



Flinders Ports

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

Port Rules

PORT ADELAIDE

PORT LINCOLN

PORT PIRIE

KLIEN POINT

PORT GILES

WALLAROO

THEVENARD

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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 the 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.

Note: A direction given for safety purposes must not be mistaken or construed as an “act of pilotage.”

1.5 Geographic Limits

Port Adelaide Port Boundaries (Port Limits)

Refer to Appendix 2 "Port Adelaide Port Limits" map.

1.6 Pilotage

A vessel 35m or more in length must not be navigated within Port Adelaide, unless:

1. the master of the vessel holds a pilotage exemption certificate issued by Transport SA for Port Adelaide.
Pilots can only be arranged through the vessel's owner/agent.
2. the vessel is navigated under the control, or at the direction of, a licensed pilot (a pilot licensed by Transport SA for pilotage of vessels within Port Adelaide).

3. Unless expressly directed by a licensed pilot, boarding of vessels by the pilot will occur at the pilot boarding ground located 2nm SW of the entrance beacon.

Prior to the vessel entering the port boundary and the vessel being under pilotage;

- a) The licensed pilot must be onboard the vessel, and
 - b) The pilot and master exchange must occur to the satisfaction of the licensed pilot.
4. In general, tidal vessels due to the limited availability of appropriate tidal windows to enter/depart the port are given priority over other shipping traffic.

However, once the vessel is scheduled, a time is fixed and other shipping arranged around the vessel (especially labour commitments) the tidal vessel must not alter her scheduled time or draft. If ETA's or drafts on the tidal vessels are changed and other scheduled vessels are subsequently affected the tidal vessel no longer gets priority and will have to wait for the next available window of opportunity to enter/depart the port.

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 Radio and Port Communications (Shipping Transit and Advice Register)

2.1.1 Shipping Transit and Advice Register

Pilots, Masters and Exempt Masters are to communicate with Port Signal Station at reporting points to advise, for recording, position/situation and time. All advice messages will be recorded in Port Control Logs for record and information purposes.

Reporting Points are as follows:

- Anchorage to or from/Pilot On Board/Pilot Disembark Point
- Entrance beacon
- Outer Harbor (Signal Tower)
- Osborne (No. 33 Beacon)
- Vessel alongside and secure

2.1.2. Schedule of Users

- Signal Station, Outer Harbor
- Vessels in or adjacent to Port Limits
- Vessels under Pilotage
 - Vessels with Pilotage Exempt Masters
- Port Services Craft
 - Small craft
 - Water Police
 - Metropolitan Fire Service
- Naval and Submarine Corporation traffic
- Tugs
- Other commercial vessels

2.1.3. 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. COORDINATION OF MARINE SERVICES

Marine Services (pilotage, mooring, tugs, launches and communications) are all coordinated by Flinders Ports Client Services Officer located at 296 St Vincent Street, Port Adelaide, during normal office hours (0830 - 1700, Monday to Friday) or the Signal Station at all other times.

Flinders Ports operates a "One Stop Shop" for ordering and coordination of pilotage, tugs and linesmen in Port Adelaide.

4. VESSEL OPERATIONAL LIMITS - PORT ADELAIDE

4.1 Maximum Lengths

OUTER HARBOR	Daylight In/Out	288m
	Darkness In/Out	288m
OSBORNE	Daylight In/Out	206m
	Darkness In (Vessel Head In)	206m
	Darkness In (Vessel to turn @ Osborne)	183m
	Darkness In (Vessel to turn #3 Basin)	206m
	Darkness Out	206m
INNER HARBOR	Daylight/Dark In/Out	206m
	Car Carriers	165m
	Number 1 Turning Basin	165m

NOTE: Some vessels requiring 3 tugs to turn may be able to operate with 2 Z Peller tugs if available.

Vessels exceeding these lengths may be handled with permission of Flinders Ports. Conditions will apply.

4.2 Tugs Required

In the absence of alternative arrangements being approved by Flinders Ports, the following requirements will apply.

