



Flinders Ports

S O U T H A U S T R A L I A

Port Rules

KLEIN POINT

PORT LINCOLN

PORT PIRIE

PORT ADELAIDE

PORT GILES

WALLAROO

THEVENARD

TABLE OF CONTENTS

1.	INTRODUCTION.....	1
1.1	PURPOSE.....	1
1.2	SCOPE	1
1.3	AUTHORITY.....	1
1.4	POWERS OF PORT MANAGEMENT OFFICERS (PMO)	2
1.5	GEOGRAPHIC LIMITS.....	2
2.	VESSEL TRAFFIC MANAGEMENT.....	3
3.	VESSEL OPERATIONAL LIMITS - KLEIN POINT.....	4
3.1	MAXIMUM LENGTH 120M	4
3.2	UNDERKEEL CLEARANCE (UKC) - KLEIN POINT	4
4.	NAVIGATION OF VESSELS	4
4.1	NAVIGATION.....	4
5	PERMITS.....	5
5.1	NOTIFICATIONS	5
6	MISCELLANEOUS.....	6
6.1	ENVIRONMENT.....	6
6.2	BALLAST.....	6
6.3	DIVERS	6
6.4	DANGEROUS SUBSTANCES	7
6.5	SECURITY	7
7.	REPORTING OF INCIDENTS	7
APPENDIX 1.....	8

1. INTRODUCTION

1.1 Purpose

These Port Rules are intended to inform commercial users of the port of their responsibilities for the safe navigation of vessels in the port. These rules are a summary and are to be used as a guide only of the legislative / contractual requirements.

1.2 Scope

The port is operated in accordance with all laws in force in South Australia and any applicable Commonwealth or International laws, including but not limited to:

- a. Harbors and Navigation Act 1993.
- b. Environment Protection Act 1993.
- c. Maritime Services (Access) Act 2000.
- d. Customs Act 1901.
- e. Quarantine Act 1908.
- f. Occupational Health, Safety and Welfare Act 1986.
- g. Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987.
- h. South Australian Ports (Bulk Handling Facilities) Act 1996.
- i. South Australian Ports (Disposal of Maritime Assets) Act 2000.
- j. Recreational Access Agreement to Commercial Wharves Agreement.

1.3 Authority

Port Management Officers (appointed under Section 29 of the Harbors and Navigation Act 1993) will manage the port waters in accordance with the Act.

Port Management Officers are issued with a photographic identity card which lists the conditions of appointment.

Port Management Officers are responsible for directing and controlling vessel movements in port waters for the purpose of safe navigation of vessels.

This will include the:

- i. movement of vessels into, within and out of port waters;
- ii. loading and unloading of vessels; and
- iii. mooring, anchoring and securing of vessels within port waters.

Flinders Ports will ensure that adequate pilotage, mooring and towing services are available to fulfil the above requirements.

1.4 Powers of Port Management Officers (PMO)

A Port Management Officer may give a direction (orally, by signal, radio communication, or in any other appropriate manner) to a person in charge, or apparently in charge, of a vessel in or in the vicinity of Port Adelaide. Failure to comply with a direction given by a PMO is an offence under the Act.

A direction may, for example:

- a. require that vessels proceed to load or unload in a particular order; or
- b. require that a vessel be moored or anchored in a particular position; or
- c. require that a vessel be secured in a particular way; or
- d. require that a vessel be moved from a particular area or position; or
- e. require the production of documents relating to the navigation, operation, pilotage, use or unloading of the vessel.
- f. if a person is not on board a vessel to receive a direction the PMO may cause the vessel to be moved and any costs recoverable from the owner.

A person in charge of a vessel must permit a Port Management Officer to:

- board the vessel; and
- inspect the vessel and its cargo; and
- carry out on the vessel any investigation necessary to ensure that the vessel and the business in the course of which the vessel is being used is being operated lawfully.
- a full listing of Port Management Officer appointments is contained in Appendix 1.

1.5 Geographic Limits

[Refer to the Flinders Ports Website](#)

Klein Point Port Operating Limits

The subjacent land underlying, and adjacent land extending from, the waters, rivers, creeks and inlets to high water mark of that portion of the western coast of Gulf St. Vincent within one nautical mile seaward of the intersection of high water mark and the Klein Point jetty.

2. VESSEL TRAFFIC MANAGEMENT

Flinders Ports Signal Station, is manned at all times and maintains a listening watch on VHF channels 16 and 12 (call sign "Adelaide Outer Harbor").

