

Free Translation

CHILEAN NAVY
HEAD COMMAND OF THE FIRST NAVAL ZONE
MARITIME GOVERNORSHIP OF CALDERA
PORT CAPTAINCY OF HUASCO

P.C.¹ HUA. OFFICIAL LETTER No. 12.250/ 10.

RESOLUTION THAT AUTHORISES AND ESTABLISHES THE OPERATIONAL CONDITIONS OF MULTIPURPOSE WHARF PUERTO LAS LOSAS.

HUASCO, 12 January 2016

HAVING SEEN, the powers granted to me by the Navigation Act, approved by D.L. (M.) No. 2.222, of 21 May 1978, Organic Act of the General Directorate of the Maritime Territory and Merchant Marine, approved by D.F.L. No. 292, of 25 July 1953 and the General Regulations of Order, Safety and Discipline on Vessels and Coast of the Republic, approved by S.D. No. 1.340, of 14 July 1941, and modified by S.D. No. 359, of 27 April 1963 and Guideline D.G.T.M. y M.M. Ord. A-31/001, of 3 November 2006, that "Provides Instructions to the Port Captains to prepare Authorising Resolutions that determine the operation conditions at ports and port facilities; and bearing in mind the powers granted to me by the regulation in force.

I R E S O L V E :

DETERMINE the following operational conditions for Multipurpose Wharf Puerto Las Losas, owned by Puerto Las Losas S.A.

1.- Name of the Port:

Muelle Multipropósito Puerto Las Losas.

2.- General description:

Muelle Multipropósito Puerto Las Losas has an "L" shape, with 2 berthing facilities, of which berth number 1 will be used to discharge solid bulk, flour and middlings, and berth number 2 will be used to load reefer containers.

The wharf is 164-m long on its side further from the shore, which is Berth 1, allowing the berthing of vessels with a maximum length of 225 m. On its side closer to the shore, Berth 2 is 154-m long, which allows the berthing of vessels with a maximum length of up to 154 m. This berth's 30-m width is even throughout and it is oriented at 310° - 130°.

For discharge procedures at Berth 1, three interchangeable hoppers are placed along the wharf, discharging the grains, flour and middlings by way of a conveyor belt to 3 silos ashore, at the northern side of the wharf. The bulk cargo consigned to Compañía Minera del Pacífico (CMP) will go to a staking yard located around 400-m opposite the wharf.

¹ P.C.: Port Captaincy

3.- Geographic location:

It is located in the Third Region of Atacama, in the city of Huasco, in the bay between Guacolda Peninsula by the south and Islote Panulcillo by the north, in the area known as Punta Loros, for which SHOA² chart No. 3211 must be taken as a reference, with the following geographic coordinates:

Latitude : 28°28'10" S
Longitude : 071°14' 33" W

The wharf is 4.5 km from the city of Huasco, joined by a paved road that is the continuation of the Huasco–Vallenar highway.

4.- Operator owner:

- Puerto Las Losas S.A.

5.- Pilot Station:

The vessels must wait for the pilots to embark, as applicable, in the Pilot waiting area mentioned below:

Latitude	: 28°27'16" S	Latitude	: 28°27'29" S
Longitude	: 071°14'36" W	Longitude	: 071°15'00" W

Latitude	: 28°27'29" S	Latitude	: 28°27'16" S
Longitude	: 071°14'36" W	Longitude	: 071°15'00" W

The Pilot station is at NE, at about 7 cables from Península Guacolda lighthouse, and no anchorage is allowed in this area, so the vessel must call at the Pilot Station at a speed no greater than 01 Knot.

Reference chart SHOA No. 3211

6.- Area to anchor in roads:

The area to anchor in roads will be made up by:

Latitude	: 28°26'48.3" S	Latitude	: 28°27'10.5" S
Longitude	: 071°13'21.3" W	Longitude	: 071°13'21.3" W

Latitude	: 28°27'10.5" S	Latitude	: 28°26'59" S
Longitude	: 071°14'00" W	Longitude	: 071°14'00" W

Located to the North and 3.5 cables from Cayo Islet beacon. (Sailing Directions of the Chilean Coast SHOA Pub. 3001.)

Reference chart SHOA No. 3211

² S.H.O.A.: Hydrographic and Oceanographic Service of the Chilean Navy.

7.- Port boundaries:

It is made up by the inner area enclosed by a line that joins the mouth of Huasco river with Blanco islet. Resolution DGTM y MM.³ Ord. No. 12.600/140, of 27 October 1986.

Reference chart SHOA No. 3211.

8.- General meteorological and environmental characteristics of the Port:

- a) Wind direction and speed : SW, 6.26 knots
- b) Direction and speed of the current : 0.15 m/s in directions E-NE and S-SW
- c) Wave height : 0.5 m
- d) Wave range : 0.72 m
- e) Seabed type : Mud

Reference Sailing Directions: Sailing Directions of the Chilean Coast, volume 1, SHOA publication 3001.