OUTER HARBOR	Vessels up to 90m In/Out not turning	0 Tugs
	Vessels up to 90m In/Out when turning	1 Tug
	Vessels more than 90m and up to 120m In/Out	1 Tug
	Vessels in excess of 120 In/Out	2 Tugs
	Car Carriers swinging on departure with bow thrusters exceeding 1000hp and wind less than 15 knots	1 Tug
	Livestock and Car Carriers operating in winds exceeding 15 knots and Livestock and Car Carriers in excess of 183m when turning	3 Tugs
	Vessels in excess of 206m when turning* (see note re Z Pellers)	3 Tugs
OSBORNE AND INNER HARBOR	Vessels up to 90m In/Out not turning	0 Tugs
	Vessels up to 90m In/Out when turning	1 Tug
	Vessels more than 90m and up to 120m In/Out	1 Tug
	Vessels in excess of 120 In/Out	2 Tugs
	All tankers exceeding 176m or with a draft exceeding 9m	2 Tugs (Z Pellers)
	Vessels in excess of 183m when turning* (see note re Z Pellers)	3 Tugs (2 Z Pellers)

*** Due to M Berth being classed as critical infrastructure, all tankers carrying flammable cargo will require 2 tugs and a watchman.**

Switzer 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	

4.3 Tug Ahead

Vessels with a draft of 9.5m and over may require a tug ahead whilst negotiating the Port River.

4.4 Underkeel Clearance (UKC) - Port Adelaide Inner Harbor

- All vessels to maintain 0.3m U.K.C. at all berths at all times.
- All vessels to have an UKC of not less than 7.5% of draft at all times when navigating the Inner Harbor channel.
- Vessels in excess of 200m and all tankers to have an UKC of not less than 10% when navigating the Inner Harbor Channel.
- Vessels with draft in excess of 9.5m may negotiate the Inner Harbor Channel on Ebb tide if:
 - a. sufficient water at OH6, 2 hours after sailing time, or
 - b. sufficient water in the Inner Harbor Channel 3 hours after POB time.
- All vessels to have an UKC of not less than 10% when navigating the Outer Harbor Channel.

4.4.1 *Inner Harbor Height Of Tide Required*
Channel Declared Depth at LW - 9.3m LAT
Underkeel Clearance - 7.5 % of Draft

Draft	Tide Required
8.70	0.06
8.80	0.16
8.90	0.27
9.00	0.38
9.10	0.48
9.20	0.59
9.30	0.70
9.40	0.80
9.50	0.91
9.60	1.02
9.70	1.13
9.80	1.23
9.90	1.34
10.00	1.45
10.10	1.56
10.20	1.67
10.30	1.77

Draft	Tide Required
10.40	1.88
10.50	1.99
10.60	2.10
10.70	2.20
10.80	2.31
10.90	2.42
11.00	2.52
11.10	2.63
11.20	2.74
11.30	2.85
11.40	2.95
11.50	3.06
11.60	3.17
11.70	3.28
11.80	3.39
11.90	3.49
12.00	3.60

4.4.2 Outer Harbor Height Of Tide Required

Channel Declared Depth at LW – 14.2m LAT
Underkeel Clearance – 10.0 % of Draft

Draft	Tide Required
12.90	-0.01
13.00	0.10
13.10	0.21
13.20	0.32
13.30	0.43
13.40	0.54
13.50	0.65
13.60	0.76
13.70	0.87
13.80	0.98
13.90	1.09

Draft	Tide Required
14.00	1.20
14.10	1.31
14.20	1.42
14.30	1.53
14.40	1.64
14.50	1.75
14.60	1.86
14.70	1.97
14.80	2.08
14.90	2.19
15.00	2.30
15.10	2.41

4.5 Number 6 Turning Basin

Vessels over 230m with a draft of 11.0m or more shall only turn:

- If in flood tide rise <0.3m in hour.
- If in ebb tide fall <0.2m in hour.
- Vessels over 230m, with a draft of 12.0m or more, shall only turn in slack water.
-

Vessels over 260m with a draft less than 11.0m shall only turn:

- If in flood tide rise <0.45m in hour.
- If in ebb tide fall <0.35m in hour.

4.6 Number 3 Turning Basin

K Berth within the designated turning area, to be unoccupied when vessels in excess of 191m are to be turned.

If a vessel berthed at Berth 27 extends near to or into the swinging basin, as typically happens when a panamax sized vessel is berthed, then:

Vessels of LOA 180m and above are to use 2 Z's to swing.

