

Marine Operations Port Lincoln Port Rules

Safety & Health Above All Else

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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.

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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

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- 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)

1.5 Pilotage Constraints

1.5.1 Port Lincoln Pilotage Constraints

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

1. the master of the vessel holds a pilotage exemption certificate issued by DIT for Port Lincoln.
 - 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 DIT for pilotage of vessels within Port Lincoln).
3. Unless expressly directed by a licensed pilot, boarding of vessels by the pilot will occur at the pilot boarding ground located 1.5nm ESE of Boston Point light.

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.

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).

Refer to Flinders Ports Website for a copy of the Pilot Passage Plan.

1.6 Geographic Limits

1.6.1 Port Lincoln Operating Limits

The subjacent land underlying, and adjacent land extending from, the waters, rivers, creeks and inlets to high water mark of Port Lincoln bounded as follows:

Commencing at the intersection with high water mark of a line running due north from the northeast corner of King and Porter Streets; then due north along the said line to its intersection with a line 250 metres from and parallel to the port side of the maintained channel; then generally northeasterly by a line 250 metres from and parallel to the port side of the maintained channel to a point adjacent the entrance beacon; then continuing generally north-easterly along the production of that line to its intersection with low water mark; then along low water mark to Point Boston; then due east along a line to its intersection

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with the eastern boundary of the harbour of Port Lincoln; then generally south-easterly along the harbour boundary for 1.2 nautical miles; then due west along a line for 4.8 nautical miles; then along a line bearing 231°39'T for 1.4 nautical miles; then due south along a line for 2.6 nautical miles; then generally south-easterly along a line to high water mark at Fanny Point; then along a line bearing 68°T or thereabouts to its intersection with high water mark on Boston Island; then along high water mark on Boston Island to Hayden Point; then by a line bearing 63°45'T to its intersection with the eastern boundary of the harbour of Port Lincoln; then generally south-easterly along the harbour boundary for 0.7 nautical miles; then generally southwesterly by a line to high water mark on the northern tip of Grantham Island; then due north along a line to its intersection with high water mark adjacent Section 187 Hundred of Lincoln; then generally north easterly and northerly along high water mark to Billy Lights Point; then by a line generally north-westerly to its intersection with high water mark and the western corner of Allotment 1012, Town of Port Lincoln; then generally northerly and westerly along high water mark to the point of commencement.

1.7 Communications

Flinders Ports Vessel Traffic Service Centre is staffed at all times and maintains a listening watch on VHF Channels 16 and 12 (call sign “Port Lincoln VTS”).

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 & Media 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 the VTS Centre (Central & Regional) at all times.

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1.9 Port Restrictions

1.9.1 Vessel Dimensions & Restrictions (Max)

1.9.1.1 Port Lincoln Maximum Vessel Dimensions & Restrictions

Daylight berthing only

Berth 1	Recreational	200m
Berth 2		190m
Berth3	Lay Up	246m
Berth 4	Grain	270m
Berth 5	Grain	270m
Berth 6	General purpose / fertiliser	200m
Berth 7	Fishing & small vessels	185m
Berth 8	Fishing & small vessels	78m
Berth 9	Fishing & small vessels	107m
Berth 10	Fishing & small vessels	56m
Berth 11	Kirton Point Oil Berth	220m

1.9.1.2 Kirton Point Maximum Draft

Maximum draft for tankers at Kirton Point is 9.90m, plus low water height minus UKC of 0.3m.

1.9.2 General rules for vessels in excess of port limitations

Oversize vessels are at the discretion of the GMFP (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.

The absence of the GMFP, approvals should be referred to the Manager Port Operations (MPO).

1.9.3 Tugs Required

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

Bow thruster power is calculated by the following:

1 HP = 0.746 KW

100 HP = 1 Tonne Bollard Pull

1.9.3.1 Tugs Required - Port Lincoln

In the absence of alternative arrangements being approved by Flinders Ports, the following requirements will apply.

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Arrivals

PORT LINCOLN WHARF	Arrivals	
	LOA < 90m	0 tugs
	LOA 90 - 120m	1 tug*^
	LOA 120 - 175m	1 tug*^~
	LOA > 175m	2 tugs
	Departures (head out)	
	LOA < 90m	0 tugs
	LOA 90 - 175m	1 tug*^
	LOA 175 - 195m	1 tug*^
	LOA > 195m	2 tugs
Departures (head in)		
LOA < 90m	0 tugs	
LOA 90 - 120m	1 tug*^	
LOA 120 - 175m	2 tugs*^	
LOA > 175m	2 tugs*^	
KIRTON POINT	ALL TANKERS - In and Out	2 tugs

* A bow thruster may be considered in lieu of a tug, provided its power is sufficient for the vessels size. And wind speed is forecasted for less than 15kts.

