

Marine Operations Port Adelaide Port Rules

Uncontrolled if printed

Legend

- P** denotes Pilotage activity
- V** denotes Vessel Traffic Management (scheduling) activity
- C** denotes Communications activity
- L** denotes Pilot Launch activity
- M** denotes Marine Services activity



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1. Port Rules

1.1 Purpose

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

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:

- Navigation Act 1912
- Harbors and Navigation Act 1993.
- Environment Protection Act 1993.
- Maritime Services (Access) Act 2000.
- Customs Act 1901.
- Quarantine Act 1908.
- Occupational Health, Safety and Welfare Act 1986.
- Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987.
- South Australian Ports (Bulk Handling Facilities) Act 1996.
- South Australian Ports (Disposal of Maritime Assets) Act 2000.
- 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:

- movement of vessels into, within and out of port waters;
- loading and unloading of vessels; and
- 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 the port. Failure to comply with a direction given by the PMO is an offence under the Act.

A direction may, for example:

- require that vessels proceed to load or unload in a particular order; or
- require that a vessel be moored or anchored in a particular position; or
- require that a vessel be secured in a particular way; or
- require that a vessel be moved from a particular area or position; or
- require the production of documents relating to the navigation, operation, pilotage, use or unloading of the vessel.
- 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.

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.transport.sa.gov.au/legislation.

Regulations:-

- Obstructions on wharves 15
- Obstruction of landing places 16
- Use of rail trolley 32
- Directions relating to dangerous or objectionable cargo 34
- Damage caused by cargo 35
- Traffic and other directions 49
- Removal of vehicles 51
- Permits 53
- Smoking and use of combustion equipment in hold 203

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 Ports Employee	Name of Port(s)
KAVINA Carl, DOW Douglas	All South Australian commercial ports.
HAYWARD Gordon, PADMANABHAN Vijay	Port Pirie & Whyalla
COZZI Michael, MIERS Ben	Port Lincoln and Thevenard

1.5 Pilotage Constraints



1.5.1 Port Adelaide Pilotage Constraints

A vessel 35 metres 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 DPTI 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 (as denoted by DPTI for pilotage of a vessel within Port Adelaide).
3. The vessel has lodged an application form 48 hours prior to her movement.
4. 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;
5. The licensed pilot must be on-board the vessel.

6. The pilot and master exchange must occur to the satisfaction of the licensed pilot.

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

1.5.2 Berthing Priorities

A “first in, first serviced” policy is applicable except where tidal limitations (Windows of Opportunities), stevedore labour allocations (on arrivals) and towage impact on available transits. The policy is enforced by the vessel that drops its anchor in the anchorage first, which is considered to be the “first arrived vessel” irrespective of size of the vessel.

If a vessel defaults on its allotted movement time once a working program has been confirmed and the delay impacts on other movements committed to their respective slots, then the offending vessel shall be placed at the back of the queue or next available window.

Vessels requiring pilotage that are non-commercial are ranked lowest in priority.

1.5.2.1 Outports

In an effort to minimise delays to all parties, Port Adelaide will have reasonable priority over outport locations, being the resident port for pilots and tugs which service these regions. The outport locations include, in order of priority, Port Giles, Wallaroo and Ardrossan.

1.5.2.2 Iron Ore Shipments

Scheduling of vessels at Outer Harbor 7 berth (OH7) will principally see priority given to container vessels over bulk ships with the following considerations:

- a) If OH7 has an available window for a period of 3 full days, the bulk carrier will be permitted to berth
- b) If the owner / operator of the bulk carrier chooses to berth inside an available window of less than 3 full days and part way through loading operations a container vessel requires the use of OH7 then:
 - i). If in the reasonable opinion of Flinders Ports, 1 full shift or less is required to complete loading, the bulk vessel will be permitted to remain at the berth and complete loading
 - ii). If in the reasonable opinion of Flinders Ports, more than 1 full shift remains to complete loading operations, Flinders Ports will notify the appointed agent that the bulk vessel will be required to vacate OH7 at its own cost. Vacating options will include:
 1. Subject to OH8 berth availability, the bulk carrier will be moved to OH8 to allow DPW to commence and complete the provision of container stevedoring services to container vessels at OH7 and following the

- completion of those services, Flinders Ports will allow the bulk vessel to move back to OH7 to resume loading.
2. If OH8 berth is unavailable, Flinders Ports will require the bulk vessel to be moved off OH7 and to anchor until bulk loading operations can be resumed. In both cases the waiting vessel will have priority over any other bulk carrier to occupy the berth and Flinders Ports will use its reasonable endeavours to ensure that stevedoring services resume as soon as possible.