4.7 Lines Launch Requirements

1 Line launch required for all berths except 16-20 berths if 2 tugs are used (or bow thruster and 1 tug).

4.8 Launch in Attendance - River Channel

When a ship having limited visibility and/or manoeuvrability is negotiating the River Channel, a Launch may be required to ensure that the River Channel is clear of all other small craft.

4.9 Container Cranes

4.9.1 Whilst berthing at OH7 and another vessel is working alongside OH6 the container crane booms will only be lifted if requested by the pilot/master. The pilot/master must advise the Signal Station if this is required.

4.9.2 A vessel occupying OH6 shall have its own cranes stowed inboard as another vessel manoeuvres past.

4.9.3 All container cranes will be 'parked' at the northern end of OH.7 except when a vessel is berthing at OH.7 (with or without a vessel alongside OH.6) when the cranes shall be 'parked' as follows:

- Numbers 1 and 2 cranes at the southern end of OH.6 or behind any vessel berthed at OH.6.
- Numbers 3 and 4 cranes in the midship half length of the ship when in the berthed position.

4.9.4 Note Cranes 3 and 4 will only travel from the northern end to the 200m mark.

4.10 Clear River (Port River clear of other vessels, subject to pilotage)

The following vessels require a clear river:

- Vessels in excess of 183 m and or having a draft of 9.0 m and over.
- Accolade II at night.
- Tankers if not gas free.
- If a ship is hampered for any specific reason.

4.11 M Berth Maximum Draft

Maximum draft for tankers at M Berth is 10.7m, plus low water tide height minus UKC of 0.3m.

M Berth is a multi user liquids berth facility. M Berth is also classified as critical infrastructure for the State of South Australia. General rules for berthing at the facility will be as follows:

- **Vessels will berth at M Berth on a first come first served basis.**
- **If there is an urgent requirement for a particular grade of fuel to be brought into the State and the vessel is NOT next in line to berth, then the following is to be adopted:**
 - **the company will need to negotiate directly with the owner/charterer of the vessel that is due to berth and inform Flinders Ports if any agreement is reached.**
 - **If there is an urgent requirement for any grade of fuel and no agreement can be reached between the vessels/company then the fuel company will apply through the "Energy Regulator" in the Department of Transport, Energy and Infrastructure to ensure priority berthing is given to that vessel.**

4.12 Grain Berth Loading Priorities (27 Berth, Port Adelaide)

- 4.12.1 The principal of “first come, first serviced” will be strictly adhered to.
- 4.12.2 If a ship arrives to load grain cargoes it will automatically be deemed as being ready to load. If the loading berth is/becomes available, the first ship to arrive may occupy the loading berth.
- 4.12.3 Any vessel requiring the berth will be deemed as being ready to load and shall have the right to occupy the loading berth until proven different by surveys carried out by Australian Quarantine Inspection Service (AQIS), Australian Maritime Safety Authority (AMSA), or Marine Surveyors.
- 4.12.4 If the loading berth is subsequently required by another ship and the ship in the berth is not ready to commence loading due to major survey failure, that ship shall vacate the berth **at its own costs**, in order to allow the other ship to berth.
- 4.12.5 Major survey failure is any work required over and above a requirement to spray (e.g. Major hold cleaning, fumigation etc).

Spraying means 6 hour spraying, with crew remaining on board.

Fumigation means 24 hour fumigation, with all crew vacating the ship.

- 4.12.6 Vessels, which require spraying only will be allowed to perform the spray and re-survey at the loading berth.
- 4.12.7 If however on re-survey the vessel which has been sprayed fails and the berth is required by another vessel, it will be required to vacate the berth and return **at its own cost**.
- 4.12.8 A ship which is in the loading berth and declines to fully utilise the loading plant shall, if the loading berth is required by another ship which is prepared to survey and work (i.e. fully utilise the Loading Plant), remove and return **at its own cost** and allow the other ship to work the loading berth **until it has completed loading**. Rules are to apply on the basis of a 24 hour loading operation.
- 4.12.9 If the vessel, which takes the berth from another vessel also, fails, that vessel may stay at the load berth to perform tasks to pass survey, unless the berth is also required by a third vessel.
- 4.12.10 If a situation arises where there is a failed vessel at the load berth and another failed vessel at another berth undergoing tasks to pass surveys – the vessel, which passes survey first and obtains the “permission to load”, will be the vessel that has the right to occupy the load berth.
- 4.12.11 Subsequent arrangements made between agents may take precedence over 1 – 4.
- 4.12.12 Such arrangements are to be discussed with and agreed to by Flinders Ports before deviating from the loading priorities guidelines.
- 4.12.13 Flinders Ports shall be the final arbiter in deciding the priority and setting the consistency needed for the cost efficient operation of the loading berth.