2.1 VHF Marine Channel Frequencies for Port Operations

VHF FREQUENCY	PURPOSE	NOTES
Channel 16	Calling - Distress & Safety	Channel 67 for Distress & Safety
Channel 12 Vessels should monitor VHF at all times in Port Limits for information	Ship/Shore/Ship Operations	Transit advices/messages and information. Also Intership traffic
Channel 6 or 8	Tug operations	Primary channel - 6
Channel 13	Flinders Ports communications and Emergency Exercise/Response	To keep primary channels clear

All radio communication within the Port will be conducted in standard marine navigation vocabulary as specified in the "Radio Telephone Ship Station Operators Handbook", available from the Australian Communications Authority. Communication must be preceded by the identification of the channel the operator is using.

3. VESSEL OPERATIONAL LIMITS - KLEIN POINT

3.1 Maximum Length 120m

Vessels exceeding this length may be handled with permission of Flinders Ports. Conditions will apply. Should tugs be required, these are available from Port Adelaide.

Adsteam Harbour SA Tugs

PORT	TUG NAME	YEAR BUILT	LENGTH O.A.	H.P.	BOLLARD PULL	SCREWS	
Port Adelaide	Tarpan	1984	32.17	3600	50T	2	Z Peller
	Corsair	1977	26.35	2440	43.4T	2	
	Tingari	2000	31.87	4800	60T	2	"
	Tapir	1977	26.35	2440	43.4T	2	

3.2 Underkeel Clearance (UKC) - Klein Point

- All vessels to maintain 0.3m U.K.C. at the berth at all times.
- All vessels to maintain 0.6m UKC when manoeuvring within the port.

4. NAVIGATION OF VESSELS

4.1 Navigation

- 4.1.1 International Rules for the Prevention of Collisions at Sea Regulations apply to all vessels in all State waters, including those within Port Adelaide, unless indicated otherwise.
- 4.1.2 The master or operator of a vessel proceeding along the course of a river or channel must keep the vessel as near to the outer limit of the river or channel which lies on its starboard side as is safe and practicable.
- 4.1.3 The master or operator of a vessel, which can safely navigate outside a channel, must not allow the vessel to hamper the safe passage of a vessel which can safely navigate only inside the channel.
- 4.1.4 The master or operator of a vessel engaged in fishing must not allow the vessel to impede the passage of any other vessel navigating within a channel.
- 4.1.5 The master or operator of a vessel must not, except in an emergency, anchor the vessel in a channel.
- 4.1.6 If a vessel is anchored in a channel in an emergency, the master or operator of the vessel must, as soon as practicable, move the vessel to the side of the channel. The Signal Station must be advised on (08) 8248 3505.

- 4.1.7 The master or operator of a vessel navigating in a channel must only overtake another vessel if this can be done safely.
- 4.1.8 A person must not, except with the approval of Flinders Ports, cause or permit a cable, chain, hawser or rope to be placed across a channel.
- 4.1.9 All vessels in ballast must have their propellers completely submerged and an appropriate trim by the stern. An appropriate trim for sailing in ballast is considered to be 1% of the vessel's overall length.

5 PERMITS

5.1 Notifications

As a port authority, Flinders Ports will acknowledge a request to carry out certain activities e.g. Hot Work on a vessel via a "Notice". Such Notices can be requested by the "ship's master" through their agent asking for certain activities to be carried out on board the ship. These Notices are activity specific and act as a formal mechanism in identifying important provisions to be followed (& agreed to) in the interests of minimising safety risks to the vessel, its crew, other personnel and infrastructure.

Vessel agents are to complete the relevant Notice (which can be located on the Flinders Ports website) and fax it to Flinders Ports for acknowledgement.

Faxes are to be sent to:

During Office Hours

The Duty Scheduler – Marine Operations

FAX: 8447 0603

Out of Normal Working Hours

The Communications Officer – Communication Tower

FAX: 8248 1623

The recipient of the fax will assess if it is ok to proceed with the request – if it is OK, they will sign the Notice and fax back to the Agent.

No work is to commence until the signed copy is received by the Agent.

[Click here](#) to go to the Notices page of the Flinders Ports website :

HOT WORK NOTICE

BUNKERING NOTICE

FUMIGATION NOTICE (In port or in transit)

IMMOBILISATION OF ENGINES NOTICE

CHIPPING AND PAINTING NOTICE

LIFEBOAT DRILL NOTICE

DIVING NOTICE

6 MISCELLANEOUS

6.1 Environment

Emissions and discharges

- (i) Vessels must not emit smoke or vapour to the extent that it causes danger to any other person.
- (ii) No offensive material is to be discharged from a vessel directly or indirectly into waters or onto land in the port.

