

Marine Operations Thevenard 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



Table of Contents

1. Port Rules	3
1.1 Purpose	3
1.2 Scope	3
1.3 Authority	3
1.4 Powers of Port Management Officers (PMO)	4
1.5 Pilotage Constraints	5
1.5.1 Thevenard Pilotage Constraints	5
1.5.2 Pilot Passage Plan	6
1.6 Geographic Limits	6
1.6.1 Thevenard Port Operating Limits	6
1.7 Communications	7
1.7.1 Radio and Port Communications	7
1.7.1.1 <i>VHF Marine Channel Frequencies for Port Operations</i>	7
1.8 Coordination of Marine Services	7
1.9 Port Restrictions	8
1.9.1 Vessel Dimensions & Restrictions (Max)	8
1.9.1.1 <i>Thevenard Maximum Vessel Dimensions & Restrictions</i>	8
1.9.2 General rules for vessels in excess of port limitations	8
1.9.3 Tugs Required	8
1.9.3.1 <i>Specific Information – Commercial tugs in SA Ports</i>	9
1.9.3.2 <i>Tugs Required - Thevenard</i>	10
1.9.4 Under Keel Clearance (UKC)	11
1.9.4.1 <i>Thevenard</i>	11
1.9.5 Clear River	11
1.9.5.1 <i>Thevenard</i>	11
1.9.6 Launch	11
1.9.6.1 <i>Thevenard Lines Launch Requirements</i>	11
1.9.7 Berths	11
1.9.7.1 <i>Thevenard Berthing Priorities – Applies To All Vessels</i>	11
1.9.7.2 <i>Thevenard - Additional Priorities When Heavy Mineral Concentrates (HMC) Is Being Loaded</i>	13
1.10 Fleeting Requests	13
1.11 Vessel Navigation	14
1.11.1 Navigation	14
1.11.2 Anchor Restrictions	14
1.11.2.1 <i>Thevenard Anchor Restrictions</i>	14
1.11.3 Speed	15
1.11.3.1 <i>Thevenard Speed Limit</i>	15
1.11.4 Thevenard Regulations Relating to Fishing Vessels and Pleasure Craft	15
1.12 Notifications	15
1.13 Miscellaneous	16
1.13.1 Environment	16
1.13.2 Ballast	16
1.13.3 Divers	16
1.13.4 Dangerous Substances	17
1.13.5 Port Security Levels	17
1.13.6 Incident Reporting	18
1.13.7 Visitor Safety	18

1. Port Rules

P V 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

P V

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

P

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 Thevenard Pilotage Constraints

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 DPTI for Thevenard.
 - 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 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;

1. The licensed pilot must be onboard the vessel, and
2. The pilot and master exchange must occur to the satisfaction of the licensed pilot.

A "First Arrived First Serviced" 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 the "First Arrived Vessel" irrespective of the size of the vessel or its access rights at night.

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

1.5.2 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 Thevenard Port Operating 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.

1.7 Communications



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.

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 Thevenard Maximum Vessel Dimensions & Restrictions

THEVENARD	<p>Navigation and berthing for vessels within port limitations day and night. Oversize vessels daylight navigation only, but may be shifted from the Inner Anchorage to the berth at night. Night departure of oversize vessels will be at the discretion of the General Manager Marine Operations, in conjunction with the pilot on duty.</p> <p>Vessels with a beam between 28 and 29 metres and a LOA of less than 180m will be allowed to berth at night after a risk assessment is carried out by the pilot in conjunction with the chief pilot and / or GMMO.</p>	<p>180m length</p> <p>28m beam</p>
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Oversize dimensions up to 185m LOA X 32.3m beam, with relevant conditions to apply and provided that the stevedore can safely manage the vessel.

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 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) /

								transhipping only) / fire fighting equipped
	Svitzer Larrakia	2006	30	2X 1685 kW	55t	2 / Z-peller	Svitzer	Barging & harbour towage (WYA / transhipping 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 - Thevenard

Arrivals - Day LOA < 120m LOA > 120m Arrivals – Night All vessels**	1 tug (winds < 15 knots) 2 tugs* 2 tugs*
Departures – Day All vessels (head out) All vessels (head in) Departures – Night Normal size vessels Oversize vessels (head in or head out)	1 tug (winds < 15 knots) 2 tugs* As for day criteria 2 tugs*
* Vessels fitted with bow thrusters exceeding 1600hp may use only 1 tug in winds < 15 knots at the pilot's discretion ** Night berthings of oversize vessels is only permitted from Inner Anchorage NOTE: The pilot can request additional towage in situations where the vessel is assessed as being one that requires additional tugs	

1.9.4 Under Keel Clearance (UKC)



1.9.4.1 Thevenard

All vessels 0.3m whilst at berth and minimum 0.9m or 10% of vessel draft (whichever is the greater) whilst navigating the channel.

Oversize vessels not to exceed a maximum draft of 9.0m if alongside the North berth and 9.3m if alongside the South berth.

Arrival drafts should not exceed 6.0m and in instances where this is not achievable, consultation with the allocated pilot should take place prior to confirming the movement.

