



Flinders Ports

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

Port Rules

THEVENARD

PORT LINCOLN

PORT PIRIE

PORT ADELAIDE

PORT GILES

WALLAROO

KLEIN POINT

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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 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

Thevenard Port Boundaries (Port Limits)

Refer to Appendix 2 "Thevenard Port Limits" map.

1.6 Pilotage

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

1. the master of the vessel holds a pilotage exemption certificate issued by Transport SA for Thevenard.

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 Thevenard).

3. Unless expressly directed by a licensed pilot, boarding of vessels by the pilot will occur at the pilot boarding ground located 1nm 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. **A “First Arrived First Services” policy is adopted for all non tidal vessels. The policy is enforced by the vessel that drops its anchor in the anchorage first is considered to be the “First Arrived Vessel” irrespective of the size of the vessel or its access rights at night.**

2. VESSEL TRAFFIC MANAGEMENT

Thevenard Harbor, is manned during 0830 - 1700, Monday to Friday and maintains a listening watch on VHF channels 16 and 12 (call sign "Thevenard Harbor").

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, 8 or 12	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, launches and communications) are all coordinated by Flinders Ports during normal office hours (0830 - 1700, Monday to Friday) or the Duty Supervisor/Pilot at all other times.

4. VESSEL OPERATIONAL LIMITS - THEVENARD

4.1 Maximum Dimensions (180m length and 28m beam)

THEVENARD	Berthing for vessels with bow thruster day and night. Vessels without bow thruster daylight berthing only. Departure day or night except oversize vessels. Night departure of oversize vessels will be at the discretion of the General Manager Marine Operations, in conjunction with the pilot on duty.	180m
		180m

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.

THEVENARD	Berthing	1
	Departures of vessels without bow thruster and for all departures where vessel is head in.	1

Port Lincoln Tugs

PORT	TUG NAME	YEAR BUILT	LENGTH O.A.	H.P.	BOLLARD PULL	SCREWS
Thevenard	Warren	1971	23.75m		28T	2

4.3 Underkeel Clearance (UKC) - Thevenard

All vessels 0.3m at berth. UKC (in the channel) is 0.9m or 10%, whichever is the greater.

4.4 Height of Tide Required
Channel Depth (max) 8.2m

Draft	Tide Required
7.30	0.00
7.35	0.05
7.40	0.10
7.45	0.15
7.50	0.20
7.55	0.25
7.60	0.30
7.65	0.35
7.70	0.40
7.75	0.45
7.80	0.50
7.85	0.55
7.90	0.60
7.95	0.65
8.00	0.70
8.05	0.75
8.10	0.80
8.15	0.85
8.20	0.90
8.25	0.95
8.30	1.00
8.35	1.05
8.40	1.10

Keel Clearance - 0.90m

Draft	Tide Required
8.40	1.10
8.45	1.15
8.50	1.20
8.55	1.25
8.60	1.30
8.65	1.35
8.70	1.40
8.75	1.45
8.80	1.50
8.85	1.55
8.90	1.60
8.95	1.65
9.00	1.70
9.05	1.75
9.10	1.80
9.15	1.85
9.20	1.90
9.25	1.95
9.30	2.00
9.35	2.05
9.40	2.10
9.45	2.15
9.50	2.20

4.5 Lines Launch Requirements
1 Line launch required for all berths.

4.6 Clear River/Channel
The departing vessel has right of clear channel if in conflict with arriving vessel.

4.7 Thevenard Berthing Priorities
Refer to Appendix 3.

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 Thevenard, 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 Thevenard Port Control and 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:

- Within the channel
- Within port limits without the permission of the port authority

5.3 Speed

The speed limit within the port limits is seven knots.

5.4 Additional Regulations Relating to Fishing Vessels and Pleasure Craft

- 5.4.1 All vessels other than commercial shipping conducting cargo operations, will be required to clear the jetty on both sides, prior to the mooring / unmooring of ships. This may be varied by the pilot attending. Typically this rule applies to fishing vessels and pleasure craft.

