

TRADE OCEAN RESOURCE CENTRE

CLEARING | FORWARDING | LOGISTICS | SHIPS' AGENCY

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PORTS

PORT OF CAPE TOWN

Info and documentation required for vessels entering South African ports:

- ISPS: All vessels except fishing vessels, require ISPS clearance before entry into port or anchorage is granted. Vessels need to submit ISPS Pre-arrival (PAR) a minimum of 96 hrs prior to arrival by either telex or email to the MRCC via Cape Town Radio. Instructions on the required format and procedure for submission of PAR will be given to master by Trade Ocean.
- ETA Notices: As far as practical, master should provide ETA notices 10/7/5/3/2 and 1 day prior to arrival.
- Port Health: All vessels must apply for “Free Pratique” prior to arrival at Cape Town. The application must be submitted a minimum of 48 hrs prior to arrival. Instructions on procedure and required format will be supplied to master by Trade Ocean.
- Port Restrictions / Limitations:
 - Bar draft: 13.10m at High water. Any vessel with draft exceeding 12.20m is considered “tidal” and may only enter and depart port during rising tide. All marginal drafts must be discussed with port authorities prior to arrival of the vessel.
 - Berth draft: Vary, supplied on application
 - Max LOA: No restrictions
 - Max beam: No restrictions
 - Berthing / Sailing: Port operates 24/7 basis with the exception of tanker basin where daylight only berthing/sailing is enforced for vessels carrying low-flash flammable cargoes. Contact agent for further information if required.
- Bunkers: Available by both barge and pipeline
- Off port limits services: Available by launch only
- Anchorage: Available, Port Control to be advised of arrival via agent. Master to follow Port Control instructions on anchorage position
- VTS System / Traffic separation scheme: In place on approaches to Cape Town. Please consult pilot book and chart for procedure and reporting waypoints.
- Please note: Trade Ocean supply the above port data in good faith for general information purposes only, and do not guarantee its correctness at all times. Trade Ocean do not accept liability for errors, omissions, and changes. For the sake of good order, please reconfirm port data with us prior to making a decision to call at a particular port.

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PORT OF DURBAN

Info and documentation required for vessels entering South African ports:

- ISPS: All vessels except fishing vessels, require ISPS clearance before entry into port or anchorage is granted. Vessels need to submit ISPS Pre-arrival (PAR) a minimum of 96 hrs prior to arrival by either telex or email to the MRCC via Cape Town Radio. Instructions on the required format and procedure for submission of PAR will be given to master by Trade Ocean.
- ETA Notices: As far as practical, master should provide ETA notices 10/7/5/3/2 and 1 day prior to arrival.
- Port Health: All vessels must apply for "Free Pratique" prior to arrival at Cape Town. The application must be submitted a minimum of 48 hrs prior to arrival. Instructions on procedure and required format will be supplied to master by Trade Ocean.
- Port restrictions / limitations:
 - Bar draft
 - 13.20m at High water. Any vessel with draft exceeding 12.20m is considered "tidal" and may only enter and depart port during rising tide. All marginal drafts must be discussed with port authorities prior to arrival of the vessel.
 - Berth draft
 - Vary, supplied on application
 - Max LOA: No restrictions
 - Max beam: No restrictions
 - Berthing / Sailing: Port operates 24/7 basis with the exception of fishing vessels where daylight only allowed for berthing/sailing. Contact agent for further information if required.
- Bunkers: Available by both barge and pipeline to the exception of fishing vessels which can only be bunkered by barge.
- Available by launch only.
- Anchorage: Available. Port Control to be advised of arrival via agent. Master to follow Port Control instructions on anchorage position.
- VTS System / Traffic separation scheme: In place on approaches to Durban. Please consult pilot book and chart for procedure and reporting waypoints.
- Please note: Trade Ocean supply the above port data in good faith for general information purposes only, and do not guarantee its correctness at all times. Trade Ocean do not accept liability for errors, omissions, and changes. For the sake of good order, please reconfirm port data with us prior to making a decision to call at a particular port.

