This Port Handbook is produced and will be maintained by, OneSteel Manufacturing Pty Ltd (trading as SIMEC Mining) – the owner and operator of Whyalla Port.

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Disclaimer
The details in this handbook are correct at the time of publication but may be subject to variation. The handbook has been compiled as a ‘Guide only’ and should not be regarded as a comprehensive coverage of or a substitute for appropriate Acts and Regulations. Furthermore Whyalla Port will not be responsible for any incorrect or out-of-date information.
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1 Definitions

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABF</td>
<td>Australian Border Force</td>
</tr>
<tr>
<td>AMSA</td>
<td>Australian Maritime Safety Authority</td>
</tr>
<tr>
<td>AQIS</td>
<td>Australian Quarantine Inspection Service</td>
</tr>
<tr>
<td>DPTI</td>
<td>South Australian Department of Planning, Transport and Infrastructure</td>
</tr>
<tr>
<td>DUKC</td>
<td>Dynamical Underkeel Clearance</td>
</tr>
<tr>
<td>FOTB</td>
<td>Floating Offshore Transfer Barge</td>
</tr>
<tr>
<td>FSGMS</td>
<td>Flinders Spencer Gulf Marine Services Pty Ltd</td>
</tr>
<tr>
<td>GRT</td>
<td>Gross Registered Tonnage</td>
</tr>
<tr>
<td>HAT</td>
<td>Highest Astronomical Tide</td>
</tr>
<tr>
<td>IHTB</td>
<td>Inner Harbour Transhipment Berth</td>
</tr>
<tr>
<td>LAT</td>
<td>Lowest Astronomical Tide</td>
</tr>
<tr>
<td>LOA</td>
<td>Length overall</td>
</tr>
<tr>
<td>MSD</td>
<td>Maximum Sailing Draft</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>OGV</td>
<td>Ocean Going Vessel</td>
</tr>
<tr>
<td>OHTB</td>
<td>Outer Harbour Transhipment Berth</td>
</tr>
<tr>
<td>SG</td>
<td>Specific Gravity</td>
</tr>
<tr>
<td>SUB</td>
<td>Self Unloading Barge</td>
</tr>
<tr>
<td>TP</td>
<td>Transhipment Point</td>
</tr>
<tr>
<td>UKC</td>
<td>Underkeel Clearance</td>
</tr>
</tbody>
</table>
2 Introduction

Welcome to Whyalla Port. This Port Handbook has been designed to give you important information relating to the operations and services provided at Whyalla Port. This information includes:

- General Whyalla Port information and contact details
- Requirements to facilitate the safe operation of shipping and services
- Safety and environment compliance requirements
- Emergency management procedures

Your safety while operating in and around Whyalla Port is a critical concern. It is imperative that all parties at, and visitors to, Whyalla Port do their utmost to ensure the safety of our people and our environment.

This Port Handbook has been designed primarily for the use of Ship’s Masters, Ship’s Agents, Ship’s Owners and other relevant parties.

Whyalla Port is a harbour, owned and operated by OneSteel Manufacturing Pty Ltd (trading as SIMEC Mining).

2.1 Whyalla Port - Permissions

Please note that the use of Whyalla Port and/or any of the services provided by Whyalla Port (including the use of any port facilities, transhipment facilities, berths, storage areas and services) by any OGV (loading or unloading) is subject at all times to permission for such use by the operator, Whyalla Port, which permission, may be withheld by Whyalla Port at its sole discretion at any time.

2.2 Whyalla Port Handbook – Acceptance & Sign Off

The Ship’s Agent (or the OGV’s’ charterer, where there is no agent appointed) will and must ensure a current version of this Port Handbook is delivered to the Master of any incoming OGV (either electronically or in person).

Masters of all incoming OGV’s are to sign and return to the Ship’s Agent the Acceptance Slip (see Annex 1) to confirm that they have received, read and understood the Whyalla Port Handbook, and that they and their crew will abide by it. This can be done in person or electronically.

2.3 Website

SIMEC Mining maintains a website that has information relating to the company and its operations. The website is: http://www.simec.com/mining/
3 Whyalla Port Location Information

Whyalla Port is located at approximately 33 02’ S 137 35’ E, on the North Western side of the Gulf of Spencer, South Australia.

The geographic boundaries of the harbour of Whyalla Port are defined in Schedule 3 of the Regulations under the Harbors and Navigation Act 1993 (SA).

3.1 Time Zone

Australian Standard Time and equates to G.M.T. + 9.5 hours. Subjected to DST. All ETA and other messages should be made in local time.

3.2 Navigational Charts

The geographical boundaries and relevant Navigational Aids for Whyalla Port and its configuration is specified in Navigation Charts Aus 135 and 136.

3.2.1 Navigation marks

The IALA Maritime Buoyage System, Region A (red to port), is used in port waters of the Port of Whyalla (as it is throughout Australia).

3.2.2 Chart Datum

Chart Datum used for soundings in port waters of Whyalla is based on the local determination of Lowest Astronomical Tide (LAT). When interpreting soundings and tide data, mariners should refer to the relevant notes printed on the Australian Hydrographic Service charts.

3.2.3 Nautical publications

Reference should be made to information contained in the current edition of the following publications:

- Tide Tables, available to download from: Bureau of Meteorology.
- Admiralty Sailing Directions, Australia Pilot Volume 1, NP13
- Admiralty List of Light and Fog Signals Vol K, NP83
- Admiralty List of Radio Signals Volume 6, NP286(4)
- International Code of Signals (IMO)
- International Maritime Solid Bulk Cargo Code (IMSBC)
- International Safety Guide for Oil Tankers and Terminals (ISGOTT)
4 Whyalla Port - Berths, Anchorages & Loading Facilities

Whyalla Port is composed of three main geographic areas and each of these areas has its own related shipping operations. These are:

- The Inner Harbour
- The Outer Harbour
- The Offshore Transhipment Points

4.1 The Inner Harbour

Please see Annex 4 for a detailed map of the Inner Harbour layout.

The Inner Harbour has a continuous land-backed wharf on the Northern side of the basin, which consists of three separate berths, a Swing Basin and a channel. The Northern wharf has the following characteristics:

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>789m (running West to East)</td>
</tr>
<tr>
<td>Width</td>
<td>30.5m to 35.0m (refer to berth information below)</td>
</tr>
<tr>
<td>Channel Depth</td>
<td>10.0m</td>
</tr>
<tr>
<td>Berth Depths</td>
<td>8.6m to 10.7m (refer to berth information below)</td>
</tr>
<tr>
<td>Maximum allowable draft</td>
<td>11.0m</td>
</tr>
</tbody>
</table>

There is a Swing Basin on the Southern side of the Inner Harbour used to turn OGV’s.

There are two berths, one for tugs and one for the transhipment fleet, on the Southern side of the Inner Harbour. These are operated by, and are for the exclusive use of CSL Australia.

Berth details of the Northern wharf are as follows:

4.1.1 Bulk Berth

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>350m (indicated on the berth as between 0m and at the Western end 350m)</td>
</tr>
<tr>
<td>Width 0m to 100m</td>
<td>30.5m</td>
</tr>
<tr>
<td>Width 100m to 350m</td>
<td>35.0m</td>
</tr>
<tr>
<td>Depth</td>
<td>10.7m</td>
</tr>
<tr>
<td>Stockbridge Airdraft</td>
<td>27.93m (at HAT) Cabin and grab retracted</td>
</tr>
<tr>
<td>Maximum arrival draft</td>
<td>11.0m</td>
</tr>
</tbody>
</table>
The Bulk Berth is serviced by a 26 tonne ‘Stockbridge’ crane which can be used to load and discharge OGV’s. This Stockbridge has a boom which can be raised and lowered to accommodate vessels’ movements. Approximate Loading/discharging rate 350 mt/hour.

The Bulk Berth is primarily used for the loading and unloading of steelmaking bulk materials. These include: coal, dolomite, limestone and coke by products.

Stevedoring services on the Bulk Berth are available from Qube Bulk (see Annex 2 for contact information).

The Bulk Berth at its Western extremity, at the 50m mark on the berth, includes a berth for the loading of tar.

### Products Berth

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Length</strong></td>
<td>275m (indicated as 350m to 625m on the Northern wharf)</td>
</tr>
<tr>
<td><strong>Width</strong></td>
<td>35.0m</td>
</tr>
<tr>
<td><strong>Depth</strong></td>
<td>10.7m</td>
</tr>
<tr>
<td><strong>Maximum arrival draft</strong></td>
<td>11.0m</td>
</tr>
</tbody>
</table>

At the Products Berth cargoes are loaded and unloaded by the use of ship’s gear.