- 5.4.2 To enable fishing vessels and pleasure craft skippers to ascertain when commercial shipping movements are to occur, a list is maintained and displayed in the window on the north side of the port of Thevenard office.
- 5.4.3 When a commercial vessel is berthed; any fishing vessel discharging cargo:
- should not impede the safe movement of the loader travelling along the jetty;
 - keep within the yellow lines that are painted on the jetty to mark the clearance of the loader;
 - vehicular access should be maintained at all times all along the jetty;
 - during mooring/unmooring operations, no vehicular movement on the jetty, viz forklifts which might impede the safety of the mooring gang operating the ships lines;
 - all gear associated with the unloading should occupy up to 1/2 the jetty breadth on the side the vessel is moored.

6 PERMITS

This section applies to all vessels within port limits.

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.

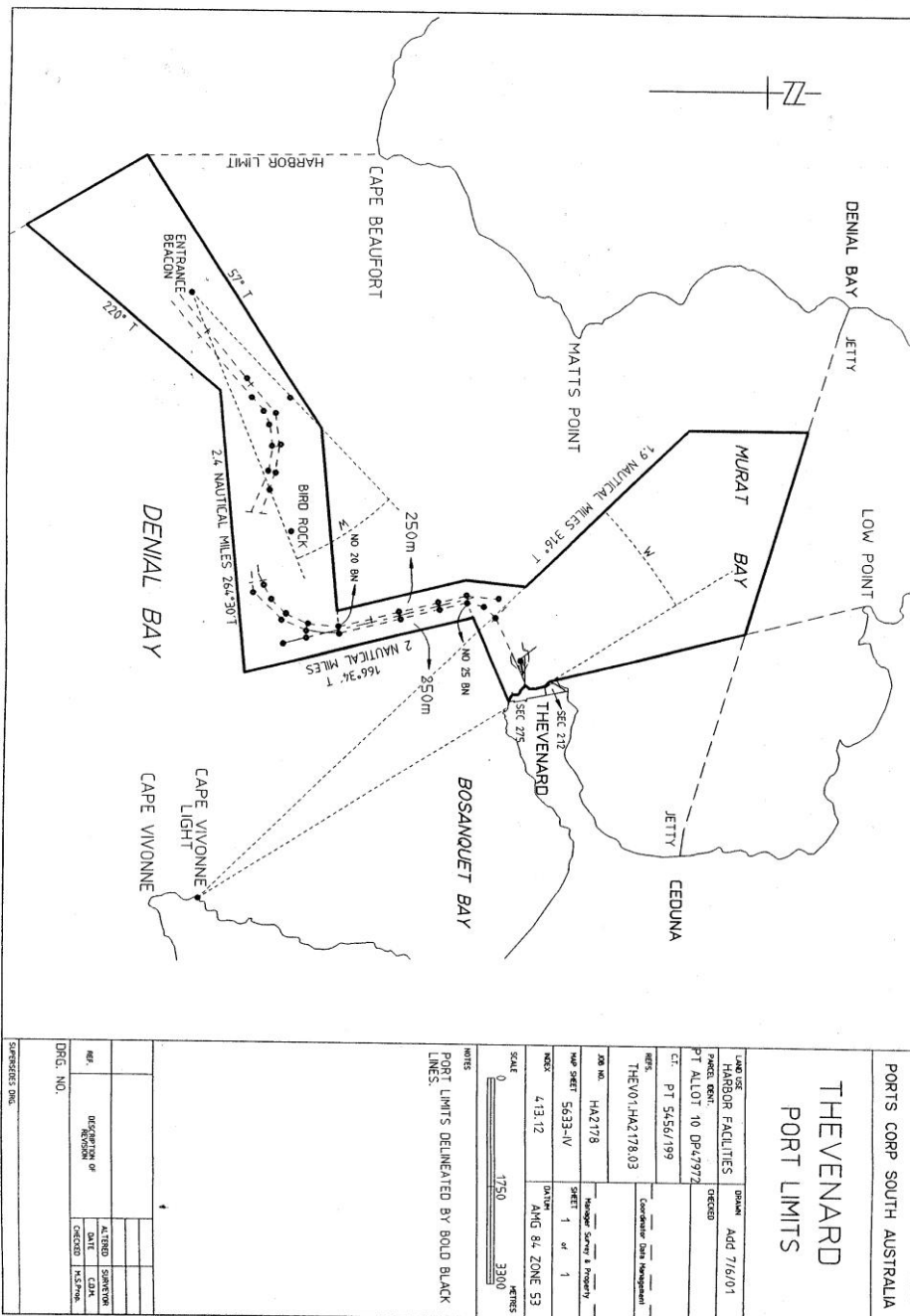
Name of Flinders Port Employee	Name of Port(s)
KAVINA Carl DOW Douglas	Port Adelaide, Port Giles, Wallaroo and Klein Point.
BARRETT Marcus HAYWARD Gordon	Port Pirie & Whyalla
COBBAN Robert John HODGSON Alun	Port Lincoln and Thevenard