6.2 Ballast

Directions Relating to Ballast Water

A Port Management Officer may give the master or operator of a vessel in a port directions relating to any ballast water carried on the vessel, including directions:

- a. prohibiting the discharge of ballast water into port waters; or
- b. requiring ballast water to be discharged in specified waters or in a specified manner (including that it is treated in a specified manner prior to discharge); or
- c. requiring ballast water to be exchanged in specified waters; or
- d. as to the loading of ballast water.

6.3 Divers

The Master or Operator of a vessel that is more than 10m in length is to inform Flinders Ports and request permission to carry out diving activities.

Signal when Divers Working

- (1) The master or operator of a vessel that is over 10 metres in length must, at all times while a diver is operating from the vessel, display in a conspicuous position on the vessel the International Code Flag A.
- (2) The master or operator of a vessel that is 10 metres or less in length must, at all times while a diver is operating from the vessel, display in a conspicuous position on the vessel a rigid replica of International Code Flag A, at least 750 millimetres by 600 millimetres in size.
- (3) A diver who is operating in a harbour independently of a vessel must ensure that a rigid replica of International Code Flag A, at least 300 millimetres by 200 millimetres in size, is displayed at all times, from a buoy or float which is moored within 30 metres of the diver or is attached to a line and towed by the diver.
- (4) A diver must not operate in a harbour, independently of a vessel, in a dredged channel used by vessels.
- (5) The master or operator of a vessel navigating in the vicinity of a vessel, float or buoy displaying an International Code Flag A or a replica of that flag, must navigate so as to avoid injury to the diver or interference with the vessel, float or buoy.

- (6) Where this regulation requires an International Code Flag A or a replica to be displayed, the person who is required to display the flag or replica must ensure that it is illuminated during the hours of darkness.
- (7) All vessels passing another vessel which is displaying a diving signal shall pass at a speed not exceeding 4 knots and keep well clear.

6.4 Dangerous Substances

If cargo is of hazardous nature, details are to be provided to Flinders Ports by the agent for action as directed.

Cargo of an explosive nature is to be listed and will be forwarded (by Flinders Ports) to the Director, Workplace Services, Department for Administrative and Information Services.

Hazardous cargo list(s) are to be forwarded to Flinders Ports by the vessel's agents at least 48 hours prior to vessel's arrival. The list should provide all relevant details, including UN number to enable a check to be made.

Flinders Ports has adopted the Standard AS 3846 "The Handling and Transport of Dangerous Cargoes in Port Areas".

6.5 Security

Klein Point is NOT a Maritime Security legislated port.

7. REPORTING OF INCIDENTS

The Master of a vessel has the responsibility to report any incidents via the Signal Station on VHF Channel 16 or 12 or on phone (08) 8248 3505 that occurs on or near his/her vessel or a malfunction that can cause risk or damage to the vessel or port infrastructure.

APPENDIX 1

The appointment as a Port Management Officer confers upon the authorised persons all the powers of the following regulations, but only within the confines of the port nominated and only whilst under the management of Flinders Ports Pty Ltd. Further detail on the content of these regulations can be found on www.transportsa.gov.au/legislation

Regulations

- Obstructions on wharves 16(2)
- Obstruction of landing places 17(1)
- Use of rail trolley 19(4)
- Directions relating to dangerous or objectionable cargo 21
- Spillage of cargo 22(2)
- Traffic and other directions 35(1) and 35(2)
- Removal of vehicles 37(1) and 37(2)
- Permits 38A(4)
- Smoking and use of combustion equipment in hold 156(1)

The following have been delegated to the Port Management Officers by the powers of the CEO (as referred to in the *Harbors and Navigation Act 1993* - "the Act") contained in the Regulations and any directly associated Regulation, stated below:

- Obstructions on wharves - 16(1)
- Obstruction of landing places - 17(1)
- Unauthorised activity on wharf - 18
- Use of rail trolley - 19(1)
- Abandoned cargo - 24
- Unauthorised entry to wharf or contiguous land - 25
- Watch officers in harbors - 26
- Mooring lines in harbors - 30(3)
- Restrictions in certain harbors - 31(1)
- Mooring and unmooring of vessels in certain harbors - 32(1)
- Swimming in harbors - 33
- Traffic signs - 34(1) and 34(2a)
- Parking signs and markings - 36(1)
- Permits (parking) - 38A(1) and 38A(2)

Note that these powers may only be exercised in the ports under the control of Flinders Ports Pty Limited and only by the person nominated below for that port.

Name of Flinders Port Employee	Name of Port(s)
KAVINA Carl DOW Douglas	Port Adelaide, Port Giles, Wallaroo and Klein Point.
HAYWARD Gordon HODGSON Alun	Port Pirie & Whyalla
COBBAN Robert John ANTONY Chris McDONALD Ashley	Port Lincoln and Thevenard