



Flinders Ports

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

Port Rules

PORT GILES

PORT LINCOLN

PORT PIRIE

PORT ADELAIDE

KLEIN POINT

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 Giles. 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.

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

1.5 Geographic Limits

Port Giles Port Boundaries (Port Limits)

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

1.6 Pilotage

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

1. the master of the vessel holds a pilotage exemption certificate issued by Transport SA for Port Giles.
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 Giles).
3. Unless expressly directed by a licensed pilot, boarding of vessels by the pilot will occur at the pilot boarding ground located 2.5nm East of the Pt Giles Jetty..

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.

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. 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 St, 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 Giles.

4. VESSEL OPERATIONAL LIMITS - PORT GILES

4.1 Maximum Lengths

Maximum length for Port Giles is 230m.

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.

Vessels less than 150m LOA <15 knots)	To be berthed at slack water No tugs required	(wind
Vessels of 150m to 200m LOA With a draft less than 9m	To be berthed at slack water 1 tug required	
Vessels over 200m LOA, or exceeding 30m beam, or a draft of 9m or more 10% UKC on arrival]]] 2 tugs required	

Departure

Vessels up to, but not including Panamax size (<220m LOA)

- No tugs required for departure
- 0.6m UKC on departure
- 0.3m UKC whilst alongside

Panamax size vessels (220m LOA x 32.28m)

- 10% UKC on departure
- 0.6m UKC whilst alongside
- 1 tug on departure

Vessels exceeding the port limit of 230m LOA will be assessed individually.

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	

4.3 Underkeel Clearance (UKC) - Port Giles

- All vessels to maintain 0.3m U.K.C. at all berths at all times.

4.4 Height of Tide Required

Height of tide required for sailing (except Panamax size vessels).

Depths

Minimum Depth at Berth 14.7m @ Lat

Minimum Depth in approach 13.5m @ Lat

Underkeel Clearance at Berth

Vessel up to 220m LOA 0.3m

Vessels over 220m LOA 0.6m

Departure Drafts : based on 13.5m Lat in dredged departure area (subject to tidal variation)

Predicted Height of Tide	Depth Available	Vessels to 220m LOA	Panamax Vessels	
0.0	13.5	12.9	12.27	LAT
0.1	13.6	13.0	12.36	
0.2	13.7	13.1	12.45	
0.3	13.8	13.2	12.54	
0.4	13.9	13.3	12.63	
0.5	14.0	13.4	12.63	
0.6	14.1	13.5	12.81	
0.7	14.2	13.6	12.90	
0.8	14.3	13.7	13.0	
0.9	14.4	13.8	13.09	
1.0	14.5	13.9	13.18	
1.1	14.6	14.0	13.27	
1.2	14.7	14.1	13.36	MHWN/MSL
1.3	14.8	14.2	13.45	
1.4	14.9	14.3	13.54	
1.5	15.0	14.4	13.63	
1.6	15.1	14.5	13.72	
1.7	15.2	14.6	13.81	
1.8	15.3	14.7	13.9	
1.9	15.4	14.8	14.0	
2.0	15.5	14.9	14.09	
2.1	15.6	15.0	14.18	MHWS

4.5 Fleeting

Masters and Agents must obtain permission from Flinders Ports before any repositioning of vessels by fleeting or warping occurs. Permission should be requested from the Client Services Officer/Marine Traffic, Duty Pilot or Signal Station.

4.6 Lines Launch Requirements

1 Line launch required when vessel is berthing.

4.7 Grain Berth Loading Priorities

- 4.7.1 The principal of “first come, first serviced” will be strictly adhered to.
- 4.7.2 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.
- 4.7.3 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.
- 4.7.4 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.
- 4.7.5 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.
- 4.7.6 Vessels, which require spraying only will be allowed to perform the spray and re-survey at the loading berth.
- 4.7.7 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**.
- 4.7.8 A ship which is in the loading berth and declines to work week-ends, Public Holidays etc 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**.
- 4.7.9 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.
- 4.7.10 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.
- 4.7.11 Subsequent arrangements made between agents may take precedence over 1 – 4.
- 4.7.12 Such arrangements are to be discussed with and agreed to by Flinders Ports before deviating from the loading priorities guidelines.
- 4.7.13 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 Giles, 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.
- 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.

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.

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

APPENDIX 2

PORT GILES- PORT 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 bounded as follows:
 Commencing at a point on high water mark one nautical mile due south of the intersection of the centre line of the Port Giles Jetty with high water mark; then by a line bearing due east from high water mark for three nautical miles; then by a line bearing due north for two nautical miles; then by a line bearing due west to high water mark; then generally southerly along high water mark to the point of commencement.