5. NAVIGATION OF VESSELS

5.1 Navigation

- 5.1.1 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.
- 5.1.2 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.
- 5.1.3 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.
- 5.1.4 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.
- 5.1.5 The master or operator of a vessel must not, except in an emergency, anchor the vessel in a channel.
- 5.1.6 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.
- 5.1.7 The master or operator of a vessel navigating in a channel must only overtake another vessel if this can be done safely.
- 5.1.8 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.
- 5.1.9 All vessels in ballast must have their propellers completely submerged and an appropriate trim by the stern. An appropriate trim for sailing is considered to be 1% of the vessel's overall length.

5.2 Anchors Not to be Used in Certain Areas

The master or operator of a vessel must not cause or allow the vessel to be anchored or an anchor to be used in any of the following areas:

- (a) the area comprising the full width of the Port Adelaide River which lies within 70 metres of a line from a point on the western bank of the river distance 490 metres and bearing 314 degrees from No. 11 front inward leading beacon to a point on the eastern bank of the river distance 215 metres and bearing 22 degrees from No. 11 front inward leading beacon;
- (b) the area comprising the full width of the Port Adelaide River which lies within 60 metres of a line from a point on the western bank of the river distance 410 metres and bearing 273 degrees from No. 12 rear inward leading beacon to a point on the eastern bank of the river distance 210 metres and bearing 204 degrees from No. 12 rear inward leading beacon;

5.3 Speed

The speed limit in the following waters is seven knots:

- (i) That portion of the Port Adelaide River, which lies between No. 12 Channel Beacon and No. 22 Channel Beacon.
- (ii) That portion of the Port Adelaide River, which lies south of No. 35 Channel Beacon.

The speed limit when passing any moored vessel is four knots.

5.4 Signals

The tide lights located at the top of the Signal Station shall remain lit at all times to inform vessel traffic which way the tide is running. The 'slack' period of the tide should be interpreted as approximately 15 minutes either side of predicted low and high water.

<i>Note:</i> All round green light	-	indicates the tide is flooding
All round red light	-	indicates the tide is ebbing
All round white light	-	indicates the tide is slack
All round red light, over all round green light, over all round red light	-	indicates the channel is blocked

6 PERMITS

6.1 Hot Work

A person must not do any work by means of a device that produces a flame or flash exposed to the air on a vessel in a port to which these rules apply, unless:

- (a) Flinders Ports has been notified in writing of the intention to undertake the work; and
- (b) the work has been authorised in writing by the owner of the vessel (including fishing boats) or the owner's agent; and
- (c) the work is carried out in a safe and professional manner, and according to Australian Standard 1674/1980 Section 7,10.

If welding and/or hot work is to be performed, the relevant operator is to be provided with a "permit to Use Welding, Burning or Cutting Equipment on or Within Any Vessel or Any Wharf", under the responsibility of Flinders Ports.

6.2 Bunkers

The agent, on behalf of the vessel's master, is to inform Flinders Ports whenever a vessel is to take on board fuel by means of a completed "Application for Permission to Take On Oil" form.

Approval is given by means of the "Permission to Take On Board Fuel Oil in Bulk" form completed by Flinders Ports and forwarded to the relevant agent.

Conditions relating to bunkering are detailed on "Permission to Take on Board Fuel Oil in Bulk" forms.

Permission is also required if removing sludge or bilge water(s) etc. from vessels.

6.3 Handling of Inflammable Material In Bulk

As for 6.2, the agent is to inform Flinders Ports whenever a vessel is to load or discharge inflammable substances by means of a "notice of Intention to Handle Inflammable Liquid/Inflammable Oil/Liquified Inflammable Gas in Bulk" form.