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PORT OF WALVIS BAY

Info and documentation required for vessels entering Namibian ports:

- ISPS: All vessels except fishing vessels, require the following information to be submitted 72hrs prior vessel's arrival by e-mail or fax:
 - International Ship Security Certificate No.
 - Expiry Date
 - Security Status of the vessel
 - Date of departure from last Port
 - Last Port of call
 - Is the last Port of call ISPS Code compliant: yes/no
 - Security status of last Port of call
 - Next Port of call
- ETA Notices: As far as practical, master should provide ETA notices 10/7/5/3/2 and 1 day prior to arrival.
- Port Health: All vessels must apply for "Free Pratique " prior to arrival at Walvis Bay. The application must be submitted a minimum of 48 hrs prior to arrival. Instructions on procedure and required format will be supplied to master by Trade Ocean.
- Port Restrictions / Limitation:
- Approach: The entrance channel is about 6km in length, 134 metres wide and depth 12.8 metres below chart datum.
- Berth draft: Berths Nos. 1 to 3 are 503.8 metres long in depth of 12.8 metres below chart datum. Berths Nos. 4 to 8 are 926.6 metres long in depth of 10.6 metres below chart datum.
- Max beam: No restrictions
- Berthing / Sailing: Port operates 06:00 – 22:00 basis with the exception of tanker basin where daylight only berthing/sailing is enforced for vessels carrying low-flash flammable cargoes. Contact agent for further information if required.
- Bunkers: Available by pipeline only. No barge bunkering facilities available.
- Off port limits services: Available by launch only
- Anchorage: Port Control to be advised of arrival via agent. Master to follow Port Control instructions on anchorage position.

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CREW SERVICES

CAPE TOWN

- Requirements and procedure for incoming / joining crew:
- Bona-Fide ships crew do not require visas to enter South Africa
- Crew must be in possession of a valid Passport and Seaman's ID Book
- Details of passports and flight details to be provided to agent three days prior to travel so that we can arrange OK Boards and Guarantee letters to facilitate travel of incoming crew.
- Requirements and procedure for outgoing / disembarking crew:
 - Disembarking crew must be in possession of confirmed and valid airtickets

DURBAN

- Documentation and administration:

Details of the crew changes must be forwarded prior to the vessel's arrival to the appointed agent. These details are required to process the "OK TO BOARDS" and letters of guarantee for on – signing crew members. All off-signing crew must have firm and valid onward travel details. All crew members on the vessel's crew list must be in possession of a valid passport and a valid seaman's book. According to the South African Immigration laws, port agents are no longer allowed to arrange visa's on behalf of crew members, passengers, superintendents and visitors. These persons have to arrange for SA visas in their home country prior to arriving in South Africa as they do not form part of the official vessel crew list.

WALVIS BAY

- Crew changes and repatriation at the Port of Walvis Bay
- Documentation & administration: Crew joining the vessel and sailing with her will receive a sign on or OK To Board letter from us. To issue this letter we will need full confirmed flight details from origin to final destination Namibia. We will also need crew passport numbers and nationalities and their date of expiry.
- Trade Ocean will send you all the letters which must be handed to the crew to present with their passport when arriving to Namibia. No other documentation is required.
- On the day of arrival, Namibian Immigration will also have a copy of the sign on or OK To Board letter to check against the letter which the on-signer brings with him or her.
- Requirements for offsigners: Offsigners follow the same procedure (see Documentation & administration, above) except that Namibian Immigration will only stamp the sign off letter one day prior to a crew leaving the vessel. This Sign Off letter is valid for 3 day transit.

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- Anybody other than crew attending to the vessel must apply for a work visa, which can be applied for through Trade Ocean. Please note that approval can take up to 15 working days. A copy of the applicants' passports and motivation letters are required.
- In the case of more than one person requiring visas, it will speed up the Home Affairs issuing process if we get all the documentation together, submitting as a group work visa.

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DRY DOCKING AND REPAIRS

CAPE TOWN

STURROCK DRY DOCK

- Overall Length of Dock: 360.00m
- Length of Dock floor: 350.40m
- Maximum Width at Entrance: 45.10m
- Maximum Width at bottom: 38.40m
- Depth of entrance sill, HWOST: 13.70m
- Note: A docking length of 369,6m can be achieved by placing the caisson in the emergency stop at the entrance. The dock can be divided into two compartments of either 132,5m and 216,1m or 205,7m and 142,9m.

ROBINSON DRY DOCK

- Overall Length of Dock: 161.20m
- Length of Dock floor: 152.40m
- Maximum width at bottom: 17.20m
- Depth on entrance sill, HWOST: 7.90m
- The synchrolift mainly services the local and foreign fishing fleets. The lift can handle vessels with a maximum weight of 1750 tons, a maximum length of 64.00m and maximum breadth of 13.80m.

