

CARGO BERTH INFORMATION

BERTH	USAGE	SIZE/UKC	LWD and LAT	OTHER INFORMATION
Berth 1	Dedicated bulk liquids, common user wharf. Used by tankers for bulk oil, fuel, gas and sulphuric acid discharge.	The berth pocket is 250 metres in length and can accommodate vessels to a maximum of 238 metres. Vessels alongside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres.	LWD and LAT at wharf deck are 5.18 metres and 5.46 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Berth 1 does not have any priority berthing arrangements.
Berth 2	Used for unloading nickel ore. Leased to Xstrata Copper who has licensed its use to Queensland Nickel Pty Ltd. Xstrata Copper is permitted to determine the order of berthing, under the priority berthing arrangements that exist in the Port of Townsville.	The berth pocket is a total length of 281 metres and can accommodate vessels up to 238 metres in length. Vessels alongside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres.	LWD and LAT at wharf deck are 5.79 metres and 6.07 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Shore power connections are available at this berth at 100 amperes 415 volts. Two gantry cranes can be equipped to unload ore from the vessel into hoppers and feed a conveyor system, carrying the ore to the load-out site - contact Northern Stevedoring Services.
Berth 3	Leased to Xstrata Copper Operated and controlled by Northern Shipping & Stevedoring Pty Ltd and has access to two operational cranes. Typical cargoes handled include lead ingots, refined copper, nickel and zinc. Also used for containerised cargo, fertiliser imports and live cattle exports, with an area of 1.8 hectares under seal for storing 1500 dry containers and 64 freezer containers.	The largest berth pocket within the Townsville Port at 284 metres Can accommodate vessels up to a maximum length of 238 metres. Vessels along side this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres. Berth is 12.4 metres, which is below port datum (LAT).	LWD and LAT at berth 3 wharf deck are 5.79 metres and 6.07 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Shore power connections are available at 100 amperes 415 volts. Ore Unloading Crane and Container Crane – operated by Northern Stevedoring Services, and all enquiries should be addressed to the operators.

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Berth 4	Has a landing pad, supported by steel piling, to service the stern angle ramp RORO vessels. A molasses pipeline to this berth is capable of loading up to 400 tonnes per hour. Is used for importing motor vehicles and is also capable of handling bulk cement which is imported from Gladstone by Queensland Cement Limited. Queensland Cement Limited has priority berthing rights with respect to the use of this wharf, subject to approval of Port of Townsville.	With a berth pocket length of 220 metres, this berth can accommodate vessels up to 185 metres in length.	At Berth 4 wharf deck LWD is 5.18 metres and the wharf deck LAT is 5.46 metres. Vessels along side this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres. The RORO Pad's wharf deck LWD and LAT are 4.81 metres and 5.09 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Shore power connections are available on Berth 4 at 100 amperes 415 volts.
Berth 5 Berth 6	Berths 5 and 6 are used for mooring Port of Townsville pilot boats, floating plant and other contractor vessels.			
Berth 7	Supports a bulk ship loader for mineral concentrates and ores, and fertilisers. It operates at the rate of 1,000 tonnes per hour. Mineral concentrates are exported over this berth. Subject to approval of Port of Townsville, Xstrata Copper is permitted to determine the order of berthing of vessels at this berth.	Berth 7 has a berth pocket of 190 metres and can accommodate vessels up to 190 metres in length. Vessels beside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres.	It has a LWD and LAT of 5.09 metres and 5.37 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Berth 7 is also equipped molasses pipeline access. Shore power connections are available at 60 amperes 415 volts.

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Berth 8	A general purpose berth, with scrap metal and fertiliser being handled over the berth. It services the export frozen beef trade with cargoes drawn from freezer stores adjacent to the port. This berth is also equipped with molasses pipelines.	The berth is 213 metres in length and can accommodate vessels to a maximum length of 200 metres. Vessels beside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres	The LWD and LAT at berth 8 are 5.49 metres and 5.77 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Shore power connections are available at 60 amperes 415 volts. It serves as access to storage in the Port's Suter Pier shed. Presently there is no priority berthing agreements on berth 8.
Berth 9	The raw sugar loading berth. A bulk ship loader delivers sugar to carriers at the rate of 2,000 tonnes per hour. This berth is also equipped with molasses pipeline.	The berth pocket at this wharf is 248 metres in length and can accommodate vessels to a maximum length of 228 metres. Vessels beside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres.	The LWD and LAT at Berth 9 are 5.49 metres and 5.77 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	Shore power connections are available at 60 amperes 415 volts. Queensland Sugar Limited has priority usage of Berth 9 for loading sugar, subject to the approval of the Port of Townsville.
Berth 10	A general purpose berth and is leased to Patrick Stevedores. A stern RORO ramp is available at this berth. Live cattle and mining supplies are exported from this berth.	Has an area of 2.6 hectares which can accommodate 400 containers, 18 of which may be connected to refrigeration power outlets. The Port's smallest berth, with a berthing pocket of 188 metres. Can accommodate vessels up to 170 metres. Vessels beside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres.	The wharf deck LWD and LAT at Berth 10 are 4.95 metres and 5.27 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area	The wharf is also used by the Australian Defence Forces. Patrick Stevedores is permitted to determine the order of berthing subject to approval of Port of Townsville. Australian Defence Force has priority rights at this berth under certain conditions. Has a Slewing Luffing Crane.

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Berth 11	<p>Known as the Outer Berth Mineral Concentrates Loading Facility. Lead and zinc concentrates are placed onto a conveyor system by front end loader and transported to the ship loader at 1350 tonnes per hour.</p> <p>Is owned by BHP Billiton who have priority berthing rights with respect to the use of this berth, subject to approval of Port of Townsville</p>	<p>The total length of this berth pocket is 240 metres and can accommodate vessels up to a maximum length of 225 metres. Vessels beside this berth are required to remain afloat at all times with a minimum UKC of 0.50 metres</p>	<p>The LWD and LAT this berth are 9.17 metres and 9.45 metres respectively. Refer to Queensland Notice to Mariners for latest Port navigational depths for the Townsville Pilotage area</p>	<p>Shore power connections are available at 100 amperes 415 volts.</p>

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