

## 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

- Ship access ladder (SAL) installed on the ship loader. If SAL is not available (either due to maintenance or defect)
- the alternate arrangement is by the vessel's accommodation ladder. Safe access can only be assured if the accommodation ladder is landed firmly on a solid base installed approximately 1 metres inside the fender face.

Master's are advised to ensure the accommodation ladder is landed firmly on the platform **whilst a person is on the accommodation ladder during boarding/disembarking.**

Should the vessel be unable to land the accommodation ladder and the SAL is not available, the vessel may be scheduled to berth at Berth No. 2 impacting its berthing prospects.

#### 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 advised to refer to AMSA

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

[2023/06—Means of embarkation and disembarkation from ships in port | Australian Maritime Safety Authority \(amsa.gov.au\)](#) , 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 (rear in line with Abbot Hill) Bearing 225°) Departure Channel (197°<->198°;198°<->199°; 199°<-> 212°; 212°<->213°; 213°<->214°)		Fl 4s. F by day, 55m, 12M FR; OccR3s; FW; OccR3s; FR
Front Lead Beacon (situated on the western side of trestle conveyor)	Bn	F Bu, F by day, 22m, 5M
Abbot Hill Common lead beacon - front lead when in transit with Bald Hill Landfall Light on bearing 225°(t) - rear lead when in transit with the front lead on the trestle conveyor - bearing 164°(t)	Bn	F.Bu, F by day, 22m, 5M
Wharf 1 - Clearing leads - established to define 15° approach angles from centre point of wharf face Front & Rear	Bn	FG (FW by night)
Wharf 2 - Clearing leads - established to define 15° approach angles from centre point of wharf face Front & Rear	Bn	FBu (FW by night)
Clark Shoal Beacon (east cardinal)	Bn	Q(3) 10s
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

Virtual Aids to Navigation	Type	Characteristic
ABB PT PORT LAT4	AIS	MMSI 995036177
ABB PT PORT LAT3	AIS	MMSI 995036178
ABB PT PORT LAT2	AIS	MMSI 995036079
ABB PT PORT LAT1	AIS	MMSI 995036078
ABB PT STBD LAT2	AIS	MMSI 995036175
ABB PT STBD LAT1	AIS	MMSI 995036176

For list of applicable charts see [4.9 Charts and books](#). For notification of navigation light defects refer to Notices to Mariners (see [4.11.1](#)).

### 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	Height of Gantry Arm in lowered position	Maximum Outreach	Comments
Abbot Point 1	5500TPH	27.5m	34m	Air Draft Refer section 4.7
Abbot Point 2	7900 TPH	27.5m	34m	Air Draft Refer section 4.7