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DURBAN

PRINCE EDWARD GRAVING DOCK

- Overall length: 352,04m
- Length on keel blocks: 327,66m
- Length on bottom: 352,04m
- Width at coping: 42,21m
- Width at entrance top: 33,52m
- Maximum width at bottom: 33,52m
- Depth over entrance sill at MHW5: 12,56m
- Depth over inner sill at MHW5: 13,17m
- A docking length 364, 44m can be obtained by placing the caisson in the emergency stop at the entrance.
- The dock can be divided into two compartments:
 - Outer 206,90m
 - Inner 138,68m
- The dock can be emptied in four hours.
- Electric cranes:

No	Lifting (t)	Radius (m)	Rail centres (m)
1	50/100	28,00/30,00	7,92
1	10	27,43	7,92
1	8	27,43	4,57

FLOATING DOCK NO. 3

- Overall length 106,68m
- Length on keel blocks 104,54m
- Length on bottom 106,68m
- Overall width 26,82m
- Width at entrance 19,48m
- Height on keel blocks 1,21m
- Draft on keel blocks at MHW55,40m
- Lifting capacity: 3629 ton
- Electric crane 4 ton

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DURBAN SLIPWAY

- Overall length: 19,81m
- Width: 5,00m
- Displacement (maximum): 50 ton
- Eldock: The Eldock has a lifting capacity for vessels of 8 500 Net Registered Tons, a beam of 23.5m or a maximum overall length of 155m.

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WALVIS BAY

SYNCROLIFT

- Lifting capacity (Max): 2000 ton
- Max LOA: 80m
- Max BEAM: 14m
- Syncrolift jetty length: 80m
- Syncrolift jetty depth: 6m
- Repair jetty length: 104m
- Repair jetty depth: 6m

NAMDOCK 1 (DRYDOCK)

- Max Displacement: 8500 ton
- Max LOA: 150m
- Max beam: 23.5m
- Width at entrance: 23.5m
- Width between inner walls: 25m
- Length over keel blocks: 140m
- Length of dock (incl. crinolines): 150m
- Vessel Draught Max: 6.2
- Maximum Lifting Capacity (without deballasting) is 8500mt
- Maximum Lifting Capacity (Ballast discharged during lifting) is 10 000mt
- Block Settings (Normal): 1.2m
- Block Settings (Elevated): 1.7m
- BLock Settings (Elevated Max): 2.4m
- 4 ton Crane: 30m radius
- 7 ton Crane: 18m radius
- 8 ton Crane up to 15m
- 8 ton Crane declining to 2.4 ton: 34m
- 400v x 50Hz Power Supply: 350kVA
- 440v x 60Hz Power Supply: 340kVA

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NAMDOCK 2 (DRYDOCK)

- Max Displacement: 8500 ton
- Max LOA: 150m
- Max beam: 23.5m
- Width at entrance: 23.5m
- Width between inner walls: 25m
- Length over keel blocks: 140m
- Length of dock: 150m
- Vessel Draught Max : 8.5
- Maximum Lifting Capacity (without deballasting) is 6500mt
- Maximum Lifting Capacity (Ballast discharged during lifting) is 7000mt
- Block Settings (Normal): 1.2m
- Block Settings (Elevated): 1.7m
- Block Settings (Elevated Max): 2.4m
- 5 ton Crane x 2 @ 15m: 23m radius
- 3.2 ton Crane @ 15.4 – 23m: 30m radius
- 400v x 50Hz Power Supply: 350kVA
- 440v x 60Hz Power Supply: 340kVA
- Trade Ocean's expertise lies in the dry-docking and repair of many vessels through the above facilities each year.

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OFF PORT LIMIT SERVICE

CAPE TOWN

Launch Services

- Supply boats can carry a maximum payload of 20 metric tons as well as a maximum of 17 passengers
- Fresh Water can be supplied if required but this is not recommended as the cost is prohibitive
- Off Port Limits RV position is 7 NM West of “Green Point Light” or Co-Ordinates 33 51’ S , 018 14’ E.
- Please contact Trade Ocean for quotation for launch hire rates
- During inclement weather / large swells, launch service to OPL position can be suspended
- The vessel can proceed to inner anchorage for a more protected RV position – we recommend that an ISPS Clearance is obtained for all vessels planning to call OPL.

Helicopter Services

- While this service is available, it is not a recommended option for conveyance of large amounts of stores and supplies due to limited carrying capacity of helicopters and the prohibitive cost.
- However, a helicopter is a practical option for the conveyance of a small number of crew and or stores and where time is of the essence.
- Rates are available on request.

DURBAN

Bunker barge average pump rates:

- Marine Fuel Oil – delivered at 200 MT p/h.
- Bunker Gas Oil – delivered at 100 MT p/h.
- Marine Diesel Fuel – delivered at 100 MT p/h.