The Products Berth is used primarily for loading and unloading of bulk and finished products. These include finished steel products, some bulk iron ore products and coke by-products.

Stevedoring services on the Products Berth are available from Qube Bulk (see Annex 2 for contact information).

### Inner Harbour Transhipment Berth (IHTB)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Length</strong></td>
<td>164m (indicated as 625m to 789m on the Northern wharf)</td>
</tr>
<tr>
<td><strong>Width</strong></td>
<td>35.0m</td>
</tr>
<tr>
<td><strong>Depth</strong></td>
<td>8.6m</td>
</tr>
<tr>
<td><strong>Shiploader Airdraft</strong></td>
<td>14.47m (at HAT)</td>
</tr>
</tbody>
</table>

The IHTB is serviced by a travelling shiploader with a maximum load rate of 4,200 tonnes per hour. The shiploader has a boom which can be raised and lowered to accommodate vessels’ movements.
The IHTB is used exclusively for the loading of bulk iron ore products for transhipment operations.

The IHTB is operated by Bis Industries (see Annex 2 for contact details) with mooring services provided by Flinders Spencer Gulf Marine Services (FSGMS) (see Annex 2).

4.1.4 **Swing Basin**

The Swing Basin has the following characteristics:

<table>
<thead>
<tr>
<th>Diameter</th>
<th>minimum 304m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depth</td>
<td>10.0m</td>
</tr>
</tbody>
</table>

Swing leads are situated at the Western end of the Inner Harbour bearing 301.3 degrees true. These leads indicate a distance of 100m off the wharf when in the centre of the Swing Basin.

4.1.5 **Ship Channel Information**

The approach to the Inner Harbour is from the SSE.

<table>
<thead>
<tr>
<th>Length</th>
<th>2nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>120.0m</td>
</tr>
<tr>
<td>Depth</td>
<td>10.0m</td>
</tr>
<tr>
<td>Direction</td>
<td>Main leads in line 306.6 degrees true</td>
</tr>
</tbody>
</table>

4.1.6 **Permitted Vessels**

The maximum length (LOA) of OGV’s permitted in the Inner Harbour is 204m.

4.2 **The Outer Harbour**

The Outer Harbour consists of a channel, an Ore Jetty known as the Outer Harbour Transhipment Berth (OHTB) and a Swing Basin.

4.2.1 **Outer Harbour Transhipment Berth (OHTB)**

The OHTB is serviced by a travelling shiploader with a maximum load rate of 3,300 tonnes per hour and is used exclusively for the loading of bulk iron ore products.

<table>
<thead>
<tr>
<th>Length</th>
<th>274m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>45.7m</td>
</tr>
<tr>
<td>Depth</td>
<td>10.7m</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Shiploader Airdraft</td>
<td>12.37m (at HAT)</td>
</tr>
</tbody>
</table>

The OHTB is operated by Bis Industries (see Annex 2 for contact details). Mooring services are provided by FSGMS (see Annex 2).

4.2.2 Swing Basin

The Outer Harbour Swing Basin has the following characteristics:

<table>
<thead>
<tr>
<th>Diameter</th>
<th>minimum 270m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depth</td>
<td>10.7m</td>
</tr>
</tbody>
</table>

The 10.7m depth contour extends approximately 100m to the South of the round dolphin and 260m to the North.

4.2.3 Ship Channel Information

The approach to the Outer Harbour is from the ESE.

<table>
<thead>
<tr>
<th>Length</th>
<th>1.5nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>122.0m</td>
</tr>
<tr>
<td>Depth</td>
<td>10.7m</td>
</tr>
<tr>
<td>Direction</td>
<td>Leading lights 280 True</td>
</tr>
</tbody>
</table>

4.2.4 Permitted Vessels

The maximum length (LOA) of OGV’s permitted at the Outer Harbour is 202m.

A Vessel Suitability Checklist has been established and is available in Annex 7 of this Port Handbook.

4.3 The “Paddock” Ship Channel

The “Paddock” Channel is a shallow water approach channel that joins the Inner Harbour channel to the Outer Harbour Swing Basin. This channel has no lateral markers, but is a transit channel with the following characteristics:

<table>
<thead>
<tr>
<th>Length</th>
<th>1.1nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>100.0m</td>
</tr>
</tbody>
</table>
### 4.4 The Offshore Transhipment Points

There are four prescribed Transhipment Points located Southeast of Whyalla.

An offshore transhipment operation takes place at the Transhipment Points for large, deep drafted vessels.

The vessels used for the transhipment operations include a fleet of three vessels; the, FOTB Spencer Gulf and two towed barges, Middleback and Barngarla (see Annex 6 for more vessel details). These operations are carried out by CSL Australia, on behalf of Whyalla Port.

#### 4.4.1 Transhipment Point Locations

Transhipment Point (TP) means any of the four fixed anchorages which have been designated for the location of the offshore transhipment operation in the Spencer Gulf.

See Navigational Chart AUS 136 or the chartlet in Annex 5 of this Port Handbook for navigational information.

These TPs are located as follows:

<table>
<thead>
<tr>
<th>TP</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Distance from Whyalla Port</th>
</tr>
</thead>
<tbody>
<tr>
<td>TP1</td>
<td>33°06.12′ S</td>
<td>137°38.30′ E</td>
<td>approximately 5.0nm</td>
</tr>
<tr>
<td>TP2</td>
<td>33°09.12′ S</td>
<td>137°38.21′ E</td>
<td>approximately 7.5nm</td>
</tr>
<tr>
<td>TP3</td>
<td>33°10.12′ S</td>
<td>137°37.12′ E</td>
<td>approximately 9.0nm</td>
</tr>
<tr>
<td>TP4</td>
<td>33°07.36′ S</td>
<td>137°39.00′ E</td>
<td>approximately 5.0nm</td>
</tr>
</tbody>
</table>

#### 4.4.2 Transhipment Point (TP) Exclusion Zones

These Transhipment Points (TP) have a gazetted Exclusion Zone of 0.5nm in radius centered about each of them.

OGV’s not involved in the transhipment operation must not enter this Exclusion Zone while an OGV is anchored there.

Masters of OGV’s should anchor in such a way as to ensure that their swing circle is contained within the relevant TP.
4.5 Anchorages

It is recommended that OGV’s, with a LOA exceeding 280m, anchor in a position bounded by the following coordinates:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>33 18.9’ S 137 33.0’ E</td>
<td>33 20.1’ S 137 37.4’ E</td>
<td>33 25.5’ S 137 35.4’ E</td>
</tr>
<tr>
<td>33 24.3’ S 137 31.0’ E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Loaded vessels, with a LOA exceeding 280m, which are waiting to sail from Whyalla Port and are requested to leave a TP, are recommended to anchor at the following coordinates until ready to depart:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>33 12’ S 137 35.4’ E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

It is recommended that OGV’s, with a lesser LOA, anchor in a position bounded by the following co-ordinates:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>33 03.3’ S 137 39.0’ E</td>
<td>33 03.0’ S 137 40.5’ E</td>
<td>33 05.0’ S 137 39.0’ E</td>
</tr>
<tr>
<td>33 05.0’ S 137 40.5’ E</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5 Whyalla Port - Tides and Sailing drafts

5.1 Tidal Information

Mean minimum and maximum tidal range is between 0.6m and 2.3m.

General direction of tidal flow is Northerly and Southerly in Whyalla Port. The flood sets in a Northerly direction and the ebb sets in a Southerly direction. Tidal set is strongest between No. 3 and No. 5 beacons for the Inner Harbour and between the end of the OHTB and No. 4 beacon in the Outer Harbour.

Atmospheric conditions can depress the tide. Variance of 30cm to 60cm from the predicted tidal heights has been experienced.

When computing cargo-to-load it is advisable to allow for a 30cm depression of the tide and continuously monitor conditions while loading is in progress. Masters of OGV’s are advised to adhere to this caution and are responsible for monitoring the quantity of cargo loaded on board their OGV and their trim. See further information on the “Dynamic Under keel Clearance” system in use at the port (DUKC).