1.5.2.3 Port Adelaide, Port Giles and Wallaroo Grain Berth Loading Priorities.

1. The principal of “first come, first serviced” will be strictly adhered to.
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.
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. 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.
5. Major survey failure is any work required over and above a requirement to spray (e.g. Major hold cleaning, fumigation etc).
6. *Spraying means 6 hour spraying, with crew remaining on board.*
7. *Fumigation means 24 hour fumigation, with all crew vacating the ship.*
8. Vessels, which require spraying only will be allowed to perform the spray and re-survey at the loading berth.
9. 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**.
10. 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.
11. 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.
12. 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.

13. Subsequent arrangements made between agents may take precedence over 1 – 4.
14. Such arrangements are to be discussed with and agreed to by Flinders Ports before deviating from the loading priorities guidelines.
 - 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.

1.5.2.4 Port Adelaide Petroleum Berths (M & OH4) Priorities

M & OH4 berths, Port Adelaide are multi user liquids berth facilities and are classified as critical infrastructure for the State of South Australia. Although shared with PCC's (Pure Car Carriers), OH4 berth will see priority given to tankers if the delay to a tanker's ETA exceeds 2 hours.

In keeping with standard berthing priorities, tankers will follow the same fundamental principle of 'first in, first serviced' in being ready to berth at either location, in turn and without tidal limitation or delay. Priorities can be further defined as follows;

- A vessel berthed at OH4 that requires to shift to M berth to complete cargo, may do so provided that:
 - M berth is not occupied or becomes unoccupied
 - No other vessels have arrived at the pilot boarding ground prior to completion of pumping at OH4 that require to proceed directly to M berth
 - It does not have to await a tidal window that becomes available after the ETA of a vessel arriving at the pilot boarding ground that requires M and is not tide dependant
 - If the vessel has a minimum UKC requirement above at which Flinders Ports operates, it does not impact on existing or alternative transits
- If OH4 is subsequently required by another ship when a ship at the berth is remaining idle alongside awaiting M berth to become unoccupied or tide, that ship shall vacate OH4 at its own costs, in order to allow the other ship to berth
- For vessels requiring to visit both berths in the reverse order to above, the same principles shall apply
- 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 Planning, Transport and Infrastructure to ensure priority berthing is given to that vessel.

1.5.2.5 Inner Harbor 29 Berth Priorities

To maximise port efficiency if there is likely to be a conflict between two vessels wanting berth 29, preference will be given to vessels that require facilities only available at berth 29 and nowhere else (eg loader, crane etc). Hence fertiliser vessels, livestock vessels and breakbulk vessels which can be handled at other berths will need to berth elsewhere if a clash / conflict exists or is likely to occur.

1.5.3 Pilot Passage Plan

On boarding a vessel, the pilot will discuss a passage plan with the Ships Master, review the ship's pilot card and exchange the normal pilot/master information,

Once satisfied the pilot will then commence the pilotage passage (inward/outward).

Please contact Flinders Ports for a copy of the Pilot Passage Plan.

1.6 Geographic Limits



1.6.1 Port Adelaide Port Operating 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; 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.

Refer to [Flinders Ports Website](#)

1.7 Communications



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

1.7.1 Radio and Port Communications



1.7.1.1 Shipping Transit and Advice Register

Pilots, Masters and Exempt Masters are to communicate with the Communications Tower 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
- Osborne (No. 39 Beacon)
- Vessel alongside and secure

1.7.1.2 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 communications 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.

1.8 Coordination of Marine Services



Scheduling of vessel traffic is provided by CSO/MT (Central & Regional) during normal business hours (weekdays), and by the rostered CSO/MT throughout weekends and public holidays. The Communications Tower should be contacted at all other times.

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 Communications Tower at all other times.

Flinders Ports operates a "One Stop Shop" for ordering and coordination of pilotage, tugs and mooring personnel. Whilst every effort is made to communicate resourcing advice in relation to prevailing conditions, it should be remembered that these services are only coordinated on the agents behalf and Flinders Ports is not responsible for cancellations due to adverse weather conditions.