9.- Berthing sites and Buoys:

- a) Length : 164 m.
- b) Orientation : 310° - 130°
- c) Ducts : None.

Buoys:

- Buoy 22: Latitude: 28°27'58.9" S Longitude: 71°14'44.7" W
- Buoy 24: Latitude: 28°28'04.3" S Longitude: 71°14'41.8" W
- Buoy 31: Latitude: 28°28'01.7" S Longitude: 71°14'34.4" W
- Floater: Latitude: 28°28'08" S Longitude: 71°14'31" W

10.- Maritime terminals:

Puerto Las Losas does not have Maritime Terminals.

11.- Limiting conditions for vessels:

Berth No 1

- Maximum draught : 13 metres.
- Maximum Length : 225 metres.

Berth No 2

- Maximum draught : 9 metres.
- Maximum Length : 154 metres.

Specific operation conditions or restrictions are indicated in point 14 herein.

³ D.G.T.M. Y M.M.: General Directorate of the Maritime Territory and Merchant Marine.

12.- Specific Operation Conditions at the Port Facility:

- a) Berthing, unberthing, mooring, unmooring and anchorage: the average time of the berthing and mooring operation is 2 hours; the average time of the unmooring and departure operation is 1 hour. Operations are performed with pilots for merchant vessels and the assistance of a tugboat, both day and night.
- b) Mooring side:
With her bow towards NE.
- c) Simultaneous operations:
Limited by the distance with Mechanised Wharf Guacolda II.
- d) Going alongside operations:
Not allowed by the wharf.
- e) Vessel bunkering:
It does not have the capacity to deliver water, nor to supply fuel.

13.- Aids to Navigation:

Leads that each consist of two beacons that show the approach route to berth 1 and 2 on the wharf, for large vessels that moor to Puerto Las Losas wharf; anchorage lead for large vessels that moor at berth 1 of the same wharf, by way of boards during the day and lights during the night.

Illumination of 3 buoys, located in the entry track of berth 2 and 10-m sounding signalling in the surroundings of berth 2 on the wharf. Reference chart SHOA No. 3211.

Order No. and Intern. No.	Name and place	Position	Structure description, height and type of sign (metres).	Complementary data of the lighting features, areas with fog signals, etc.
106-5	Approach lead Puerto Las Losas wharf Anterior A-1	L:28°28.2" S G:71°14.8' W	Skeletal iron tower with an orange rectangular panel with a white stripe in upper section, 1.5 x 3.0 metres. Height=17.5 metres.	Electric light C.F.
105-1	Las Losas (Luminous Buoy)	L. 28°28.0' S G. 71°14.0' W	Yellow metallic buoy, with limit mark and a radar screen reflector. Special sign.	Light 1.0 – Eclipse 8.0 Private electric light C.F.
106-5A	Posterior A-2.	At 225° and at 150 m from the Anterior A-1	Skeletal iron tower with an orange rectangular panel in upper section, with a vertical white strip of 1.5 x 3.0 metres. Height = 7.5 metres.	Electric light C.F. Headed at 225°.
106-5B	Posterior A-3.	At 207° and at 139 m from the Anterior A-1.	Skeletal iron tower with an orange rectangular panel in upper section, with a vertical white strip of 1.5 x 3.0 metres. Height = 10 metres	Electric light C.F. Headed at 207°.

106-3 (common)	Anchorage lead Puerto Las Losas wharf Anterior (common)	L. 28°28.3' S G. 71°14.1' W	Skeletal iron tower with a white rectangular panel in upper section of 1.5 x 3.0 metres, with an orange diamond in the centre. Height = 14 metres	At night, it displays one fixed vertical green light. Private electric light.
106-6A	Posterior.	At 144° and 95 m from the anterior (common)	Skeletal iron tower with an orange rectangular panel of 1.5 x 3.0 metres in upper section with a white vertical stripe. Height = 12 metres	Private electric light.

14.- Operational limits:

- Day and night operations: 24 hours. All leading lights must be on for night operations (minimum condition to maintain the night authorisation).
- Maximum wind force allowed: Not greater than Force Four, 14 knots
- Loading and discharge operations: not greater than 25 knots.
- Limitations due to rain: Depending on the type of cargo.
- Limitations due to swells: Waves not exceeding 0.5 metres, with which the vessel tends to hit the wharf.
- Limitations due to mist impede port operations.

15.- Services to support the operations

a) Navigational Charts:

SHOA No. 3210
SHOA No. 3211
Sailing Directions of the Chilean Coast, volume 1, SHOA publication 3001.

b) Pilots:

Pilotage is compulsory for all national and foreign vessels, except for national vessels whose Master has been granted a Resolution to perform operations without a Pilot, previously authorised by the owner of the port facility, both for authorising operations as well as operations after the Authorising Resolution has been issued.