Tide information for Whyalla Port and the Spencer Gulf is available as follows:

- A visual tide gauge is located in the Inner Harbour

Latest local weather information is available as follows:

- For fax weather services set OGV’s fax in “Poll Receive” mode and dial 1902 935 200 for the Main Directory. This system can also be accessed through a personal computer using a modem. Access is also available via Inmarsat satellite
- Dial 1 900 926 113 for voice recorded forecasts. Follow prompts to “South Australia” then “Marine Weather” then “Gulf Waters”
- Fishing boat information and relayed weather information may also be available from Wallaroo on VHF Channel 71

5.2 Sailing drafts for loaded vessels departing Whyalla Port

Whyalla is a tidal port and hence the draft by which ships can depart from the port is determined by the tidal conditions at the time. Laden ships will generally be required to depart from the berth at the inner and outer Harbor, about 1 hour prior to the relevant High Water for that sailing.

Vessel departure time will be confirmed by discussion between the Pilot, Master and Port Operations, will be subject to tidal, weather and visibility conditions. All sailing times will be conveyed to vessels via their Agent.
There are two methods by which the “maximum sailing draft” (MSD) is determined:

a) Static calculation method – Static sailing draft

b) Dynamic Under-Keel Clearance (DUKC) method

The Static calculation method is being phased out and replaced by the DUKC method, which has been extended for use with departures from the Inner & Outer Harbor berths. The DUKC system is a “state of the art” computerized system, which is being used by many bulk ports around the world. It has been shown to be more accurate and hence, safer for reference and use by Ship masters.

5.2.1 Static calculation

The MSD under this method is the determined by adding to the maintained depth of the berth and channels (10.7 mtrs), the predicted height of the tide for the sailing time and deducting the under keel clearance (UKC) which is 10% of the ship’s sailing draft.

Maintained depth (10.7 mtrs) + height of tide – UKC

On some occasions, a correction is applied to the above static sailing draft to allow for weather conditions at time of departure. This is based on the experience and advice of the pilotage service provider at the port.
5.2.2 **DUKC system (Transshipping and OHEF)**

This system uses advanced software together with real-time tide gauge data to calculate and advise the maximum (optimum) sailing draft (MSD) for the vessel. This system incorporates and allows for under keel clearance, prevailing weather conditions, the speed of the vessel, its squat effect and other factors. The DUKC system will also advise a time of sailing from berth (departure window) that is applicable to the recommended sailing draft.

The ship’s agents have access to the information provided under both the above methods of determining the sailing draft. They will advise the master of the same who will advise and confirm the sailing draft and time by which the ships intends to depart the berth.

SIMEC Mining also provides the DUKC system for deeper drafted vessels, transiting the Spencer Gulf waters, as part of its offshore transhipment operations.

Shippers and charterers encourage the use of the DUKC system for all vessels loading, as experience has shown that this system is more accurate and hence contributes to the safety of departures from the berth.

5.3 **Water Density**

Water density (SG) for Whyalla Port and Transhipment Points typically varies between 1.026 to 1.028 g/cu.cm.

5.3.1 **Load Line Zone**

Whyalla Port is within the Summer Zone of International load line regulations.
6 Whyalla Port Operations

In most circumstances Pilotage is required at Whyalla Port. Please see Section 7.1 for more details.

6.1 Compliance

All OGV’s entering Whyalla Port waters must comply with current International, Commonwealth and State legislation (including but not limited to the Harbors & Navigational Act 1993 (SA)).

The Master of an OGV shall ensure that, while in Whyalla Port waters or at the Transhipment Points:

- The OGV complies with the International Regulations for the Prevention of Collisions at Sea unless indicated otherwise
- Displays the signals prescribed under the International Code of Signals
- The Master of the OGV is responsible to maintain their anchor position
- The master should ensure that AIS is in operation always and input data is accurate and updated

6.2 Government Agencies

6.2.1 Australian Border Force, Quarantine and Immigration

The Department of Immigration and Border Protection manages Australia’s sea border. The Department authorized is Australian Border Force (ABF), which is a single entity responsible for the protection of Australia’s border, including all operational border control, investigations, compliance and enforcement activities. ABF acts on behalf of government agencies including the Department of Immigration and Border Protection, operating an extensive network of staff around the country, which conducts immigration checks on incoming crew of foreign vessels.

Immigration clearance procedures for crew members of non-military ships, introduced in July 2007, require all foreign crew to hold a valid Maritime Crew Visa (MCV) and a valid passport in addition to an identity document confirming the holder to be a seafarer employed on that ship. Inadequately documented crew may be subject to restriction on board their ship.

The Master, Shipping Agent, Ship Owner or Charterer of the vessel may also be subjected to a penalty in respect of any inadequately documented crew members.

Documents required to be produced to Australian Border Force at first port, (available on the ABF website) are:

- Form 3b – Crew Report
- Form 13 – Ship’s Pre-arrival Report
- Ports of call list
ABF will check of ship’s certificates for accuracy and validity (i.e. International Ship Security Certificate, Load line, Safety Radio, Safety Construction, Safety Equipment, P&I Club and IOPP), on behalf of other government agencies.

The Master of an OGV, and/or Ship’s Agent, is responsible for ensuring compliance with Australian Government Department of Agriculture and Water Resources Biosecurity and Australian Border Force (ABF) requirements.

Quarantine information, ballast water management details and vessel clearance forms can be accessed at the AQIS website: http://www.agriculture.gov.au/biosecurity/avm/vessels. Please also consult the ship’s agents who are familiar with all local regulations.

Customs information and pre-arrival forms can be accessed at the ABF website: https://www.homeaffairs.gov.au/about/corporate/information/forms/pdf-numerical

Note: Whyalla Port will not be held responsible for any delays to arrivals and/or departure of any OGV due to non-compliance with the above.

6.2.2 Biosecurity

Pre-arrival reporting assists the Department of Immigration and Border Protection to assess the condition of a vessel prior to its arrival in Australia. The required information informs the department of any potential Biosecurity Risks associated with human, animal and plant health, waste and ballast water for each vessel during its voyage in Australia.

Masters of vessels entering Australian ports and waters must submit a request through MARS (Maritime Arrivals Reporting System) to enter a First Point of Entry (Whyalla is a designated First Point of Entry). The Pre-Arrival Report (PAR) is to be completed by the master of a vessel, or the vessel’s agent, to notify the department of a vessel’s impending arrival.

All commercial vessels intending to arrive in Australia are required to submit a PAR within 96 to 12 hours of their estimated time of arrival for each voyage in Australia. Any changes in circumstances must be reported to the department as soon as practicable as a revised PAR.

Vessels returning to Australia shortly after departure due to unforeseen circumstances or changes in itinerary may also need to submit a new PAR. The PAR will be assessed by the department’s Maritime National Coordination Centre (MNCC). Where there are no identified high risk factors, master will receive a Biosecurity Status Document (BSD) which communicates the department’s biosecurity conditions and expectations. The BSD will be emailed to the agent. The vessel’s email address must be included in the Vessel Details section of the PAR for the master to receive a copy of the BSD.
Biosecurity waste from international vessels poses a significant risk to Australia’s biodiversity. Strict control measures are imposed on the collection, storage, transportation and treatment of biosecurity waste. More information can be obtained on the department’s website.

6.2.3 Australian Maritime Safety Authority (AMSA)

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the Australian Maritime Safety Authority Act 1990 (the AMSA Act). AMSA’s principal functions are:

- promoting maritime safety and protection of the marine environment
- preventing and combating ship-sourced pollution in the marine environment.
- providing infrastructure to support safety of navigation in Australian waters.
- providing a national search and rescue service to the maritime and aviation sectors.

Website: http://www.amsa.gov.au

For Australia to fulfil its international obligation to carry out Search and Rescue (SAR) activities vessels are required to participate in MASTREP (Modernised Australian Ship Tracking and Reporting System). MASTREP is mandatory for the following types of vessels:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- All regulated Australian vessels whilst in the MASTREP area

6.3 Order of Priority

Whyalla Port is responsible for the programming of vessel movements in port waters and for Offshore Transhipment operations.

Whyalla Port maintains the right to schedule vessel movements at its discretion. As such, first-come-first-in may not be the order of priority.

The Ship’s Agent will advise accordingly and is updated through the daily shipping traffic notifications provided by Whyalla Port and/or the Ship’s Agent.

6.4 Navigation

The Master or operator of an OGV, which can safely operate outside the maintained channel or approach to the wharf, must not allow the OGV to hamper the safe passage of an OGV which can only safely navigate within the confines of the channel or is approaching the Inner or Outer Harbours.
The Master or operator of a vessel engaged in fishing must not impede the passage of any other vessel navigating within the dredged channel or the approach to the Inner or Outer Harbours.

