

IMPORTANT SECURITY & SAFETY NOTICE

SECURITY ADVICE AND REQUIREMENTS

- ❖ Level of port security in this port is **LEVEL 1 - NORMAL**
- ❖ **All security enquiries: please phone 8447 0600 (24 hours)**
- ❖ **Ship's AIS to be - ON - at all times**
- ❖ **A ship must notify other vessels / port users of an on board emergency by a continuous sound on the ships whistle for 60 seconds**

NOTICE TO MASTERS OF SHIPS

EMERGENCY & FIRE PREVENTION AND CONTROL

IN THE EVENT OF FIRE OCCURRING ON A VESSEL IN PORT, THE MASTER OR OFFICER ON DUTY SHALL:

- Take immediate action to extinguish the fire
- Immediately raise the alarm and notify the Signal Station on VHF Ch 16/12 or 8447 0600, the local fire organisation and the local Police
- Offer all possible assistance to the Officer in Charge of the fire fighting organisation on his arrival.

NOTE:

Port Giles, Wallaroo, Ardrossan & Port Bonython DO NOT have resident pilots and tugs. Physical towage assistance can take up to 4 to 6 hours to arrive in these ports.

If in imminent danger a Ships Master MUST inform Flinders Ports Signal Station prior to sailing the vessel.

EMERGENCY TELEPHONE NUMBERS

	Pt Adelaide (08)	Pt. Pirie (08)	Pt. Lincoln (08)	Thevenard (08)	Wallaroo (08)	Pt. Giles (08)
Office Hours	8440 9008	8632 1455	8682 3633	8625 2077	As Pt Pirie	8852 8135
After Hours	8440 9008	8440 9008	8440 9008	8440 9008	8440 9008	8440 9008
Fire Brigade	000	8632 3000	8682 1000	8625 2000	8821 1000	Edithburgh 8852 6000 Yorketown 8852 1000
Police	000	8638 4000	8688 3020	8626 2020	8828 1100	Edithburgh 8852 6024
Ambulance	000	000	000	000	000	Yorketown 8852 1489

THE MASTER OF A VESSEL IN PORT AND THE DECK OFFICERS SHALL:

- acquaint themselves with the port emergency telephone number and the appropriate VHF radio control centre call sign;
- provide and maintain on the vessel, and in efficient working order, so that they are ready for instant use, sufficient fire extinguishing appliances, apparatus, equipment and material;
- replace immediately in that vessel any fire extinguishers or any other of the fire fighting appliance apparatus and equipment removed for testing and/or repairs;
- ensure that the vessel's fire fighting water mains, and sprinkler systems if installed, are charged and connected to a water supply at all times. If the fire main or pump is under repair then a suitable alternative water supply must be available;
- ensure that the International Shore Connection (Ship) is securely attached to the ship's fire main in close proximity to the gangway;
- ensure that at least one responsible ship's officer is on board at all times.
- ensure that in addition to the above point at least one responsible member of the crew or a reliable watchman is on duty at or on the vessel at all times and that they are aware of the location of and are instructed in the operation of fire extinguishing appliances, apparatus, equipment and material on the vessel;
- ensure that no ship's equipment impedes or endangers stevedoring machinery or equipment or the operation of such.

LIVESTOCK AND CAR CARRIERS AT OUTER HARBOR, PORT ADELAIDE

Masters of Livestock and Car Carriers berthed at Port Adelaide, Outer Harbor Berths 1 to 4 are required to keep "fan noise" to an absolute minimum at all times whilst in port.

Flinders Ports is required to take all reasonable and practical measures to prevent or minimise any environmental noise created by port operations.

Your cooperation is requested to alleviate operational noise concerns for nearby residents.

MOORING LINES

1. Masters must ensure that all mooring lines are sufficiently tight and properly tended to ensure that the vessel remains securely alongside and in position at all times when a vessel is berthed at a wharf.
2. Vessels moored at the following berths are particularly susceptible to surging; Outer harbour berths 1, 2, 8, Penrice, Osborne and **Port Pirie Berths 7, 8, 9 and 10**. Masters of vessels moored at these

berths must ensure mooring lines are properly tended at all times to ensure their vessels are not subject to surging as another vessel passes.

3. Prior to any fleeting or line shift requirements, the Master must contact the Signal Station to notify of intent and establish if safe to do so with respect to passing traffic (no fleeting is to occur when there are passing vessels).
4. When a vessel is berthed at a wharf the mooring lines must be positioned by mooring gang employees of Flinders Ports and additional lines must not be placed on shore bollards by members of your crew, except in an emergency involving the safety of the ship.
5. Should such an emergency arise, **the Duty Pilot** and/or **the Operations Supervisor must be advised immediately** in order that either officer may inspect such lines to determine whether a need exists for mooring gang employees to attend and, if so, the number the required.
6. Mooring lines to shore bollards must not be moved, shortened up or cast off by your crew unless a mooring gang is in attendance.
7. If it is necessary for mooring lines to be handled for any reason, the Duty Pilot or the Operations Supervisor must be advised in sufficient time for arrangements to be made for mooring gang employees to be in attendance to fulfil this function.
8. Upon preparing for departure, or should a vessel be required to warp along the wharf or jetty, the Master should direct the appropriate officers and ships personnel, that under no circumstances should any lines be slackened off, leg go, slipped or handled in any other way unless instructed to do so by the Pilot or Operations Supervisor.
9. For the efficient and harmonious operation of the Port, your attention to these requirements will be appreciated.