Approval is given by completion of the assigned portion of the form by Flinders Ports and forwarding back to the relevant agent. Any conditions that may apply are detailed within this response section of the form.

7 MISCELLANEOUS

7.1 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.

7.2 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.

7.3 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.

7.4 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".

7.5 Security

The "Security Level" of the port as determined by the Office of Transport Security (OTS) as well as other current information can be accessed from the Flinders Ports web site on www.flindersports.com.au.

It is the obligation of any port user that observes a breach of security to report it promptly to Flinders Ports on (08) 8447 0600.

8. 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 the 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.
BARRETT Marcus HAYWARD Gordon	Port Pirie & Whyalla
COBBAN Robert John HODGSON Alun	Port Lincoln and Thevenard

APPENDIX 2

PORT ADELAIDE - PORT LIMITS

The subjacent land underlying, and adjacent land extending from, the waters, rivers, creeks and inlets to the high water mark bounded as follows:

- commencing at Point Grey then due west along a line to its intersection with the western boundary of the harbor of Port Adelaide;
- then generally south south-easterly along the harbor boundary for 3 nautical miles;
- then along a line due east to its intersection with the south-westerly production of the Number 4 Leading Lights;
- then generally north-easterly along the production to its intersection with the high water mark on the southern face of the Southern Breakwater;
- then generally north-easterly along the high water mark to its intersection with the south-western boundary of Section 694 Hundred of Port Adelaide;
- then generally north-westerly along that boundary of Section 694 Hundred of Port Adelaide across the Southern Breakwater to its intersection with the high water mark on the northern face of the Southern Breakwater;
- then generally north-easterly along the high water mark to the northern extremity of Number 4 berth;
- then generally south-easterly along the high water mark to its intersection with the production southerly of the high water mark of the western face of the breakwater at the Royal South Australian Yacht Squadron (RSAYS);
- then generally north-easterly along the production across the RSAYS Basin;
- then generally north-westerly and north-easterly along the high water mark to Pelican Point;
- then generally south-easterly and southerly along the high water mark to its intersection with a line across the Port Adelaide River perpendicular to the western face of Number 18 berth and intersecting the western face of Number 18 berth and its southerly production at the southern extremity of the western face of Number 18 berth;
- then generally easterly along that perpendicular line across the Port Adelaide River to its intersection with the high water mark;
- then generally northerly and easterly along the high water mark, including Number 3 dock, to its intersection with the Wave Screen in North Arm;