Where the Master of an OGV becomes aware of any condition or circumstance relevant to the seaworthiness of the OGV, that may impact upon the safe navigation of the OGV, or any other OGV in Whyalla Port waters, or which may in any way affect the day to day operations or environment of the Whyalla Port waters, the Master shall immediately notify the Maritime Operations Manager\(^1\) (see Annex 2) and the Ship’s Agent.

To ensure manoeuvrability is maintained, the Master of an OGV shall ensure that:

- The OGV’s propeller and rudder are immersed sufficiently to ensure control
- The bow is deep enough to provide adequate vision from the bridge
- The OGV’s anchors are clear and ready for letting go when in Whyalla Port waters

### 6.5 VHF Radio Channels

Four (4) VHF channels are currently in use at Whyalla Port. Some of these VHF channels are only monitored when OGV operations are carried out. Those channels that are monitored on a constant basis are indicated below:

Monitored during OGV operations:
- VHF 8 – Pilot, Inner Harbour Operations and Outer Harbour Operations
- VHF 9 – FOTB Operations (barges)

Monitored constantly:
- VHF 12 – Port Adelaide Signal Station
- VHF 16 – Emergency/Hailing frequency

OGV’s loading/unloading at the Inner Harbour Bulk and Products Berths (Qube Bulk), IHTB (Bis Industries) and Outer Harbour (Bis Industries) will also be provided with a handheld UHF radio to facilitate ship to shore communication.

### 6.6 Berthing/Unberthing Information

Prior to arrival at Whyalla Port, OGV’s and their Masters will be advised by their Ship’s Agent as to their destination berth, anchorage or TP at Whyalla Port. If this has not occurred OGV Masters should contact their Agent for berthing details.

The following protocols apply throughout Whyalla Port, except where indicated or specified below or in Section 6.8, 6.8, and 6.9.

- No shipping movements to occur within Whyalla Port where the tide rises/falls over 40cm in the hour. NB: This does not apply to Offshore Transhipment Operations

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\(^1\) Notifying the Whyalla Port Authority does not relieve the Master of their obligations under the State Harbors and Navigation Act and Commonwealth Navigation Act.
• Deep draft loaded vessels are only manoeuvred at or around slack water
• It should be noted that under certain climatic conditions it may be possible to berth/unberth one OGV and not another
• OGV’s are to ensure that any of the OGV’s cranes or discharge booms that are not being used for loading or discharge operations are placed outboard and jibbed down. Unless another OGV is manoeuvring in Port or nearby, when the cranes or discharge booms should be in stowed position inboard. NB: This does not apply to Offshore Transhipment Operations Mooring.

6.7 Mooring

The Master of an OGV berthed at either the Inner or Outer Harbour shall ensure that the following requirements are observed:

• The OGV is adequately secured alongside at all times and that all lines to be kept tight taking into account the considerable tidal ranges that are experienced in the port
• The Master and the Owner of a Vessel that is moored at a Berth must ensure that all mooring lines and equipment used to moor the Vessel are:
  a) suitable for securing the Vessel;
  b) in a good and safe condition;
  c) not used if they are frayed, suspect or faulty; and
  d) adjusted appropriately and when necessary to accommodate changes in the tide and other conditions in the Port.
• All mooring lines used in Port Whyalla are to be in good condition with no joints, splices, shackles or knots (or bends) in them. The use of wire mooring lines is prohibited on all berths
• At all times a competent person must be in attendance of the mooring lines
• The minimum mooring requirement for OGV’s over 180m in length is generally 4 headlines, 4 stern lines, and 2 springs at each end. Head and stern lines can include breast lines where required. The final line configuration will be decided between the Master and Pilot
• When an OGV is alongside and another OGV is moving in the Inner Harbour, a bight or good quality breast line shall be run at each end of the OGV in addition to normal headlines, stern lines and springs
• Hold access and cranes on OGV’s must conform to Marine Order 32 (Cargo handling equipment).
• The Master and Owner of a Vessel in the Port are responsible for ensuring safe access to and from the Vessel at all time.

The Master and Owner of a Vessel making use of any gangway while moored in the Port must ensure that the gangway is:
  e) kept clear of any bollards or securing places on the Berth;
  f) suitable for use and is in a good and safe condition;
  g) well-lit at night;
  h) adjusted appropriately and when necessary to accommodate changes in the tide and other conditions in the Port; and
  i) continuously watched by at least one person on the Vessel at all times.
6.8 Inner Harbour Operations

6.8.1 Underkeel Clearance (UKC)

For arrivals and departures, an UKC of 10% of maximum draft is required. While alongside a wharf, OGV’s must maintain a UKC of 30cm.

6.8.2 Inner Harbour Berthing/Unberthing Information

Berthing’s/unberthings in the Inner Harbour are carried out at all hours. The only governing factors are the tide heights, rate of flow, adverse weather and Whyalla Port operational requirements. Weather restrictions will be considered in consultation with the OGV’s Master and Pilot. It is advisable to contact the Ship’s Agent regarding draft restrictions.

Where wind speeds exceed 25 knots OGV movements within the Inner Harbour shall be at the Master/Pilot discretion.

When there is an OGV berthed at the IHTB and another OGV seeks to enter the Inner Harbour, the following protocols should apply:

- If the OGV entering the Inner Harbour is 170m or greater in length, two ASD tugs should be used to bring the OGV into berth
- If the OGV entering the Inner Harbour is shorter than 170m in length, two tugs should be used to bring the OGV into berth, one of which should be an ASD tug
- If the OGV entering the Inner Harbour is 170m or greater in length and there is a vessel in the Inner Harbour Swing Basin, the OGV will not be permitted to enter the Inner Harbour until the Swing Basin is cleared of shipping
OGV’s that will be berthing, unberthing or conducting any movement at the Inner Harbour should contact Port Adelaide Signal Station (VHF 12) one hour before the movement to request permission prior to the movement to ensure that there are no conflicting vessel movements and that the channel will be clear of other vessels during the movement.

OGV’s, or their Pilot, should then contact the Inner Harbour Operations (VHF 8) one hour prior to berthing/unberthing to ensure that the boom of the IHTB shiploader has been raised and is in a safe position.

Vessels berthed at the Inner Harbour wharf must move either East of the 625m mark or West of the 500m mark when a vessel is turning in the Swing Basin.

OGV’s, or their Pilot, that will be berthing West of the 500m mark at the Inner Harbour wharf (Products or Bulk Berths) should also contact, one hour prior to berthing/unberthing, Inner Harbour Operations (VHF 8) to ensure that the Stockbridge crane’s boom has been raised and is in a safe position.

Communication should then be maintained by the vessel via the appropriate operating VHF channel(s) as indicated above in Section 6.4.

Masters of OGV’s required to shift from the Products Berth or IHTB to facilitate another OGV berthing in the Inner Harbour or to swing in the Swing Basin, shall ensure that their main engines are on standby and ready for immediate use.

It is important that OGV’s loading/unloading with ship’s gear have their cranes, ropes, wires and lifting equipment in good condition prior to arrival at Whyalla Port. It is standard practice that stevedores will arrange for an inspection of the ship’s crane, ropes, wires and lifting equipment. Please refer to Qube Bulk for more details about crane inspection check list and vessel inspection safety check lists. These forms can be obtained via ship agents.

6.9 Outer Harbour Operations

6.9.1 Underkeel Clearance (UKC)

For arrivals and departures at the OHTB an UKC of 10% of maximum draft is required and while loading alongside the wharf, OGV’s must maintain a UKC of 60cm (not including any tidal variance between predicted and actual tides) This is required as a safety margin in case of swell surge.

A visual tide gauge located on the OHTB mooring dolphin can be used to monitor actual tide heights.

Atmospheric conditions have been known to have a depressive impact on tides of up to 60cm.
6.9.2 **Outer Harbour Berthing/Unberthing Information**

Berthing’s/unberthings at the Outer Harbour are carried out at all hours. The only governing factors are the tide heights, rate of flow, adverse weather and Whyalla Port operational requirements. Weather restrictions will be considered in consultation with the OGV’s Master and Pilot. It is advisable to contact the Ship’s Agent regarding draft restrictions.

Where wind speeds exceed 25 knots OGV movements to the Outer Harbour shall be at the Master/Pilot discretion.

OGV’s, or their Pilot, should then contact the Outer Harbour Operations (using VHF 8) one hour prior to berthing/unberthing to ensure that the boom of the OHTB shiploader is in a safe position.

