

IMPORTANT SECURITY & SAFETY NOTICE

SECURITY ADVICE AND REQUIREMENTS

- ❖ The level of port security in this port is **LEVEL 1 - NORMAL**
- ❖ **All security enquiries: please phone 08 8447 0600 (24 hours)**
- ❖ **Ship's AIS to be – ON – at all times**
- ❖ **A ship must notify other vessels / port users of an on-board emergency by a continuous sound on the ships whistle for 60 seconds. As well as contact the (port name) VTS - VHF 16/12 or 08 8447 0902**

NOTICE TO MASTERS OF SHIP

EMERGENCY & FIRE PREVENTION AND CONTROL

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

- ❖ Take immediate action to extinguish the fire
- ❖ Immediately raise the alarm and notify the (port name) VTS on Ch 16/12 or 08 8447 0902, the local fire organisation, and the local Police
- ❖ Offer all possible assistance to the Officer in charge of the firefighting organisation on his arrival

NOTE:

Port Giles, Wallaroo, Ardrossan & Port Bonython DO NOT have resident pilots and tugs. Physical towage assistance can take up to 4 – 6 hours to arrive in these ports. If in imminent danger a Ships Master MUST inform (port name) VTS prior to moving the vessel.

EMERGENCY TELEPHONE NUMBERS

Port Adelaide, Port Giles, Port Lincoln, Port Pirie, Thevenard, Wallaroo, Whyalla, Ardrossan, Port Bonython

Office 24/7 VTS	Fire Brigade	Police	Ambulance
08 8447 0902	000	000	000

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PRE-ARRIVAL INFORMATION

Vessel Drafts

All Vessels arriving or departing must have:

- At least $\frac{2}{3}$ ^{rds} propeller immersion
- Trim between 1 to 2 meters by the stern,

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

- Know the port emergency phone number and (port name) VTS call signs;
- Ensure all necessary fire extinguishing equipment is present, well-maintained and operational for immediate use;
Any firefighting equipment removed for testing or repairs to be replaced immediately;
- Vessel's firefighting water mains and if installed, sprinkler systems are charged and connected to a water supply at all times. If the fire main or pump is being repaired, have an appropriate alternative water supply ready;
- The International Shore Connection (Ship) is to be securely attached to the ship's fire main near the gangway;
- Always have at least one responsible ship's officer available and contactable at all times via VHF 12;
- Always have a responsible crew member or watchman on duty at all times who knows where all the firefighting equipment and is and how to use it;
- Ensure that the ship's equipment does not block or put stevedoring machinery, equipment or its operation at risk

MOORING LINES

- Mooring lines are to be suitably tight and tended to, ensuring the vessel remains securely, alongside and in position at all times when berthed.
- Adelaide Outer Harbor berths 1,2,4, 6 and 7 as well as Port Pirie Berths 7,8,9 and 10 are exposed to surging. Vessels at these berths must have mooring lines tended to at all times to ensure they are not subject to surging when another vessel passes
- Fleeting or line shift requirements are not to be carried out until the Master has contacted VTS to establish if safe to do so.
- Mooring lines are positioned by Flinders Ports mooring gang employees ONLY. Additional lines are not to be placed on shore bollards by ship crew, except in an emergency involving the ships safety.
- VTS are to be notified of such emergency IMMEDIATELY. An inspection may be carried out to identify if a need exists for attendance of mooring crew.
- Mooring lines to shore bollards are not to be moved, shortened up or cast off by vessels crew, unless a mooring gang is in attendance.
- Mooring lines required to be handled for any reason, must not be done so, until VTS have been notified and arrangements for a mooring gang to attend have been arranged.

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- Preparing for departure, under no circumstances should any lines be slackened off, let go, slipped or handled in any other way unless instructed to do so by the pilot or operations supervisor.
- For the safe, efficient and harmonious operation of the Port, your attention to these requirements will be appreciated.

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

ENGINE TRIALS

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

- A **written request** has first been obtained from (port name) VTS
- The conditions of such an approval are complied with completely.