AN INFRINGEMENT OF THIS NOTICE RESULTING IN THE CREW OF A VESSEL OR ANY OTHER PERSONS (OTHER THAN MOORING GANG EMPLOYEES) HANDLING SHIP'S LINES HAS INCURRED 24 HOUR BANS BEING IMPOSED BY THE UNION. IT IS IN YOUR INTEREST, THEREFORE, TO ENSURE STRICT ADHERENCE TO THIS NOTICE.

ENGINE TRIALS

The Master of a vessel berthed at any wharf within the limits of the Port of Adelaide shall **not** operate an engine (or engines) of a vessel so as to turn a propeller (or propellers) of the vessel while it is moored at a wharf unless:-

- a **written request** has first been obtained from the Marine Pilot or Operations Supervisor (Regional Ports) or the Client Services Officer, Marine Traffic (Port Adelaide).
- the conditions of such an approval are complied with completely.
- this paragraph does not apply to engine tests in preparation for sailing within 2 hours of scheduled sailing time provided such test is kept to the minimum required to confirm correct engine operation. The propeller must be clear and all mooring lines must be tight. Permission must be obtained by calling "Adelaide Outer Harbor" on channel 12, or from a pilot if already on board.

OIL POLLUTION

In the event of a spillage of oil or a mixture containing oil occurring from your ship whilst in waters under the jurisdiction of the Minister for Transport, regardless of the circumstances, you are required to immediately report the matter.

In the first instance, and with a minimum of delay, you should report the matter to the vessel's agent and if the spillage occurs within a port it must be reported to the General Manager Marine Operations.

You must then confirm the report by completing the Discharge Report Form herewith, and dispatch it to the Minister for Transport as soon as possible after the occurrence and if in port a copy of the report should also be forwarded to the General Manager Marine Operations.

Under the Provisions of the Pollution of Waters by Oil and Noxious Substances Act, 1987, if neither the owner, agent and Master of the vessel report the discharge of oil or a mixture containing oil each shall be guilty of an offence and liable to a penalty.

For the discharge of oil or a mixture containing oil into any waters under the jurisdiction of the Minister, the owner, the agent and the Master shall subject to the provisions of the Act be liable to a penalty.

AUSTRALIAN QUARANTINE REQUIREMENTS

SHIP'S QUARANTINE GARBAGE IS COLLECTED DAILY IN PORT ADELAIDE AND AT REQUEST IN REGIONAL PORTS

A fee is levied for this service. Exemption from mandatory collection/fees will only apply if your vessel has an incinerator, macerator/steriliser or integral holding tank, approved and certified by Australian Quarantine. Any enquiries should be directed to Flinders Ports via your ship's agent.

Under the Marpol convention plastic items including plastic bags/bottles **must not** be disposed of at sea.

AUSTRALIAN QUARANTINE ALSO REQUIRES THAT:

SHIP'S QUARANTINE GARBAGE

(Includes galley scraps, organic refuse, animal waste and used food cartons).

- must be stored in plastic bags or heavy duty wet strength paper bags. The bags must be stowed within rodent/bird proof containers with tight fitting lids.
- must not be incinerated, macerated/sterilised or held in an integral holding tank unless prior Quarantine permission has been obtained for this specific voyage.
- garbage disposal unit inlets/outlets must be kept sealed.
- garbage stowage area must be kept clean and disinfected. Food scraps must not be littered on deck.

N.B. UNDER NO CIRCUMSTANCES ARE THE SHIP'S CREW / VISITORS TO REMOVE FOOD / ANIMALS / POT PLANTS FROM YOUR VESSEL.

HEAVY PENALTIES APPLY FOR BREACHES OF AUSTRALIAN QUARANTINE LEGISLATION.

OCCUPATIONAL HEALTH SAFETY & WELFARE : Under Australian "Occupational Health and Safety Laws" the bridge of a ship is regarded as a "workplace" when a pilot is performing pilotage functions.

Flinders Ports is a smoke free workplace, hence could you request your officers and crew refrain from smoking on the bridge whilst the vessel is under pilotage.

General Manager Marine Operations/Port Security Officer

YOUR SAFETY AND SECURITY AT M BERTH



Visitors and Crew - Access to and From the Ship:

SAFETY

1. Access to and from the ship is via the marked walkway only. No other access route may be used. This access route is provided for the safety of visitors, crew and personnel working on a vessel at M Berth. Any deviation from this route may expose visitors and crew to unnecessary risk.
2. Safety clothing issued by the Gate Security Officer must be returned to the Gate Security Office on departure.
3. Safety shoes, wrist to ankle clothing and hard hat are minimum safety requirements for visitors.
4. No cigarette lighters, matches, or mobile telephones, electronic equipment (including radios and cameras) are to be used on the berth. Visitors to the ship are to leave these items with the Gate Security Officer and reclaim them on departure or alternatively not to bring them to the berth.
5. In case of the emergency alarm sounding, visitors are to proceed to the Emergency Assembly Area outside the Terminal car park as directed by the Gate Security Officer.

SECURITY

1. Visitors to the ship must be escorted to and from the vessel if they do not hold a M.S.I.C. and Flinders Ports Access Card.
2. It is a "Security Requirement" under the Port Security Plan that a Ship's Crew must contact the Gate Security Officer when disembarking from the ship to go ashore so that the Gate Security Officer can record their departure. Similarly when a crew member returns, the same procedure is followed".
3. Flinders Ports reserves the right to have any person escorted to the ship if deemed necessary. In this case an escort will be requested from the ship and the person may be asked to wait at the Gate Security Office until the escort arrives.
4. There is a Landside Restricted Zone and Waterside Restricted Zone established around the ship once alongside at M Berth. The ship's crew must conduct regular patrols on deck and inform the Communications Tower on VHF Ch. 16 or 12 or alternatively by telephone on 08 8447 0600 if any vessel or craft comes into the waterside restricted zone which extends 25 metres all around the ship.