OGV’s that will be berthing, unberthing or conducting any movement at the Outer Harbour should contact Port Adelaide Signal Station (VHF 12) one hour before the movement to request permission prior to the movement to ensure that there are no conflicting vessel movements and that the channel will be clear of other vessels during the movement.

Pilots and Masters are advised that the shiploader cannot be withdrawn completely; it has a 0.5m overhang from the wharf.

At the OHTB OGV’s greater than 185m in length are not usually berthed/unberthed on the ebb tide but such a decision will be left to the ship’s Master/Pilot discretion.

OGV’s arrival condition for commencement of loading:

- Minimum draft aft to be not less than 6.5m and full propeller immersion required
- Trim to be not greater than 1% of LOA
- Maximum permissible air draft on the parallel mid-body shall not exceed 12.37m at ships side including any side railing or bulwark.
- Refer to Annex 7, Suitability Checklist – Outer Harbour

6.10 **Offshore Transhipment Operations**

Prior to arrival at Whyalla Port the OGV Master, or their Agent, must contact CSL Australia (see Annex 2) who will provide detailed instructions regarding the Whyalla Port transhipment operations and where the OGV is to anchor (either at an anchorage or TP).

On approaching the Transhipment Point (TP), the Master of an OGV must ensure that the anchors are cleared and ready for use.

Whilst anchored at the TP the Master of an OGV must ensure that:

- The anchors are well secured prior to any other OGV operating in the vicinity of its bow.
• The OGV is not immobilized at any time during Transhipment Operations. Should the OGV, at any time, become unable to depart the Transhipment Point, the Transhipment Manager (see Annex 2) is to be notified immediately

• The OGV’s position is continually monitored to ensure the anchor is not dragging. Should the anchor be found to be dragging the FOTB Operations Manager (VHF 9) is to be notified immediately

• The crews monitor the condition of the FOTB mooring lines and immediately notify the FOTB Control Room (VHF 9) if there is any deterioration of their condition

Masters of OGV’s are to observe the exclusion zones at TPs. Please refer to Section 4.4.2.

6.11 Fishing

Fishing anywhere either off the wharf or from a vessel within the Inner or Outer Harbour is strictly prohibited.
7 Whyalla Port Services

All Whyalla Port services are to be arranged via the Ship’s Agent.

7.1 Pilotage

Pilotage services at the port are provided by Flinders Ports. The contact details are provided in Annex 2.

Pilotage at Whyalla Port is compulsory in the following circumstances:

- OGV’s that are entering or exiting the Inner Harbour or Outer Harbour
- Southbound OGV’s after being loaded by the Transhipment Operation, and having a draft of more than 16m. Pilotage is to continue until the OGV has reached a point at least as far South as Wallaroo. Pilots for Southbound loaded OGV’s that draw more than 16m draft will board at the Transhipment Point

Pilotage is not required in the following circumstances:

- For vessels that are 35m or less in length
- OGV’s that hold current pilotage exemption certificates issued by South Australia’s DPTI for Whyalla Port
- Incoming OGV’s that are proceeding to one of the recommended Anchorages (see Section 4.5)
- OGV’s that are proceeding to or between TPs prior to commencing loading

All Pilots must be licensed by South Australia’s Department of Planning, Transport and Infrastructure.

For OGV’s entering Whyalla Port, the pilot boarding ground is located approximately 1.7nm SE from Whyalla Port entrance beacon. It is recommended that Masters keep to the south of the pilot boarding ground as marked on Navigational Chart AUS 136 when embarking the Pilot. Strong flood tides can quickly set an OGV well to the North making it difficult to line up with the channels.

The Pilot, for loaded OGV’s requiring a high tide sail, will board one and a half (1.5) hours prior to high water.
7.1.1 Pilot Ladder Requirement

The pilot ladder shall be constructed and rigged in accordance with IMO requirements and IMPA recommendations, (see Chapter V, Regulation 23 of SOLAS for pilot ladders).

The attention of Masters is also drawn to AMSA notices:
- Marine notice 20/2012 Pilot transfer Arrangements
- Marine notice 19/2015 use of Pilot ladders, ensuring compliance with SOLAS

7.2 Towage

Up to four tugs are available to service Whyalla Port. These are operated by CSL Australia, Svitzer and Engage Marine. Please refer to CSL Australia management for more tug fleet details.

The following table provides a guide only to typical tug usage in Whyalla Port waters and may vary according to the type of OGV and other factors, such as weather and tide conditions.

Tugs will be ordered to Pilot/Master’s discretion.
<table>
<thead>
<tr>
<th>OGV Length (LOA)</th>
<th>Manoeuvre</th>
<th>Tugs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 90m</td>
<td>In/out - not swinging</td>
<td>0</td>
</tr>
<tr>
<td>&lt; 90m</td>
<td>In/out – swinging</td>
<td>1</td>
</tr>
<tr>
<td>90m - 170m</td>
<td>In/out - not swinging</td>
<td>2</td>
</tr>
<tr>
<td>90m - 170m</td>
<td>In/out – swinging</td>
<td>2</td>
</tr>
<tr>
<td>120m - 170m</td>
<td>In/out</td>
<td>2</td>
</tr>
<tr>
<td>&lt;170m and vessel at IHTB</td>
<td>In/out</td>
<td>2 (1 ASD and 1 other)</td>
</tr>
<tr>
<td>&gt;170m</td>
<td>In/out</td>
<td>2 (1 ASD and 1 other)</td>
</tr>
<tr>
<td>&gt;170m and vessel at IHTB</td>
<td>In/out</td>
<td>2 ASD</td>
</tr>
<tr>
<td>Middleback and Barngarla (IH &amp; OH)</td>
<td>In/out – swinging</td>
<td>2 (1 ASD and 1 other)</td>
</tr>
<tr>
<td>FOTB Spencer Gulf (IH)</td>
<td>In/Out – swinging</td>
<td>2 (1 ASD and 1 other)</td>
</tr>
<tr>
<td>Berthing FOTB to OGV (TP)</td>
<td>In/Out – swinging</td>
<td>2 (1 ASD and 1 other)</td>
</tr>
<tr>
<td>Berthing Barge to FOTB at OGV (TP)</td>
<td>In/Out – swinging</td>
<td>2 (1 ASD and 1 other)</td>
</tr>
<tr>
<td>Berthing fully loaded barge (IH)</td>
<td>In/Out – swinging</td>
<td>3 (2 ASD and 1 other)</td>
</tr>
<tr>
<td>Shuffling barge from Products Berth to IHTB</td>
<td>In/Out – swinging</td>
<td>1 (1 ASD)</td>
</tr>
</tbody>
</table>

Tug Name | Built | Speed (kt) | GT (T) | Bollard pull (mt) | Propulsion |
---------|-------|------------|--------|-------------------|------------|
Gloucester | 1984 | 12.5 | 473 | 55 | Z Pellor |
Tarpan | 1984 | 13 | 426 | 50 | Z Pellor |
Isabelle | 2000 | 12 | 257 | 43.1 | ADT |
Grace | 2000 | 12 | 257 | 43.1 | ADT |

A bow thruster will be considered in lieu of a tug if the power is sufficient for the OGV size.

Tugs should be ordered by 15:00hrs each day for the following day’s requirements. Any unexpected changes, which arise, should be notified to the Ship’s Agent as soon as possible. Cancellation fees may apply and are assessed on each individual basis.

7.3 Linesmen

Linesmen services at the Products Berth and Bulk Berth are provided by Qube Bulk (see Annex 2) and are available around the clock with prior notice. One day’s notice is usually required, however Qube Bulk will endeavour to meet any reasonable request for service.

Mooring crew services at the IHTB and OHTB are arranged through FSGMS and are available around the clock with prior notice (usually one day’s notice).

7.4 Bunker Facilities

Bunkers are only via road tanker or Bulker Bin at the Products Berth. Bunkering must be arranged via Ship’s Agent. 24 hours’ notice must be provided to the Port Logistics Manager, who can then approve the operation before commencement of bunkering.

Appropriate permit, checklists and an Emergency Action Plan must be approved by the Port Logistics Manager and documented prior to the transfer of liquids and fuels.
The OGV Master must contact the Ship’s Agents who should be kept advised when this operation is carried out.

Marine Gas Oil (MGO) is allowed, however Heavy Fuel Oil (HFO) is not available from Whyalla Port.

### 7.5 Freshwater

Freshwater is available at the Bulk Berth and IHTB only.