1.9 Port Restrictions

1.9.1 Vessel Dimensions & Restrictions (Max)



1.9.1.1 Port Adelaide Maximum Vessel Dimensions & Restrictions

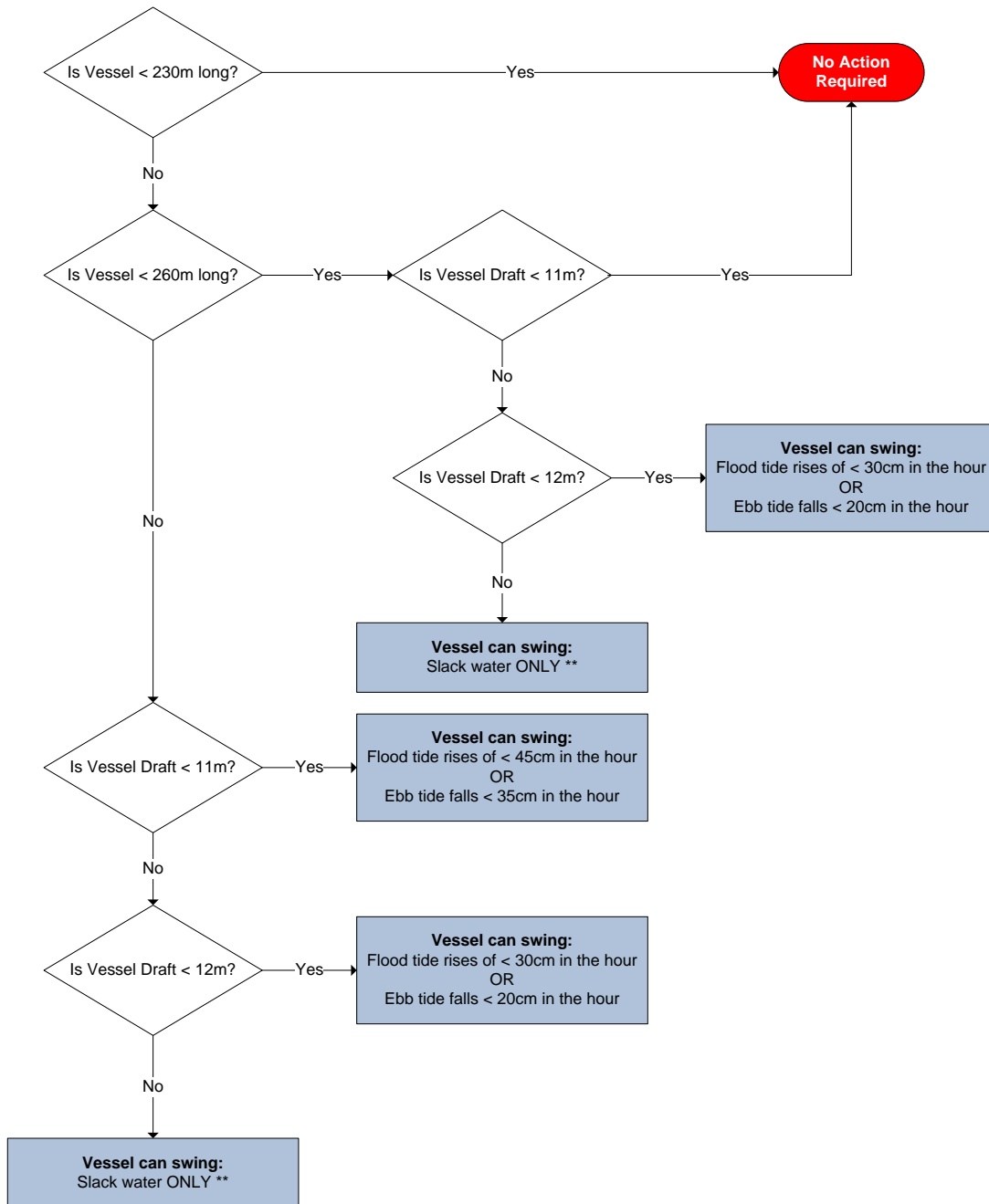
OUTER HARBOR	Daylight In/Out	300m x 36m
	Darkness In/Out	300m x 36m
	Oversize to a max of	40m
OSBORNE*	Daylight Only In/Out	206m 32.26m
	Vessel to turn @ Osborne	183m x 32.26m
	Vessel to turn #3 Basin	206m x 32.26m
	Osborne # 1 Berth	170m
	Penrice	120m
*Temporary maximum LOA's are current at Osborne 1 Berth and Penrice with draft restrictions to apply.		
INNER HARBOR	Daylight/Dark In/Out	206m x 32.26m
	Car Carriers and livestock vessels	196m x 32.26m
	Oversize vessels to Panamax size	225m x 32.26m
NUMBER 2 DOCK	Daylight In/Out	183m
	Darkness In/Out	125m
<p>The following restrictions are applicable:-</p> <p>LOA > 165m First 80 m of the opposite berth to be clear when berthing.</p> <p>LOA > 160m If vessel entering No 2 Dock, H Berth to be unoccupied.</p> <p>Note: A vessel can depart when another vessel is berthed on the</p>		