APPENDIX 2

PORT ADELAIDE - PORT LIMITS

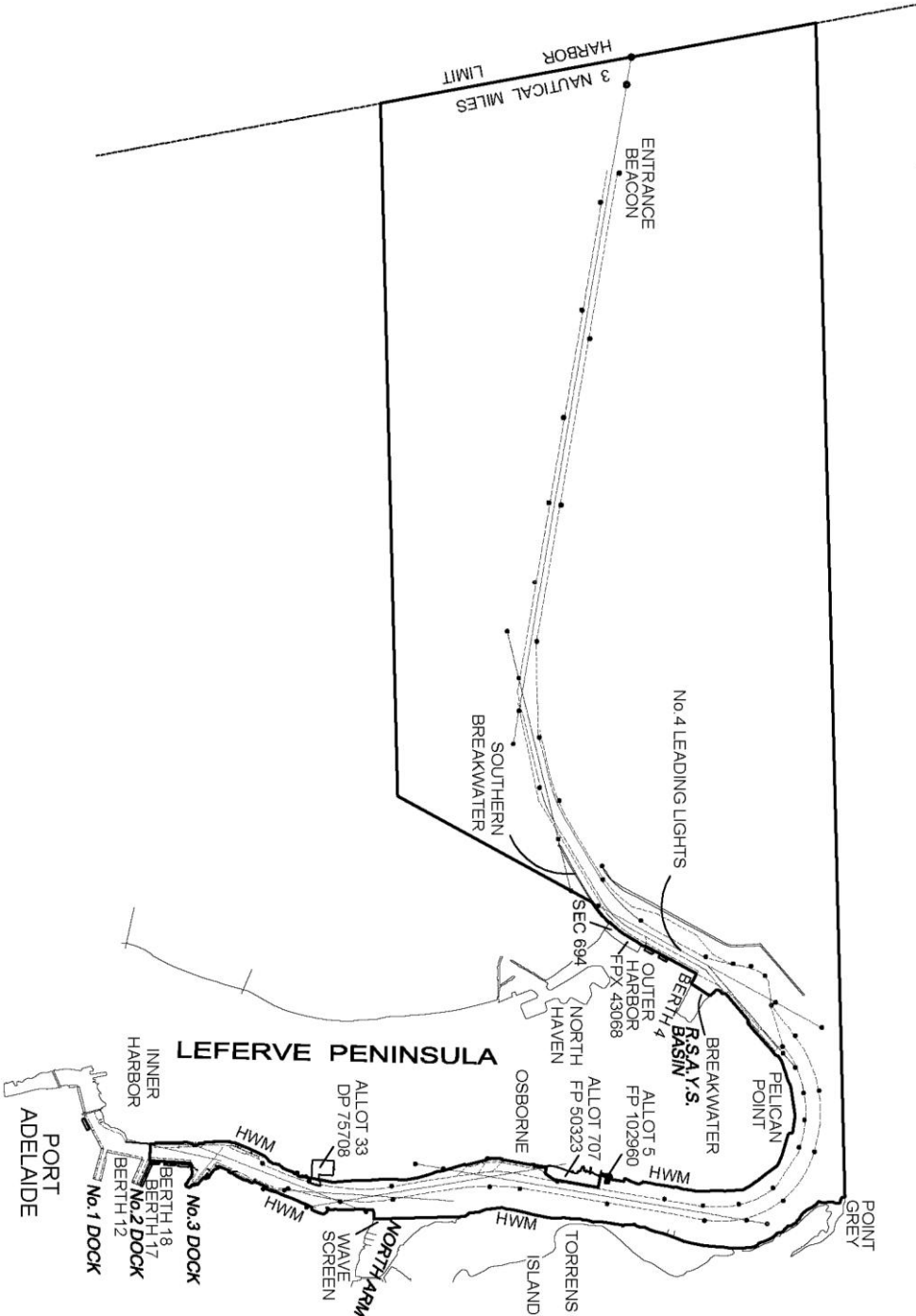
- then generally northerly along the western face of the Wave Screen and its production to intersect with the high water mark on Torrens Island;
- then generally northerly along the high water mark to the point of commencement at Point Grey;
- and including Portion of Section 694 Hundred of Port Adelaide being the area described as easement E on FPX 43068,

but excluding:

- Allotment 5 FP 102960;
- Allotment 707 FP 50323; and
- that Portion of Allotment 33 DP 75708 which comprises the Marina Adelaide basin and the entrance to that basin and is bounded by a straight line across the opening to the entrance that is an extension of the high water mark on the western bank of the river.

Flinders Ports
SOUTH AUSTRALIA

PORT ADELAIDE
PORT OPERATING LIMITS
LOCALITY PLAN



LAND USE		DRAWN	Add 15/9/05
HARBOR FACILITIES		CHECKED	pwh 16/08/05
PARCEL IDENT.		C.T.	
REFS.		ADEL07_PORT LIMITS PORT LIMITS_FP0772 REV C.dwg	
JOB NO.		MANAGER SURVEY	
MAP SHEET		SHEET 1 of 1	
SCALE		6528 & 6628 MGA94 ZONE54 METRES	
NOTES			
PORT OPERATING LIMITS DELINEATED BY BOLD BLACK LINES			
HWM - HIGH WATER MARK			
C	PORT OPERATING LIMIT AMENDED (ALLOT 707 & (PT ALLOT 33 EXCLUDED))	Add	23/06/08 pwh
B1	PORT OPERATING LIMIT AMENDED (DOCK NO. 2 EXCLUDED)	Add	25/03/08 pwh
A	PORT OPERATING LIMIT AMENDED & 14.2m CHANNEL ADDED	Add	18/8/06 pwh
REV.	DESCRIPTION OF REVISION	ALTERED	SURVEYOR DATE CH.S.
LOC	470	TYPE	12
DRG. NO.		FP0772	
SUPERSEDES DRG.		25391/78	