^If a vessel has a bow thruster and visits Flinders Ports for the first time, the pilot will utilize the nominated number of tugs to assess the abilities of the bow thruster for that particular vessel.

~A pilot may request additional towage if:

- a) Wind speed is forecasted to exceed 15kts
- b) If a particular vessel has known pilotage impediments
- c) If berthing head out on Berth 4

Notes:

- Vessels (LOA > 120m) berthing on Berth 6 will require 2 tugs if there is another vessel at Berth 5.
- Vessels berthing at #6 Berth (LOA > 180m). It is recommended to berth head in for a safer / secure mooring option. Liaise with Pilot & Port Manager for final decision.

1.9.4 Under Keel Clearance (UKC)

- All vessels to maintain 0.3m U.K.C. at all berths at all times.

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- 10% of draft - minimum 1.2m.

Daylight berthing only (SUNRISE to SUNSET) – refer to Port Lincoln Pilot for designated times.

1.9.4.1 Tide Information

Height of Tide Required

The following tables determine the minimum tide required to navigate the required section of the channel, based on a vessel’s draft and its UKC. These values may then be utilised in conjunction with predicted tide values to determine suitable windows of opportunity to move a vessel within the port as constrained by its required transit times.

Height of Tide (metres)	Max Draft in Channel (dec depth 14.6m LAT)	Max Draft in Bay (dec depth 11.6m LAT)	Max Draft in Southern Entrance (dec depth 8.5m LAT)	Max Draft in Approach to #6 Berth (dec depth 12.2m LAT)
0.0	13.27	10.55	7.73	11.0
0.1	13.36	10.64	7.82	11.1
0.2	13.45	10.73	7.91	11.2
0.3	13.55	10.82	8.00	11.3
0.4	13.64	10.91	8.09	11.4
0.5	13.73	11.00	8.18	11.5
0.6	13.82	11.09	8.27	11.6
0.7	13.91	11.18	8.36	11.7
0.8	14.00	11.27	8.45	11.8
0.9	14.09	11.36	8.55	11.9
1.0	14.18	11.45	8.64	12.00
1.1	14.27	11.55	8.73	12.09
1.2	14.36	11.64	8.82	12.18
1.3	14.45	11.73	8.91	12.27
1.4	14.55	11.82	9.00	12.36
1.5	14.64	11.91	9.09	12.45
1.6	14.73	12.00	9.18	12.54
1.7	14.82	12.09	9.27	12.63
1.8	14.91	12.18	9.36	12.72
1.9	15.00	12.27	9.45	12.81
2.0	15.09	12.36	9.55	12.90

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1.9.5 Launch

1.9.5.1 Port Lincoln Lines Launch Requirements

1 Line launch required for all berths.

1.9.6 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 Port User Guide.

Port Lincoln 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.

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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.

Kirton Point Displacement Limitations

Due to the construction of the wharf, permitted displacement is 25,000 tonnes. For vessels in excess of 25,000 tonnes displacement, additional procedures / approvals are required.

Vessels with a displacement of up to 40,000 tonnes may be permitted under the following conditions;

1. The maximum on shore wind speed for berthing tankers not to exceed 20 knot gusts.
2. Maximum tidal streams for berthing tankers not to exceed 1 knot.
3. All tankers over 25,000t displacement will berth with 2 tugs irrespective of a bow thruster.

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 VTS Centre.

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 VTS Centre must be advised on (08) 8447 0902.

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.

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.

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1.11.2 Anchor Restrictions

1.11.2.1 Port Lincoln 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; prohibited fishing zones

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.

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 direction 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

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- 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 Goods

Port Lincoln is not permitted to accept Dangerous Goods.

1.13.5 Port Security Levels

The “Security Level” of the port as determined by the Cyber & Infrastructure Security Centre (CISC) 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 VTSC on VHF Channel 16 or 12 or on phone (08) 8447 0902 that occurs on or near his/her vessel or a malfunction that can cause risk or damage

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to the vessel or port infrastructure.

Contact details and associated advice is documented in the “Notice to Masters of Ships” 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.