	opposite side of the dock.
Port Adelaide Turning Basins	<p>The following guidelines may generate impacts on either vessel limitations or tidal constraints as applicable.</p> <p>Number 2 (no 2 Dock) Max LOA to swing 125m</p> <p>Num  urning Basin</p> <p>The following restrictions are applicable:-</p> <p>LOA >= 180m If vessel at Berth 27 which extends either into or is positioned near the swinging basin (typically Panamax), then 2 Z tugs to swing</p> <p>LOA > 191m K Berth to be unoccupied to swing</p>
	<p>Number 6 (OH 2berth) Turning Basin</p> <p>The following restrictions are applicable:-</p> <p>LOA > 260m & drafts > 9m at LAT Vessels shall use No. 5 (OH 6) turning basin</p>
	<p>Number 5 (OH 6 -7 berth) Turning Basin</p> <p>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.</p> <p>Vessels over 275m 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.</p> <p>Vessels with a draft of less than 11m shall under normal circumstances operate with 2 Z's to turn on arrival.</p> <p>Vessels exceeding 320m LOA when turning, OH6 berth to be clear.</p>
	<p>Number 6 (Outer Harbor 2 berth) turning area guidelines</p> <p>Maximum length 260 metres. Vessels over this length shall use number 5 (OH6) turning area.</p>

The following flowchart identifies restrictions where applicable for the #5 turning basin:-

Vessel Traffic: OH BTH 6-8
Turning Basin Criteria

Wednesday, September 30, 2009



**
If Slack Water is required for turning, pilot to board 1 hour approx.
before HIGH or LOW tide.

Vessels with a draft of less than 11m shall under normal circumstances operate

with 2 Z Peller tugs to turn on arrival.

1.9.2 General rules for vessels in excess of port limitations



Oversize vessels are at the discretion of the GMMO (in conjunction with the duty pilot) and may be restricted to high water, daylight only, additional tugs, minimum cross currents, maximum wind speed of 15 knots, or any other restriction which may be prudent for the particular vessel. Vessels outside of the above parameters would be considered after simulations are carried out in a full mission ship simulator.

In the absence of the GMMO, approvals should be referred to the Chief Pilot.

1.9.3 Tugs Required



In the absence of alternative arrangements being approved by Flinders Ports, the following requirements are applicable.

A bow thruster will be considered in lieu of a tug provided its power is sufficient for the vessel's size and wind speed is less than 15 knots. Bow thruster power is calculated by the following:

1 HP = 0.746 KW

100 HP = 1 Tonne Bollard Pull

If a vessel has a bow thruster and visits a Flinders Ports port for the first time, the pilot will use appropriate tugs and assess the strength of the bow thruster.

If a vessel requires 3 tugs (1Z, 2 conventional) it can operate with 2Z's if they are available.