Freshwater is generally not available at the OHTB, other than in exceptional circumstances. In both circumstances some notice may be required and charges are applicable. Please contact Ship’s Agent to arrange.

Freshwater is not available for OGV’s engaged in the Offshore Transhipment Operations.

### 7.6 Provision

Please contact your preferred providore/chandler. The Ship’s Agent may be able to assist. The loading of stores onto the OGV is the responsibility of the providore and must not interfere with the unloading or loading of cargo.

Providoring must be scheduled with the stevedores in advance of the arrival of goods.

The OGV’s crew can only assist with the loading of stores once the stores are on board the OGV.

### 7.7 Garbage

Normal refuse services by a licensed waste transportation contractor (such as Veolia) are available on request. If required this should be arranged through Ship’s Agent.

This service is not available for OGV’s engaged in the Offshore Transhipment Operations.

Garbage disposal services are not available to ships arriving from outside of Australia.

### 7.8 Going Ashore: Transport – Taxis and Airport

#### 7.8.1 Inner Harbour and Outer Harbour

For safety reasons, OGV crew wishing to come ashore from OGV’s berthed at the Inner or Outer Harbour must have prior approval from the Port Security Officer or appropriate terminal operator.

OGV Crew going ashore must use the approved walkways as indicated in this Port Handbook and as directed by the appropriate authority (Qube Bulk at the Bulk and Products Berth; Bis Industries at IHTB and OHTB).
7.8.2 Transhipment Points

For OGV’s at the recommended Anchorages or at one of the TPs leave must be arranged through the OGV’ Ship’s Agent.

The Ship’s Agent will then arrange for a launch to collect crew from the OGV at anchor and transfer them to/from the Whyalla Marina (which is not part of Whyalla Port).

7.8.3 Taxi Service

Included in the Port Safety Charge is a free taxi service which is available at the Inner and Outer Harbours for OGV crew wishing to leave or return to their vessels.

The pickup point for the Products or Bulk Berths is located on the Products Berth at the Qube Bulk office.

At the IHTB, transhipping crew wishing to leave the area must be escorted to the taxi pickup point by their employer. The pickup point for the IHTB is the IHTB Loading Operations Control Room.

At the Outer Harbour crew wishing to leave the area must be escorted to the taxi pickup point by the Agent. All details regarding this service will be available from the Ship’s Agent.

When exiting the steelworks the taxi will stop at the main security office and all crew must sign out. This will require Security sighting individuals’ identification. EG-Passport. As well as confirming what vessel they arrived on.

When entering the steelworks the taxi will stop at the main security office and all crew must sign in. This will require security sighting individuals’ identification. EG-Passport. As well as confirming what vessel they are returning to.
A mandatory alcohol screen will be performed by security prior to entering the steelworks.

Taxis should be arranged from the Whyalla Marina for offshore crew by the Ship’s Agent.

7.8.4 Whyalla Airport

Whyalla Airport is approximately 10kms from the Whyalla Port wharves. The airport has frequent daily flights to and from Adelaide only.
8 Whyalla Port Safety & Environment

Your safety and respect for our Port environment are of paramount importance.

8.1 Safety

We expect that all parties that are working at or around Whyalla Port will conduct themselves safely at all times.

If employees, or service providers, of Whyalla Port observe behaviour that is unsafe, that behaviour will be raised with the responsible party. This might result in the stopping of that activity until it can be made safe. Similarly, we would very much appreciate any feedback from visiting Masters, Pilots, etc. regarding the safety practices at Whyalla Port.

If there are any questions or concerns regarding the safety requirements at Whyalla Port, please contact your Ship’s Agent for additional information.

8.1.1 Loading/Unloading of Vessels

The loading and unloading of vessels at Whyalla Port should be done in a safe manner.

Where unsafe activity on an OGV is identified, the Master of the vessel will be informed immediately and loading/unloading operations might be ceased until the behaviour or issue has been resolved.

It is recommended that Masters of OGV’s and their crews are made familiar with Marine Order 32 (Cargo handling equipment), which governs the loading/unloading of vessels in Australian waters.

8.1.2 Hot Work & Vessel Repairs

Minor repairs can be undertaken by OGV’s. However, prior to any maintenance or repair work on OGV’s at Whyalla Port, including any hot work, the OGV must seek permission via the Ship’s Agent, from the Port Logistics Manager.

Appropriate environmental controls to prevent debris from impacting the marine environment must be in place before any job can start.

Any permission granted will ordinarily be on the basis that Whyalla Port standards for those works, safety in particular, are followed.

8.1.3 Diving

The Master of an OGV in Whyalla Port, requiring diving for any purpose on their vessel, must obtain proper permission via the Ship’s Agent from the Maritime Operations Manager at Whyalla Port before undertaking this work. The process for this is as follows:
The Master will contact the Ship’s Agent at least 48 hours prior to request the use of divers. The Master will advise of the expected start and finish times and the company that will be used.

The Ship’s Agent will contact the Maritime Operations Manager to notify of the intent for the diving work to be undertaken.

The Maritime Operations Manager will then provide, to the Master, a Plant Hazard Assessment, which outlines the hazards in the relevant Whyalla Port area.

The Master or Diving Contractor will then provide, to the Maritime Operations Manager, a Job Safety Assessment and Dive Plan, outlining the measures that will be taken to address all the hazards relating to the diving work.

Once all of the above is competed and the Maritime Operations Manager is satisfied that the work will be completed safely, the Maritime Operations Manager will approve the diving by issuing the Master a written Permit to Dive.

Diving cannot take place without a signed Permit to Dive by the Maritime Operations Manager.

Diving is to be conducted in accordance with WI29.250 – Safe System for Diving. The Ship’s Agent should be contacted for a copy of this document.

8.1.4 Immobilisation of Main Engines

The Master of an OGV that is within Whyalla Port waters must not cause or permit any repairs that immobilise the OGV’s engine(s) without the prior permission via the Ship’s Agent, from the Maritime Operations Manager.

The Master of an OGV engaged in Offshore Transhipment Operations must not cause or permit any repairs that immobilise the engine(s) and should contact CSL Australia on VHF 9 (or see Annex 2) to advise of any engine immobilisation.

The engine of a vessel that is more than 35m in length and is moored at a wharf in Whyalla Port must not, without the approval via the Ship’s Agent, from Maritime Operations Manager be interfered with in such a manner than immobilizes the OGV to the extent that the OGV cannot be:

- Made ready to be underway within two hours
- Or
- Operated so as to turn a propeller or propellers

8.1.4.1 Engines and Propellers

If the Vessel’s engines or propellers are operated, the Master and Owner of the Vessel must ensure that:

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2 Harbors & Navigation Regulations 1994 – section 31
a) All necessary precautions are taken to avoid damage or injury to any Vessel, Berth, people or property in the Port
b) Prior to turning the propellers, it must be ensured that no person is in the vicinity of the propellers

8.1.4.2 Lifeboat Drills

The Master and Owner of a Vessel must not conduct any manned lifeboat drills without the permission of the Maritime Operations Manager via the Ship’s Agent, and the Master and Owner of a Vessel must ensure that:

a) Both marine operation manager and Australian boarder force are notified via the ship agent, when launching of the lifeboats is to commence;

b) There are no other Vessels or Port Users within the immediate vicinity of the area where the lifeboat drill is being conducted; and

c) manned lifeboat drills are conducted in manner that is not likely to endanger the safety of the Vessel’s crew or members of the public.

d) The Master and Owner of a Vessel must ensure that lifeboats are maintained in accordance with IMO standards while the Vessel is in the Port.

8.1.4.3 Hold cleaning

The procedures for hold cleaning is aimed to ensure that commercial shipping has a minimal impact on the port waters of the Port of Whyalla eco system. The following procedures for hold cleaning apply to all commercial ships when intending to clean dry cargo holds while in the port waters of the Port of Whyalla. This procedure is not applicable to tankers following transport of bulk liquid cargoes.

Before the start of hold cleaning, the Master or Shipping Agent must inform to Maritime Operations Manager of the following:

• Name of vessel
• Details of last cargo
• Date and time of commencing hold cleaning
• Estimated duration of hold cleaning
• Location of vessel during hold cleaning.

Cargo, including any clinnage, is to be removed as far as possible and holds thoroughly swept while dry. Cargo residues collected during cleaning and sweeping operations must not be dumped over the side into port waters of the Port of Whyalla. Residues must be kept on board or landed ashore for disposal in accordance with relevant regulations.