For berthing and unberthing of vessels exceeding 220 metres long, two Pilots will be used.

c) Tugboats requirements:

The use of a tugboat will be compulsory for wharf mooring and unmooring operations:

Berth 1: 02 Tugboats of 30-ton bollard pull.
Berth 2: 02 Tugboats of 18-ton and 9-ton bollard pull each.

d) Use of mooring launches:

The use of two mooring launches is compulsory, which will have safety equipment for the crew, as well as having a VHF base communications equipment (Maritime Mobile Station), with the liaison and work channels with the appointed pilots.

The mooring launches must have their minimum safety manning crew, plus 2 people that hold a 'Port Employee' license to perform mooring, unmooring and shifting of vessels operations.

For the berthing and unberthing of vessels of up to 110 metres long, one single mooring launch may be used with a speed above 10 knots.

e) Personnel to fasten mooring lines to Bitts

Wharf personnel must participate in the mooring and unmooring operations from and to the bitts, the following being necessary:

Vessel exceeding 200 metres long: 08 mooring line personnel plus 1 supervisor
Vessel lesser than 220 metres long: 06 mooring line personnel plus 1 supervisor

16.- Special conditions:

- Actions in case of bad weather forecast:

Inform the vessel's Master, head of port, agencies and pilots.

- Actions in case of variable weather condition:

Inform the Agency, the pilot, the head of port and Vessel's Master.

- Actions in case of bad weather condition:

The task is suspended, the vessel must reinforce mooring lines and/or leave the berth with pilots, to anchor in roads in the anchorage area described in point 6 herein.

- Actions in case of gale condition:

The task is suspended, the vessel must leave the berth with pilots, to anchor in roads to weather the gale in the anchorage area described in point 6 herein.

17.- Other information:

a) Resolution DIM y MAA⁴ Official Letter No. 12.600/03/1591/MISC, of 23 November 2009, that Temporarily Approves the Manoeuvrability Study of Muelle Multipropósito Puerto Las Losas.

b) Beacon placing Project Puerto Las Losas Berths 1 and 2, approved by DIRSOMAR⁵ MEMORD. No. 12.500/96, of 28 December 2009.

18.- Contacts:

Port Captaincy of Huasco

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⁴ Directorate of Maritime Interests and Aquatic Environment of the Chilean Navy.

⁵ Directorate of Maritime Safety and Operations of the Chilean Navy.

Puerto Las Losas S.A.

Telephone: 051-2531577 / 051-2531577

Head of Port: Mr Víctor Hernández Pérez Phone: 051-2208730

E-mail: vhernandez@pll.cl

19.- Others

- a) Shifting of vessels is not allowed once they are berthed. If it is necessary to shift a vessel, this must be done with the authorisation of the Maritime Authority.
- b) Any movement of vessels will be informed and authorised by this Port Captainty.
- c) Any accident that occurs at the mechanised pier during the berthing, stay and/or unberthing operations of vessels will be informed immediately to this Port Captainty, indicating the injured persons and a complete detail of what happened.
- d) The parting of vessel mooring lines during the vessel's operations and/or stay must be informed immediately to this Maritime Authority, mentioning whether there were injured persons or not.
- e) Pilot team, mooring launches, Pilot launch and tugboats:
 - Pilot manning: 02 authorised pilots that cover the port's requirements.
 - 2 tugboats that cover the port's requirements.
 - 01 pilot service launch.
- f) The berthing wharf will have a sufficient number of life rings and a 40-m line life each, which will be located on sight and distributed along the wharf, so that they can be used in the case of man overboard.
- g) All vessels anchored in roads waiting for a berth must do so in the area established for those purposes and will request the pertinent authorisation from this Port Captainty, by radio or though their shipping agencies. Then, they must indicate their final anchorage position by the same means, specifying demarcation and distance in respect of Cayo Islet Lighthouse.
- h) When there is variable, bad weather or gale conditions, the agency must arrange, at all times, all the services required to provide greater safety to the vessels that are berthed or when they are ready to sail to anchor in roads, such as: port tugboat, safety manning crew on board and engines ready to sail.
- i) For greater safety of the mooring line personnel, they will have to wear their life jackets during the operation.

- j) All operations requested to the Port Captainty related to berthing and unberthing operations, shiftings equivalent or exceeding 50-m, supply of food, signing of embarking agreements, fuel bunker, works on board, hazardous and other sorts of goods, among others, must be requested by way of website www.directemar.cl, option *servicio - solicitudes de agentes de naves* at least 2 hours in advance.

DEROGATE resolution C.P. HUA Official Letter No. 12.000/74, of 27 March 2014.

FOR RECORD AND COMMUNICATION to whom it may concern for acknowledgement and compliance.

(SIGNED IN ORIGINAL VERSION)

EDUARDO ORTIZ DÍAZ
LIEUTENANT COMMANDER COAST
PORT CAPTAIN OF HUASCO

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⁶ Directorate of Maritime Interests and Aquatic Environment of the Chilean Navy.