1.9.3.1 Specific Information – Commercial tugs in SA Ports

Home Port	Tug Name	Year Built	LOA (metres)	M/E Power	Bollard Pull	Propellers / Type	Company	Remarks
Port Adelaide	Burra	2000	31.88	2X 1800 kW	63mt	2 / Z-peller	Svitzer	
	Svitzer Heron	2012	31.57	2X 1838 kW	65mt	2 / Z-peller	Svitzer	Fire fighting equipped
	Tingari	2000	31.88	2X 1800 kW	60mt	2 / Z-peller	Svitzer	
	Walan	1986	31.95	2X 1800 kW	49mt	2 / Z-peller	Svitzer	Fire fighting equipped

Wallaroo	Lucinda	1975	23.77	2X 800 bhp	26.4t	2 / Nozzles	PLT	
Port Pirie	Kuttabul	1983	35.01	2X 2100 bhp	55t	2 / Z-peller	Svitzer	Harbour towage (priority PBV + PPI & WAL)
	Tickera	1976	28.98	2X 1250 bhp	42t	2 / nozzles (steerable)	PLT	Harbour towage (ex Tapir)
Whyalla	Tarpan	1984	32.17	2X 1342 kW	50t	2 / Z-peller	Svitzer	Barging & harbour towage (WYA) / emergency towing (salvage) & fire fighting
	Wistari	1982	34	2X 1343 kW	46mt	2 / Z-peller	Svitzer	Barging & harbour towage (WYA) / fire fighting equipped
	Wonga	1983	32.17	2X 1800 bhp	50t	2 / Z-peller	Svitzer	Barging & harbour towage (priority PBV + PPI & WAL) / fire fighting equipped
	Svitzer Ginga	2006	30	2X 1685 kW	55t	2 / Z-peller	Svitzer	Barging & harbour towage (WYA / transshipping only) / fire fighting equipped
	Svitzer Larrakia	2006	30	2X 1685 kW	55t	2 / Z-peller	Svitzer	Barging & harbour towage (WYA / transshipping only) / fire fighting equipped
	Ungarra	1968	20.96	2X 340 bhp	12.5t	2 / nozzles (fixed)	PLT	Lines launch / PV & towage
Port Lincoln	Wangary	1976	28.87	2X 1250 bhp	42t	2 / nozzles (steerable)	PLT	1st preference (ex Corsair)
	Bulimba	1979	29	2X 1250 bhp	41t	2 / nozzles (steerable)	PLT	Supplementary '2nd' tug / fire fighting equipped

	Kioloa	1975	28.84	2X 1220 bhp	40t	2 / nozzles (fixed)		Future uncertain, spare
Thevenard	Capel	1976	25.68	2X 1500 hp	34t	2 / nozzles (fixed)	PLT	1st preference
	Warren	1971	25.3	2X 596 kW	28t	2 / nozzles (fixed)	PLT	Supplementary '2nd' tug

1.9.3.2 Barge / Convoy Movements

Specific requirements may exist for barge movements (such as the preference for attendance by Tingari or Burra), however are treated on their merit on a case by case basis. Consultation should be carried out with the assigned pilot before any determinations on tug resourcing are made.

1.9.3.3 Tugs Required - Port Adelaide

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	2 Tugs
	Vessels berthing with a beam in excess of 32.20m – refer additional information under 'Bulk Carriers berthing at OH7/8 from sea'	
	Vessels in excess of 230m (with or without bow thrusters) – see No. 5 OH 6-7 Turning Basin Guidelines	3 Tugs (or 2 Z Pellers)*
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 + additional requirements as listed under No 3 Turning Basin)	3 Tugs (2 Z Pellers)*
	Vessels in excess of 206m when turning* (see note re Z Pellers)	3 Tugs (or 2 Z Pellers)

*If 2 Z pellers cannot be provided, then 3 tugs will be required in lieu.

**Due to M Berth being classified as critical infrastructure, all tankers carrying flammable cargo will require 2 tugs and gate security. Tankers with an LOA < 120m and fitted with a bow thruster may dispense of 1 tug for arrival & sail without a tug at the pilot's discretion.

1.9.4 Tug Ahead



Vessels will require a tug ahead / tug assist whilst negotiating the Port River under the following circumstances:

- Vessel with a draft $\geq 9.3\text{m}$
- Oversize vessels
- Any vessel with a defect that effects navigation or ability to manoeuvre.

1.9.5 Under Keel Clearance (UKC)



1.9.5.1 Port Adelaide

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 an Ebb tide if:

- Sufficient water at OH6, 2 hours after sailing time, or
- 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.

Note:

Maximum draft for tankers alongside M Berth = 10.7m plus low water tide height – UKC 0.3m

1.9.6 Clear River



1.9.6.1 Port Adelaide

The following vessel restrictions require the river channel to be clear of traffic:-

- LOA > 183m &/OR Draft > 9.3
- Accolade II Clear River at night.
- Tankers Clear River if not gas free.