Maximum allowable draft at the Inner Anchorage is 6.0m.

1.9.5 Clear River



1.9.5.1 Thevenard

The departing vessel has right of clear channel if in conflict with an arriving vessel.

1.9.6 Launch



1.9.6.1 Thevenard Lines Launch Requirements

Launch used for mooring operations.

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 [Thevenard](#).

1.9.7.1 Thevenard Berthing Priorities – Applies To All Vessels

1. Vessel nominations must be lodged ten days (10) before vessel arrival. If a nomination is lodged with less than ten days notice, vessel may berth and load *provided* that no interruption to berthing or loading occurs to vessels which have lodged nominations giving at least ten days notice of arrival.
2. 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.
3. 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. Vessels not willing or able to berth and commence loading at the earliest opportunity after arrival must re-nominate giving ten days notice, *unless*

berthing is restricted due to weather conditions or the GMMO's direction. Such vessels will berth at the next available opportunity.

4. 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.
5. Vessels requiring survey services prior to commencing loading shall take all reasonable steps to ensure such surveys are undertaken at anchorage.
6. 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 after berthing.
 - a. Grain vessels will be given 6 hours to complete their surveys after the vessel is all fast at the berth.
 - b. If a Grain vessel berths in the hours of darkness first and another vessel berths subsequently the maximum time the berth will be kept idle for the benefit of the grain vessel is 6 hours after daylight.
 - c. Vessels will not be considered to be ready to commence loading until all required surveys and inspections have been completed and passed. It is recognised that Thevenard is normally a first port of call for grain vessels and all vessels require surveys prior to loading. It is also understood that Department of Agriculture surveys can only be conducted alongside and requires daylight. Grain vessels with their hatches open are prone to cross contamination and therefore it is important surveys are completed on time to avoid such issues.
7. Vessels undergoing survey must have their main engine on immediate stand-by until they have completed all survey requirements.
8. 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. The grain vessel will be subsequently allowed to berth for surveys and loading under the following conditions:
 - a. Immediately if there are no vessels at berth and a 30 hour window exists for loading operations.
 - b. At the end of the queue if there are multiple vessels in line to load up to a max of 7 days.
9. Removal cost for vessels at a berth and failing surveys is at that removed vessel's expense.
10. A vessel which is on a berth and declines to load weekends, public holidays or maintain a 24 hour continuous loading at a minimum rate, 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.

11. Given the tidal windows for the next 24 hour period, vessels must sail on the higher of the two high tides, or earlier if possible, after completion of loading. Vessels restricted to daylight departure must sail on the next daylight high tide after completion of loading.
12. Any subsequent arrangements between ships' agents may take precedence over these guidelines. Such arrangements must be mutually acceptable and discussed with the General Manager, Marine Operations, or his delegated officer.
13. The General Manager, Marine Operations, or his delegated officer will be considered the final arbitrator in any decisions on deciding implementation of these Guidelines, 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.

1.9.7.2 Thevenard - Additional Priorities When Heavy Mineral Concentrates (HMC) Is Being Loaded

1. Any person or vessel wishing to use the Thevenard wharf while the loading of HMC cargo is in progress or cleaning of the wharf is undertaken must carry out their own risk assessment first. The decision and responsibility of coming alongside or using the wharf will be on the individual or the vessel concerned.
2. Irrespective of any risk assessments a vessel wishing to load or unload food grade products will NOT be permitted to berth while HMC cargo operations or cleaning of the wharf after HMC cargo is being undertaken.
3. The Master of a vessel berthing or berthed at the Thevenard Wharf whilst Heavy Mineral Concentrates is being loaded will be responsible for the clean up of his own vessel.
4. For safety reasons, the Ship Loader will stop loading 30 minutes prior to another vessel berthing or unberthing and the Ship Loader Operator will leave the Loader and Gantry.
5. The pavement of the Thevenard Wharf is to be swept prior to the Flinders Ports Mooring Crew being deployed for berthing or unberthing operations.
6. Vehicle access to the Thevenard Wharf during Heavy Mineral Concentrates loading will be restricted to vehicles involved in the loading of the HMC cargo or mooring operation vehicles. Other vehicles may be given permission to access the wharf in exceptional circumstances providing decontamination procedures are adopted as directed by the Port Management Officer.
7. Any person wishing to gain access to the Thevenard Wharf whilst Heavy Mineral Concentrates is being loaded must have completed and read the education material (published by Illuka) with respect to the Heavy Mineral Sands Operations.
8. Any person leaving the wharf must clean their shoes and dust their clothes prior to leaving the wharf.
9. Any stores that are to be loaded onto a ship must be loaded prior to a HMC cargo operation commencing or on completion of the operation.

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 Thevenard 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
- Within port limits without the permission of the Flinders Ports

1.11.3 Speed



1.11.3.1 Thevenard Speed Limit

The speed limit within the port limits is seven knots.

1.11.4 Thevenard Regulations Relating to Fishing Vessels and Pleasure Craft



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.

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.

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.

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” (FPFM 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.