.

### Anchoring

Vessels will be allocated an anchorage prior to arrival.

On arrival vessels may at the Master’s discretion anchor in there allocated anchorage and confirm anchoring time to “Geraldton Harbour” VHF Ch 11 during listening watch hours only.

Vessels without an allocated anchorage or unable to use their allocated anchorage may anchor in Position  
28° 42.7’S 114° 29.0’E (one nautical mile west of A12).

Holding ground is poor and during periods of strong winds and large swells vessels are likely to drag anchor. Masters should maintain a vigilant anchor watch and proceed to sea in a timely manner during adverse conditions.

### Boarding

Agent will notify vessel of boarding time and boarding position (as marked on AUS 81):

- Boarding Station A 28° 46.5’S 114°30.5’E for Main Channel
- Boarding Station B 28° 41.8’S 114°30.5’E for Northern Channel

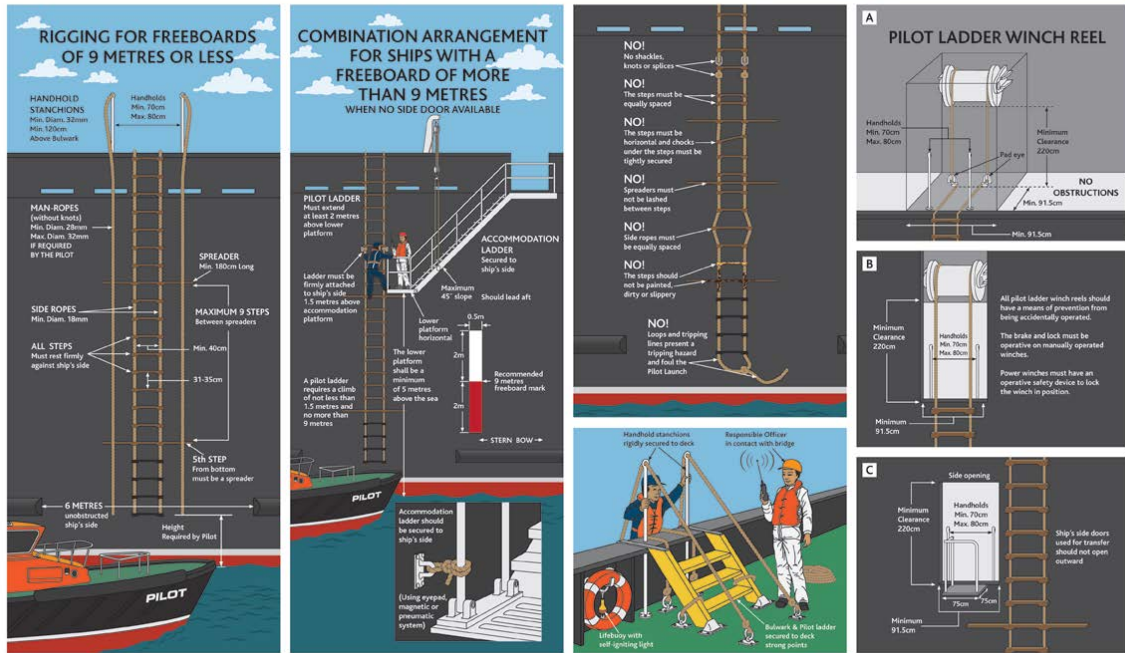
Pilot will confirm boarding arrangements 1hr prior to boarding.

Just prior to boarding the Pilot Vessel VHF Ch 11 will provide a course and speed for boarding.

With prevailing weather and sea conditions vessels are normally turned away from the coast onto a W’ly heading and a speed of 6-9 knots (Ref Fig 1). Where safe to do so Masters should maintain this course and speed until pilot arrives on the bridge.

### Pilot Boarding Arrangements

The boarding grounds off Geraldton are often subject to large swells and strong swells, as such for safe transfer it is imperative that equipment is maintained and rigged in accordance with IMO regulations.



Challenging conditions can be experienced at Geraldton (due to rolling), vessels in addition must:

- Rig ladder 1.5m above sea level.
- Rig manropes (Manila construction 28-32mm diameter), not secured to ladder, no monkey fists.
- Tripping line where used should be secured above 1<sup>st</sup> spreader.
- Have a heaving line standing by, for transfer of Harbour Pilot Case.
- Lighting should be rigged aft of ladder to avoid blinding pilot boat coxswain.

When a combination arrangement is used vessels must:

- Ensure maximum angle of accommodation ladder is 45°.
- Accommodation ladder is securely fastened to ships side.
- Pilot Ladder firmly attached to ships side 1.5m above accommodation platform.
- The lower platform should be 6-7m above sea level

**Masters are to ensure all equipment used for boarding arrangements is thoroughly examined prior to use.**

Vessels unable to meet the above requirements should report details to [harbourmaster@midwestports.com.au](mailto:harbourmaster@midwestports.com.au)

**SWL of leads and bitts for tugs**

As per the berth application, vessels are to advise MWPA of the SWL of various leads and bitts which may be used during tug operations. For safety, the use of Panama leads will always be used where possible instead of roller leads.