If a ship is hampered for any specific reason the river channel shall be kept clear of all other vessels.

The extent of the clear river will be:-

- A) Geographically from the point the vessel enters/departs the Channel and the berth as the other point.
- B) In time by allowing 1.5 hrs between Pilot boarding times for all traffic ahead of the Clear river vessel and 0.5 hrs behind.
- C) If there are two vessels transiting in the same direction then a 0.5 hrs time difference be allowed provided there is tug assist.
- D) Allowance is to be made for the Accolade 2 to pass. The practise of allowing Accolade 2 to pass in the 'Osborne area' or 'Outer Harbour' will continue. Accolade 2 sailing out ahead of a clear river vessel a time of 1 hr is to be allowed, shortened to 0.5 if there is a tug assist.
- E) Other allowances will be at the Pilot's discretion taking into account all factors of risk assessment.

If the Clear River outbound vessel has a tug assist then the tug is to be retained till the vessel is passing Outer Harbour and in deeper waters.

1.9.7 Launch



1.9.7.1 Port Adelaide Line Launch Requirements

A line launch is required for all berths except 18-20 berth if 2 tugs are used (or 1 tug + bow thruster).

1.9.7.2 *Launch in Attendance*

When a vessel is negotiating the channel or approaches to the channel with limited visibility and/or manoeuvrability a launch may be required to ensure the channel is clear of all other vessel traffic. Arrangements are to be made in advance.

1.9.8 *Berths*



Where applicable, restrictions against a specific berth may exist. Load limits apply to all wharves and jetties. For further information contact Flinders Ports on (08) 8447 0611 or refer to the berth information for [Port Adelaide](#).

1.9.8.1 *Port Adelaide - Container (OH 6 -7 Berths)*

Cranes are specifically positioned on arrival or departure of a vessel, to ensure a safe operating environment for mooring personnel, to prevent damage to other vessels at berth and the infrastructure.

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 will advise the Communications Tower if this is required.

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

All container cranes will be “parked” at the northern end of OH7 except when a vessel is berthing at OH7 (with or without a vessel alongside OH6) when the cranes shall be “parked” as follows:

- Numbers 1 and 2 cranes at the southern end of OH6 or behind any vessel berthed at OH6.
- Numbers 3 and 4 cranes in the mid-ship half length of the ship when in the berthed position.

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

1.9.8.2 *Port Adelaide Outer Harbor Grain Berth (OH 8 Berth)*

The loader will be positioned on arrival or departure of a vessel in the midship half length of the ship when in the berthed position.

1.9.8.3 *Bulk Carriers berthing at OH7/8 from sea.*

All vessels berthing at OH8 berth follow the same rules as are required for a ship of similar size and draft berthing at other areas of Outer Harbor.

For all vessels when berthing with a beam in excess of 32.2 metres, the displacement for the vessel must be obtained (from the agent).

If the displacement is less than 90,000 tonnes – 2 tugs required (per normal practice).

If the displacement is between 90,000 tonnes and 145,000 tonnes – 3 tugs required.

In the unlikely event that the displacement is 145,000 tonnes or greater – 4 tugs required.

This is for all types of vessel including but not limited to Bulk Carriers, Tankers & Container vessels. Under most circumstances these vessels will sail with 2 tugs, however a third tug may be ordered based on assessment of the circumstances of an individual case.

1.9.8.4 Bulk Carriers shifting 27 to OH8

Requires 2 hours for all vessels.

Panamax Vessels (any vessel greater than 206 meters LOA and 32.2 meters beam).

- Daylight only for the channel between 27 berth and number 20 beacon. May berth at night at OH8. (Can commence any time from sunrise until 1 hour 30 minutes before sunset).
- 2 tugs to sail from 27, 2 z's (3 tugs) to berth at OH8

If over 8.3 meters draft

- Tug ahead required if draft over 9.3 meters
- Timed to berth at OH8 at slack water or on the flood. (shift commences at one hour before low water until one hour before high water)

Non Panamax vessels (LOA less than 206 meters).

