

Marine Operations Port Pirie 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



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 Pirie Pilotage Constraints

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

1. the master of the vessel holds a pilotage exemption certificate issued by DPTI for Port Pirie.
 - a. 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 DPTI for pilotage of vessels within Port Pirie).
3. Unless expressly directed by a licensed pilot, boarding of vessels by the pilot will occur at the pilot boarding ground located 2nm West of the Northern light beacon on Eastern Shoal.

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

The licensed pilot must be onboard the vessel, and

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

1.6 Geographic Limits



1.6.1 Port Pirie Port Operating Limits

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

Commencing at a point on a line bearing 282°T and distance 13 nautical miles from Mount Ferguson (Latitude 33°06.34'S, Longitude 138°01.78'E); then generally north-easterly along the north-western harbor boundary to high water mark; then generally south-easterly along a line to the Port Germein jetty light; then generally south-westerly along a line joining No 2 port beacon to the intersection point of a line 250 metres from and parallel to the port side of the maintained channel; then generally southerly and south-easterly by a line 250 metres from and parallel to the port side of the maintained channel to its intersection with high water mark; then generally southerly along high water mark to a point being the prolongation of the southern extremity of No 1 berth Port Pirie across the Port Pirie River; then generally south-westerly across the Port Pirie River along that prolongation to the southern extremity of No 1 berth Port Pirie; then generally north-westerly and northerly along high water mark to the northern extremity of No. 10 berth; then generally westerly along the No.10 berth to its intersection with high water mark; then generally northerly along high water mark to the intersection of a line 250 metres from and parallel to the starboard side of the maintained channel; then generally north and north-westerly by a line 250 metres from and parallel to the starboard side of the maintained channel to a point south-west of the No.17 starboard beacon; then by a line bearing 299°35'T for 1.5 nautical miles; then by a line bearing 345°16'T to the intersection point of a line bearing 264°30'T from No 1 starboard beacon; then by a line bearing 264°30'T to the intersection with the south-western limit of the harbor of Port Pirie; then generally north-westerly along the south-western limit of the harbor of Port Pirie to the point of commencement.

1.7 Communications



Flinders ports office is manned between 0830 – 1700, Monday to Friday and maintains a listening watch on VHF Channels 16 and 17 (call sign “Port Pirie Harbor”).

1.7.1 Radio and Port Communications



1.7.1.1 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 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.

Port operations are generally conducted on channel 8 which includes tugs and mooring gang.

Pilot / launch communications are conducted on channel 12 and tug / barge operations are carried out on channel 10.

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 Pirie Maximum Vessel Dimensions & Restrictions

| | | |
|-------------------|--|--|
| PORT PIRIE | Day | 185m 28 beam |
| | Night (No night berthing at No 2 Berth) | 180m 28 beam Oversize vessels to the discretion of the General Manager Marine Operations, in conjunction with the pilot on duty and restricted to high water, minimum cross currents in the channel, wind not exceeding 15 knots. |
| | Oversize up to either: | 190 x 28 or 185 x 30.5 |

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.

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 PBY + PPI & WAL) |
| | Tickera | 1976 | 28.98 | 2X 1250 | 42t | 2 / nozzles | PLT | Harbour towage |

| | | | | | | | | |
|--------------|-------------------------|------|-------|-------------|-------|-------------------------|---------|--|
| | | | | bhp | | (steerable) | | (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 PBY + 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 Tugs Required - Port Pirie

| | | |
|-------------------|--|---|
| PORT PIRIE | Vessels under 100 m | |
| | <i>Arrival</i> | 1 |
| | <i>Departure</i> | 0 |
| | Other Vessels (including Berth 6) | |
| | <i>Arrival</i> | 2 |
| | <i>Departure</i> | 1 |
| | No 2 & No 10 Berths | |
| | <i>Arrival</i> | 2 |
| | <i>Departure</i> | 2 |
| | Oversize vessels with 1 tug minimum 20 tonne bollard pull. | |

If another vessel is moored in the harbor a second tug may be required at the pilots discretion if any berth is **occupied ahead of a departing vessel**.

Oversize vessels departing if any berth is occupied ahead of a vessel will require a second tug unless exceptional circumstances prevail.

1.9.4 Under Keel Clearance (UKC)



1.9.4.1 Port Pirie Under Keel Clearance Requirements

0.90m is the minimum UKC required for all vessels transiting the channel.

A larger UKC may be imposed on a particular vessel due to her manoeuvring characteristics.

All vessels must maintain a minimum of 0.30m UKC at all times whilst alongside any berth.

Fully loaded vessels with maximum draft are to depart 1 hour before high water to navigate the channel.

Fully loaded vessels with maximum draft are to be scheduled a Pilot on Board (POB) time 2 hours prior to high water. Fully loaded vessels are to enter the channel 1 hour before high water on arrival. This will normally be relaxed if the vessel has suitable trim. For vessels in the range of 160-180m LOA, 1.5 to 2.5m trim.

Oversize vessels are treated the same as fully loaded vessels (in terms of timing).

For the calculation of maximum drafts, allowance in advance 0.20m additional UKC has to be considered for variation in the barometric pressure and wind direction in the gulf.

Any vessel with a draft greater than 7m is regarded as a loaded vessel.

No vessel in excess of 100m LOA will arrive/depart with less than 1m of tide in the channel.

1.9.5 Clear River



1.9.5.1 Port Pirie

No passing of vessels in the channel is possible.

1.9.6 Launch



1.9.6.1 Port Pirie Lines Launch Requirements

1 Line launch required for all berths.

1.9.6.2 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.

1.9.7 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 Pirie](#).

1.9.7.1 Port Pirie 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).

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

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

6. Vessels, which require spraying only will be allowed to perform the spray and re-survey at the loading berth.
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**.
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**.
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.
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.
11. Subsequent arrangements made between agents may take precedence over 1 – 4.
12. Such arrangements are to be discussed with and agreed to by Flinders Ports before deviating from the loading priorities guidelines.
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.

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



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 to 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 Pirie Anchor Restrictions

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;
- port limits without the permission of the port authority;
- 10m of the channel.

1.11.3 Speed



1.11.3.1 Port Pirie Speed Limit

The speed limit is seven knots south of beacon 11.

The speed limit is four knots in the harbour south of beacon 43.

1.11.4 Signals



1.11.4.1 Port Pirie

When amber light on tower adjacent to berth no. 4 is flashing all vessels must not exceed 4 knots in the harbor.

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)

1.12.1 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.

1.12.2 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.

1.12.3 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.

1.12.4 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".

1.12.5 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.

1.12.6 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" (FPFM 132) which is presented to Masters upon embarkation of the Pilot.

1.12.7 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.