APPENDIX 2

THEVENARD - PORT LIMITS

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

Commencing at a point at the intersection of high water mark and the production south-westerly of the northern western boundary of Section 212 Hundred of Bonython; then generally southerly along high water mark to the south western corner of Section 275 Hundred of Bonython; then generally west south-westerly along a line joining No 25 starboard beacon to the intersection point of a line 250 metres from and parallel to the starboard side of the maintained channel; then by that line bearing 166°34'T for 2 nautical miles; then by a line bearing 264°30'T for 2.4 nautical miles; then by a line bearing 220°T to its intersection with the south-western boundary of the harbor of Thevenard; then generally north-westerly along the harbor boundary to a point 2 nautical miles due south of Cape Beaufort; then by a line bearing 57°T to the intersection with a line bearing 46°T from the Entrance beacon (white sector light); then generally easterly by a line joining No 20 port beacon to the intersection point of a line 250 metres from and parallel to the port side of the maintained channel; then by a series of lines 250 metres from and parallel to the port side of the maintained channel to the intersection point with a line bearing 316°T from Cape Vivonne (white sector light); then by that line bearing 316°T for 1.9 nautical miles; then by a line bearing true north to the intersection point on a line joining Denial Bay jetty and Ceduna jetty; then along the said line generally east south-easterly to the intersection point of a line joining Low Point and the point of commencement; then generally southerly along that line to the point of commencement.



APPENDIX 3

BERTHING PRIORITIES AT THEVENARD

1. The basic principle of "first come, first serve" will be accepted, taking into account good commercial practices. The arrival point will be considered to be at the Pilot Boarding Ground.
2. If a vessel arrives at the Port of Thevenard, but is not ready to commence loading at available loading berth, then the next vessel to arrive that is ready to commence loading, in all respects, will be permitted to berth and load.
3. If both berths are occupied by vessels and one of those vessels is not ready to commence loading, then, if delays to ship loading will occur, that vessel will be removed from the berth at its own cost, to allow a vessel which is ready to load to berth.
4. Grain vessels which do not have a "Loading Permit", or other vessels requiring survey services prior to commencing loading, will be allowed to berth as long as survey work is to be commenced immediately.

Vessels undergoing survey must have their main engine on immediate stand-by until they have completed all survey requirements.

If the vessel fails survey, there is no other berth available, and a vessel is waiting that is ready in all respects to load, then the failed vessel will be removed from the berth to allow the waiting 'ready' vessel to berth.

Removal cost for vessels at a berth and failing surveys is at that removed vessel's expense.

5. A vessel which is on a berth and declines to load weekends, public holidays or 24 hour loading, will forfeit the berth to any other vessel awaiting a berth and prepared and ready to load during such times. The removal and subsequent return to the berth, on completion of the loading of the other vessel, will be at the removed vessel's cost.
6. Any subsequent arrangements between ships' agents may take precedence over guidelines 1 to 6. Such arrangements must be mutually acceptable and discussed with the General Manager, Marine Operations, or his delegated officer.
7. The General Manager, Marine Operations, or his delegated officer will be considered the final arbitrator in any decisions on deciding implementation of Guidelines 1-5, or any instances outside these guidelines. In making a decision, the General Manager, Marine Operations, or his delegated officer, will consider such issues as port efficiency, maximising utilisation of the BLP, minimising delays to shipping, cost reductions and maximising cargo outputs.