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BUNKER FUEL & MARINE LUBRICANTS

CAPE TOWN

Dedicated bunker berths

There are four dedicated bunker berths available in Cape Town. The maximum draft size permitted at dedicated bunker berths is 13.10 m.

Vessels meeting the draft criteria can be accommodated at non-designated bunker berths (subject to berth availability). Please be aware that delivery of IFO is only by barge at these berths. Both MGO and IFO can be supplied at the dedicated bunker berths. Bunkering is carried out either by means of pipeline from shore or by bunker barge. Bunkering at Inner Anchorage is not permitted; Vessels are required to enter port and come alongside for bunkering. Average delivery rate by pipeline supply is 150-200 mt per hour.

Variety of marine lubrication

A wide variety of grease and lubricants specific to the maritime industry are available in Cape Town. Marine lubricants can be delivered in bulk (truck) or in standard drums. Marine lubricants delivered to vessels at anchorage or OPL can only be delivered in drums. Through our close relationship with brokers, Trade Ocean can negotiate favourable prices with many lube-oil suppliers.

Durban

Bunker barges

Fuel oil, gas oil and marine diesel oil is available in Durban. While shore pipeline bunkering facilities are no longer available, there are a number of bunker barges on hand for bunker and lubricant delivery.

For safety reasons, all bunkering has to be done with the vessel alongside a safe berth – no bunkering at anchorage is permitted in the port of Durban.

Bunker barge average pump rates:

- Marine Fuel Oil – delivered at 200 MT p/h.
- Bunker Gas Oil – delivered at 100 MT p/h.
- Marine Diesel Fuel – delivered at 100 MT p/h.

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WALVIS BAY

Bunker supply

Bunker (gas oil) supplies are available at berths 1, 2, 3, 4 and 5 via pipeline. They are charged at a rate of 50 tons per hour.

All other berths are via road transport. Fuel oil (IFO150) can be supplied at any berth, but only by road transport.

In order to prevent pollution, inner anchorage bunker fuel transfers are subject to prior approval by the Department of Transport (Marine Division), the SHREQ Department (Bunkering Checklist) and the Port Captain. These types of fuel transfers are monitored closely.

A maximum of 80 cbm of MGO can be supplied at inner anchorage with a Namport tug. The Namport tug is subject to availability.

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SPECIALISED SERVICES

Vehicle Clearing

Comprehensive services

Trade Ocean specialises in vehicle clearance for private, industrial and specialised vehicles and trucks that are in and out of Namibia and its neighbouring countries.

Our vehicle clearance centre takes care of all related services, including all the required temporary road permits, clearance documents in Namibia and its surrounding borders, supply of fuel or diesel, meeting and assisting drivers, supply of chevrons and other vehicle accessories pertaining to the Namibian Roads Authorities Rules and Regulations.

The typical routes used for transit cargo are:

- Trans-Kalahari Corridor (Walvis Bay to Gauteng and/or Botswana – Buitepos, Mamuno border posts)
- Trans-Caprivi Corridor (Walvis Bay to Democratic Republic of Congo, Zambia, Zimbabwe – Katimo Mulilo, Sesheke, Livingstone border posts)
- Trans-Cunene Corridor (Walvis Bay to Anogla – Oshikango, Santa Clara border posts)
- Trans-Oranje Corridor (Walvis Bay to South Africa – Ariamsvlei/Noordoewer, Vioolsdrift/Upington border posts)

For ease of reference, please see below details for all information that will be required when importing and exporting vehicles using our vehicle clearance service:

Truck or Vehicle clearance procedure – Based on the collection of vehicles from the port of Walvis Bay.

Information required in order to receive an accurate vehicle clearance quote:

- Vehicle Dimensions (length, width, height, and mass)
- Final destination
- Personal effects may not be loaded in the vehicles – prior consent is required. A packing list will be required
- Information required in order to start vehicle pre-clearance (scanned email copy) of vehicle en-route to Port of Walvis Bay
- Copy of Bill of Lading
- Copy of invoice

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- Copy of registration certificate (or Plating certificate)
- Packing List with vehicle dimensions (Length, width, height and mass)
- Destination consignee address and contact details

Documents required on arrival of vehicle clearance cargo

- Original Ocean Bill of Lading/telex release
- Original Vehicle Registration certificate (or Plating Certificate)
- Original Invoice (Ocean freight and cost of vehicle to be indicated separately)

Please contact us for a quote and further information

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