Cargo holds which have been cleaned in accordance with the point above, may be hosed down and wash water retained on board.
Clean rainwater may be pumped from cargo hold bilges provided there is no risk of pollution.

8.1.5 Stowage of Anchors

The Master and Owner of a Vessel that is moored at a Berth must ensure that the Vessel's anchors are properly and safely stowed in the hawse pipe.

8.1.6 Funnel Smoke

The Master and Owner of a Vessel in the Port must ensure that soot or excess smoke is not emitted from the Vessel's funnel and that immediate steps are taken to eliminate any sparking from the Vessel's funnel.

8.1.7 Heaving Lines

Masters of vessels visiting Port Whyalla and other users of heaving lines are to ensure the practice of adding additional weight to the end of heaving lines, i.e. with nuts, bolts or other heavy material/objects does not take place.

This practice may have the potential of exposing personnel such as mooring gangs and tug crews to personal injury should they be struck by the heavy end of the heaving line.

Refer AMSA marine notice 18/2016.

8.1.8 Whistles, Bells or Sirens

The Master and Owner of a Vessel that is moored in the Port must ensure that no bells, whistles, horns, sirens or other sound devices are sounded from the Vessel, except when required to for safety reasons or when the Vessel is in distress.

8.1.9 Personal Protective Equipment (PPE)

All members of the crew when working or walking in designated work areas on the Whyalla Port berths are to wear the appropriate PPE. That is to include: helmet, safety footwear, eye protection and proper clothing.
PPE for an OGV’s crew berthed at the IHTB, OHTB, Products Berth or Bulk Berth can be provided upon request. If required please contact the Port Logistics Manager to arrange.

It is the responsibility of the OGV to return any PPE that has been provided by Whyalla Port.

8.1.10 Access to/from Vessels

Crew wishing to board or leave a vessel must first contact the Ships’ Agent and subsequently, the stevedores via the ship to shore UHF radio. They will only be allowed to access the wharf once they have received positive radio confirmation from the stevedores.

At all times OGV’s crew walking between the OGV and taxi pickup point (see Section 7.8.3 above) should keep to the designated walkways (see Section 7.9.1 above) and stay clear of areas where cranes and forklifts are operating. When walking to or from
the taxi pickup points crew must wear all the appropriate PPE (see Section 8.1.9 above).

Pedestrians are prohibited outside of the indicated safe areas.

8.2 Environmental Requirements

The Master of an OGV must comply with MARPOL regulation and protection of marine waters (prevention of pollution from ships) Act 1987. No oil, garbage, or other pollutant is to be discharged or jettisoned from an OGV at any location in Whyalla Port and adequate precautions are to be taken against the escape of oil, garbage or other pollutants.

Pollutants include dirt, dust, fines and spillages from loading or discharging.

No material is to be cleaned from the OGV’s deck into the water whilst at any location in Whyalla Port.

Specific environmental requirements, as defined in the Ship-Shore Safety Checklist, must be met when maintenance is performed on the OGV. This includes, but is not limited to, grit blasting and painting.

In so far as practicable, the OGV’s Master is to co-operate in the minimisation of dust levels by:

- Reducing the hatch openings as much as possible around the boom rubber chute
- Allowing the boom water sprays to be on wherever possible, while taking precautions to prevent waste water running off the decks into the sea
- Recommending, where appropriate, adjustments to the stowage sequence to minimise cargo drops and associated dust generation
- In the case of self-dischargers, minimising the boom drop height to prevent dust generation whilst building stockpiles

Any environmental incident must be reported immediately to the Maritime Operations Manager (see Annex 2) and the Ship’s Agent.

If an oil spill is reported by a vessel in the Harbour, which is alongside the berth or at anchor, the incident must also be reported immediately to Port Adelaide Control Tower and the State Marine Pollution Controller (SMPC) (see Annex 2). The Ship’s Agents can assist with this communication.

8.2.1 Grey Water

The disposal of untreated grey water within port limits is prohibited for direct discharge into the sea. Grey water is defined as wastewater that is collected from kitchen sinks and dishwashers, bathroom sinks, showers, baths and floor drains, air conditioning condensate, clothes washing machines and laundry basins and floor drains.
Grey water can be discharged through the IMO Sewage Treatment Plant if the vessel can confirm, that the Grey Water can be directed through the unit prior to discharge and all the requirements as stated below,

Vessels > 400 GRT or Certified to Carry 15 Persons or More


8.3 Ballast

OGV’s must adhere to all Australian Government Department of Agriculture, Australian Ballast Water Management Requirements before commencing de-ballasting operations.

The Department of Agriculture and Water Resources is the lead Australian Government agency responsible for regulating the management and discharge of international ballast water inside Australian seas (the area within 12 nautical miles of the Australian coastal baseline).

The Biosecurity Act 2015 and some other related delegated legislation, collectively prescribe how ballast water should be managed within Australian seas. The document, the Australian Ballast Water Management Requirements (Version 7), which is available from the Department of Agriculture and Water Resources' website, provides guidance on how vessel operators should manage ballast water when operating within Australian seas in order to comply with the Biosecurity Act.

The Australian Ballast Water Management Requirements explain how to comply with the legislation while operating a vessel in Australian waters. In general, vessels have the following obligations:

- manage ballast water prior to arrival in Australian seas, and between Australian ports
- carry a ballast water management plan, ballast water management certificate, and maintain ballast water records.

Some vessels may be required to install an International Maritime Organisation (IMO) approved ballast water management system to meet new ballast water discharge standards. For more information on when a vessel will need to meet the discharge standard, refer to the Australian Ballast Water Management Requirements.

The International Convention for the Control and Management of Ships’ Ballast Water and Sediments ("the Ballast Water Management Convention"), introduces global regulations to control the transfer of potentially invasive species. It entered into force both internationally and in Australia from 8 September 2017.

Discharge of ballast relating to safety, accident or minimising pollution

A vessel is able to discharge high risk ballast water when:
• it is necessary for ensuring the safety of a vessel in emergency situations or saving a life at sea
• the discharge is accidental and results from damage to the vessel or its equipment, or
• it is necessary for the purposes of minimising pollution.

All reasonable precautions must be taken to prevent or minimise the discharge.

Master of vessel must report the discharge to the department as soon as possible after the incident. Under no circumstances should this information be sent to the department any later than the submission of the pre-arrival report.

For enquiries, or to report discharges relating to safety, accident or pollution, contact the MNCC.

For more information on the process to manage ballast water in Australian waters, contact:

Maritime National Coordination Centre
Email: maritimeNCC@agriculture.gov.au
Tel: 1300 004 605
Fax: 1300 005 882

8.4 Alcohol and Drugs

Any person, including OGV crew, working within or traversing a Whyalla Port, or SIMEC Mining, area must comply with the SIMEC Mining Drugs and Alcohol Policy. Whyalla Port and SIMEC Mining policy has a zero tolerance for alcohol or drugs anywhere on site. This policy includes a requirement for a 0.00 blood alcohol level while on our site. While alcohol consumption may be allowed on board an OGV, the consumption of alcohol while on the Whyalla Port site is also prohibited.

There is an alcohol and drug testing program on site.

For more information please contact the Ship’s Agent.
9 Emergency Management

For external to Whyalla Port emergency services (police, ambulance, fire brigade, etc.) dial 000 if calling from a mobile phone or public landline phone. Also ensure to inform the ship’s agents for any assistance in this regard.

9.1 Marine Incident

Marine incidents must be reported immediately to the Maritime Operations Manager (see Annex 2 for contact details) and the Ship’s Agent.

- Any person who has caused or observed a vessel or any other object to strand, collide, sink, cause damage to any vessel, wharf or property, or in any way to obstruct the use of port waters of the Port of Whyalla.
- The Master of a vessel involved in a close quarters situation.

The report is forwarded to AMSA or Department of Transport for prompt investigation.

Any marine incident involving a ship in Australian waters must be reported to the Australian Maritime Safety Authority (AMSA) using form 18 incident alert within four hours of the incident occurring. A detailed incident report must be submitted to AMSA Canberra on AMSA form 19 within 72 hours of the incident occurring.

Reports are to be submitted by:
Fax: +61 2 6230 6868 or 1800 622 153
Email: Reports@amsa.gov.au

Complete details of these requirements are available on the AMSA web site. Visit: www.amsa.gov.au

Alternatively the direct telephone numbers for these services can be found in Annex 2.

9.2 Inner and Outer Harbour

For all emergencies and incidents OGV’s should contact the relevant Shift Team Leader and then their Ship’s Agent.