- May shift any time day or night
- 2 tugs to sail 2 tugs to berth (if draft over 9.3 meters 2 z's)
- Tug Ahead if over 9.3 meter draft
- If draft over 9.3 meters timed to berth at OH8 at slack water or on the flood. (shift commences at one hour before low water until one hour before high water)

1.9.8.5 Bulk Carriers sailing from OH7/8 berth.

Panamax Vessels (any vessel greater than 206 meters LOA and 32.2 meters beam).

- May sail day or night
- If over 10 meter draft will normally sail one hour before high water however so as to facilitate other shipping commitments may sail if in flood 30 cm in the hour, if in ebb 20 cm in the hour.
- If over 12 meters draft 2 z-peller tugs
- If over 12 meters draft can only sail one hour before high water.
- Allow one hour and 15 minutes for pilotage.

Non Panamax vessels (LOA less than 206 meters).

- Less than 11 meters draft may sail any time
- 11 meters draft or more may only sail if in flood 30 cm in the hour, if in ebb 20 cm in the hour.
- If over 11 meters draft allow 1 hour and 15 minutes

Post panamax size vessels (dimensions in excess of 228m x 32.28 m) will be treated on their merits and an appropriate risk assessment will be completed.

1.10 Fleeting Requests

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, Port Management Officer or Communications Tower.

1.11 Vessel Navigation**1.11.1 Navigation**

Vessels enter and exit the Port Adelaide channel in 3 locations depending on the type of vessel and its draft.

1. At Beacon Number 9
2. At Beacon Number 5
3. Entrance Beacon

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.

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.

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.

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.

The master or operator of a vessel must not, except in an emergency, anchor the vessel in a channel.

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 Communications Tower must be advised on (08) 8248 3505.

The master or operator of a vessel navigating in a channel must only overtake another vessel if this can be done safely.

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.

All vessels in ballast must have their propellers completely submerged and an appropriate trim by the stern. An appropriate trim for sailing is considered be 1% of the vessels overall length.

As far as practicable, it is recommended that gangways are kept inboard until all fast on arrival and until clear of the berth on departure.

1.11.2 Anchor Restrictions



1.11.2.1 Port Adelaide

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:

- 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;
- 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;

1.11.3 Speed



1.11.3.1 Port Adelaide Speed Limit

The speed limit in the following waters is seven knots:

- That portion of the Port Adelaide River, which lies between No. 12 Channel Beacon and No. 22 Channel Beacon.

- 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.

1.11.4 Signals

Port Adelaide

The tide lights located at the top of the Communications Tower 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.

Note: 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

Eg, individually:

- Flood tide
- Ebb tide
- Slack period at top or bottom of tide

Or together:

-
- Channel is blocked (3 lights lit simultaneously)

1.12 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 – Communications Tower

Fax: **8248 1623**

The recipient of the fax will assess if it is acceptable 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.

The required request forms to perform these certain functions can be located on the [Flinders Ports Website](#).

- Hot Work Notice (pdf)
- Bunkering Notice (pdf)
- Fumigation Notice (In port or in transit) (pdf)
- Immobilisation of Engines Notice (pdf)
- Chipping and Painting Notice (pdf)
- Lifeboat Drill Notice (pdf)

Diving Notice (pdf)

1.13 Miscellaneous

1.13.1 Environment



Emissions and discharges:

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

1.13.2 Ballast



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:

- prohibiting the discharge of ballast water into port waters; or
- 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
- requiring ballast water to be exchanged in specified waters; or
- as to the loading of ballast water.

1.13.3 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

- 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.
- 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.
- 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.
- A diver must not operate in a harbour, independently of a vessel, in a dredged channel used by vessels.
- 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.
- 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.
- All vessels passing another vessel which is displaying a diving signal shall pass at a speed not exceeding 4 knots and keep well clear.

1.13.4 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 SafeWork SA. 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".

1.13.5 Port Security Levels



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.

1.13.6 Incident Reporting



The Master of a vessel has the responsibility to report any incidents via the Communications Tower 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.

Contact details and associated advice is documented in the “Notice to Masters of Ships” (PPFM 132) which is presented to Masters upon embarkation of the Pilot.

1.13.7 Visitor Safety



All visitors or organised groups intending to be on the wharf while a ship is alongside a berth must provide notice of their intention and inform the Port Manager at least 24 hours prior to the visit to ensure a comprehensive assessment is made to ensure safety of all personnel on site.