This paragraph does not apply to engine tests in preparation for sailing within 2 hours of scheduled sailing time provided such test is kept to the minimum required to confirm correct engine operation. The propeller must be clear and all mooring lines must be tight. Permission must be obtained by calling the (port name) VTS" on channel 12, or from a pilot if already on board.

OIL POLLUTION

The MASTER is required to immediately report any spillage of oil or a mixture containing oil occurring from the ship whilst in waters under the jurisdiction of the Minister for Transport,

The Master should report the matter to the vessel's agent in the first instance. If the spillage occurs within a port, it must be reported to the (port name) VTS.

The Master must complete the Discharge Report Form herewith and dispatch it to the Minister for Transport as soon as possible after the occurrence a copy of the report is to also be forwarded VTS then General Manager Flinders Ports or Manager Port Operations, if the occurrence is in port.

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

AUSTRALIAN SEAFARERS WELFARE

Stella Maris Port Adelaide 0413 393 019

AUSTRALIAN QUARANTINE REQUIREMENTS

QUARANTINE GARBAGE COLLECTIONS ARE AVAILABLE IN PORT ADELAIDE

Any enquiries should be directed to Flinders Ports via the ship's agent.

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

AUSTRALIAN QUARANTINE ALSO REQUIRES THAT:

SHIP'S QUARANTINE GARBAGE

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

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

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

SAFETY & SECURITY FOR TANKERS AT M BERTH OR OH 4 – PORT ADELAIDE

1. **Access to and from the ship is via the marked walkway only. No other access route may be used. This access route is provided for the safety of visitors, crew and personnel working on a vessel at M Berth. Any deviation from this route may expose visitors and crew to unnecessary risk.**
2. Safety clothing issued by the Gate Security Officer must be returned to the Gate Security Office on departure.
3. Safety shoes, wrist to ankle clothing and hard hat are minimum safety requirements for visitors.
4. No cigarette lighters, matches, or mobile telephones, electronic equipment (including radios and cameras) are to be used on the berth. Visitors to the ship are to leave these items with the Gate Security Officer and reclaim them on departure or alternatively not to bring them to the berth.
5. In case of the emergency alarm sounding, visitors are to proceed to the Emergency Assembly Area outside the Terminal car park as directed by the Gate Security Officer.
6. Visitors to the ship must be escorted to and from the vessel if they do not hold a M.S.I.C. and Flinders Ports Access Card.
7. It is a "Security Requirement" under the Port Security Plan that a Ship's Crew must contact the Gate Security Officer when disembarking from the ship to go ashore so that the Gate Security

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Officer can record their departure. Similarly, when a crew member returns, the same procedure is followed”.

8. Flinders Ports reserves the right to have any person escorted to the ship if deemed necessary. In this case an escort will be requested from the ship and the person may be asked to wait at the Gate Security Office until the escort arrives.
9. There is a Landside Restricted Zone and Waterside Restricted Zone established around the ship once alongside at M Berth. The ship’s crew must conduct regular patrols on deck and inform Adelaide VTS on VHF Ch. 16 or 12 or alternatively by telephone on 08 8447 0600 if any vessel or craft comes into the waterside restricted zone which extends 25 metres all around the ship.

ADDITIONAL SECURITY INFORMATION

Security Requirements

Declaration of Security (DoS)

A Declaration of Security (DoS) is required in the following circumstances:

- A security regulated passenger ship berths at any Flinders Ports facility.
- A security regulated tanker transporting Chemicals, Oils or Gas (COG) berths at any Flinders Ports facility.

Where a DoS is required, it will be issued to the vessel via the vessel's appointed agent prior to arrival or as soon as practicable following arrival.

Vessel Security Declarations

Masters of all arriving vessels must notify the Port Security Centre at secntr@flindersports.com.au prior to arrival if any of the following circumstances apply:

- The vessel is operating at a heightened Maritime Security (MarSec) Level.
- The vessel is operating at a higher security level than the Port, or the Port is operating at a higher security level than the vessel.
- The vessel has been involved in a security threat or security incident.
- The vessel has arrived from a non-security regulated port.
- The vessel has conducted ship-to-ship activities with a vessel that was not required to have and implement an approved Ship Security Plan (SSP).

Notifications should include sufficient detail to enable an assessment of any additional security measures that may be required.