A handheld UHF ship-to-shore radio and battery charger is supplied to OGV’s berthed at the Products and Bulk Berths by Qube Bulk and by Bis Industries at the IHTB and OHTB. These radios enable communication between the OGV and the relevant Shift Team Leader.

For all emergencies use these ship-to-shore radios. In the event of radio failure OGV’s can also contact Whyalla Port and SIMEC Mining’s emergency services and security contractor on 08 8640 4000.

There is a fully equipped emergency and security service at Whyalla Port that will respond immediately.
9.3 Evacuation – Inner and Outer Harbours

In the event that evacuation of vessels at the Inner or Outer Harbour is required (e.g. gas leak ashore, etc.) the following protocols will occur.

- The Port Security Officer or Qube Bulk will notify the Master of the relevant ship(s) of the issue and advise that evacuation of all personnel from the ship is required.
- The Master will then take measures to make their ship safe for evacuation without putting their crew or themselves at risk.
- A SIMEC Mining representative (or Bis Industries at Outer Harbour, or Qube Bulk at Inner Harbour) will then direct the ships’ crew to a safe muster point ashore.
- The Port Security Officer will then notify the Master(s) of the relevant ships when it is safe to return to the vessel.

9.4 Offshore Transhipment Operations

For emergencies during Transhipment Operations the FOTB is to be notified immediately on VHF 9 (or see Annex 2) in the event of any actual or perceived emergency.
10 Whyalla Port Security

Whyalla Port is a security regulated port as set out in the Maritime Transport and Offshore Facilities Security Act 2003 (MTOFSA) and its associated Regulations. Overall port security is the responsibility of Whyalla Port.

10.1 Levels of security alert

To comply with the International Ship and Port Facility Security (ISPS) Code, the following three Maritime Security Levels (MARSEC) have been adopted by the maritime industry:

- Security Level 1 – Normal. The level for which standard security measures shall be maintained at all times.
- Security Level 2 – Heightened. The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident.
- Security Level 3 – Exceptional. The level for which further additional security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target. Whyalla port always refers to the ISPS Code levels of alert.

In addition to the ISPS Code (MARSEC) security levels, the Commonwealth of Australia’s National Terrorism Advisory Threat System is a scale of five, colour coded levels the purpose of which is to provide public advice about the likelihood of an act of terrorism occurring in Australia.

The five tiers of the National Terrorism Threat Advisory System

The National Terrorism threat level is regularly reviewed in line with the security environment and intelligence information.

Table 10(a) shows the generally accepted correlation that exists between the Commonwealth’s National Terrorism Threat Advisory System and ISPS Code levels of alert.
<table>
<thead>
<tr>
<th>Commonwealth of Australia levels of alert</th>
<th>IPS Code levels of alert</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not expected</td>
<td>MARSEC Level 1</td>
</tr>
<tr>
<td>Possible</td>
<td>MARSEC Level 1</td>
</tr>
<tr>
<td>Probable</td>
<td>MARSEC Level 2</td>
</tr>
<tr>
<td>Expected</td>
<td>MARSEC Level 2</td>
</tr>
<tr>
<td>Certain</td>
<td>MARSEC Level 3</td>
</tr>
</tbody>
</table>

Table 10(a) Correlation between security levels

10.1.1 Declaration of security

Ship Security Officers seeking a Declaration of Security, need to contact either ship Agent or Port Security Officer.

Port security contact details can be found in Annex 2.

10.2 Maritime Security Identification Card

A maritime industry participant other than an ‘exempt’ person under the regulations, who has an operational reason to enter and remain in a maritime security zone must display a valid Maritime Security Identification Card (MSIC) or be escorted by another person who is displaying a valid MSIC.
11 Whyalla Port Tariffs

Effective 1 February 2019

Charges levied on the Vessel for Port Infrastructure and relevant Port Costs.

<table>
<thead>
<tr>
<th>Service Charge</th>
<th>Fixed Fee</th>
<th>Variable Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Harbour Service Charge</td>
<td>$3,350.00</td>
<td>$0.0058 per GRT per hour at berth</td>
</tr>
<tr>
<td>Port Safety Charge</td>
<td>$250.00</td>
<td></td>
</tr>
</tbody>
</table>

The Harbour Service Charge includes mooring, unmooring and one (1) vessel walk along the berth to allow for any swing basin congestion. In the event additional mooring services are required, or a mooring service is cancelled within 4 hours of its allocated time, additional charges may be passed through to the Vessel.

Time at berth shall be taken from first line on to the berth, to the last line off the berth.

If a vessel is within its Laycan and requested to vacate the berth on request from Whyalla Ports, time will not count for the period in which it has left the berth, and additional charges associated with mooring/unmooring will not be charged.

The Port Safety Charge includes a taxi service for crew members between the Vessel to the City of Whyalla to allow safe access through the Whyalla Steelworks.

<table>
<thead>
<tr>
<th>Service Charge</th>
<th>Fixed Fee</th>
<th>Variable Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transhipping Harbour Service Charge</td>
<td>$1,300.00</td>
<td>$0.94 per GRT</td>
</tr>
</tbody>
</table>

Whyalla Navigation Service Charge $2,800 per Vessel

Includes costs in association with providing tide gauge maintenance and reporting, hydro surveys, marine traffic communication and beacon maintenance at the Whyalla Port.

<table>
<thead>
<tr>
<th>Service Charge</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water per kilolitre</td>
<td>$4.90</td>
</tr>
<tr>
<td>DUKC Survey</td>
<td>$1,700 per Vessel</td>
</tr>
<tr>
<td>Garbage Collection</td>
<td>Price on request</td>
</tr>
</tbody>
</table>

Water supplied is potable, however SIMEC does not guarantee the quality of water provided.

DUKC Survey charges will only be levied if requested by the Vessel.

Services available via third parties at the Whyalla Port

<table>
<thead>
<tr>
<th>Service</th>
<th>Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey Services</td>
<td>Flinders Ports</td>
</tr>
<tr>
<td>Pilotage</td>
<td>Flinders Ports</td>
</tr>
<tr>
<td>Pilot Launch</td>
<td>Flinders Ports</td>
</tr>
<tr>
<td>Towage Services</td>
<td>CSL Whyalla</td>
</tr>
</tbody>
</table>

Notes applicable to all charges:

All pricing is in Australian dollars and excludes GST.

All pricing is indicative only, and is subject to confirmation following review of customer’s requirements and the agreed logistics model.

SIMEC Mining reserves the right to review and publish updated rates from time to time.
Annex 1  Acknowledgement and Acceptance Form – Whyalla Port

I confirm that I have received the Bulk Cargoes Declaration by Shipper (and related Material Safety Data Sheets) for each cargo, which is the subject of my vessel’s visit.

I confirm that I have been given a copy of the Whyalla Port Handbook, which contains information, safety and operational instructions for my vessel and safety, regulatory and environmental requirements for Whyalla Port.

I confirm that I understand the information in the Port Handbook (including the annexures) and that my crew and I will abide by its contents.

Signed by the Master in confirmation of all of the above:

---------------------------------------------  ---------------------------------------------
Master Signature  Date

---------------------------------------------
Vessel
## Annex 2  Key Contact Details

### Whyalla Port Authority

<table>
<thead>
<tr>
<th>Title</th>
<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acting Maritime Operations Manager</td>
<td>Justine Heaslip</td>
<td>0407 815 613</td>
<td><a href="mailto:justine.heaslip@simecgfg.com">justine.heaslip@simecgfg.com</a></td>
</tr>
<tr>
<td>Port Logistics Manager</td>
<td>Lee Hunter</td>
<td>0427 303 177</td>
<td><a href="mailto:lee.hunter@simecgfg.com">lee.hunter@simecgfg.com</a></td>
</tr>
<tr>
<td>Port Security Officer</td>
<td>Noel Goldsworthy</td>
<td>0419 366 567</td>
<td><a href="mailto:noel.goldsworthy@libertygfg.com">noel.goldsworthy@libertygfg.com</a></td>
</tr>
<tr>
<td>Deputy Port Security Officer</td>
<td>Kerryn Santucci</td>
<td>0428 629 543</td>
<td><a href="mailto:kerryn.santucci@simecgfg.com">kerryn.santucci@simecgfg.com</a></td>
</tr>
<tr>
<td>Marine Technical Advisor</td>
<td>Capt. Nigel D'Souza</td>
<td>0419 371 128</td>
<td>nigel.d'<a href="mailto:souza@simecgfg.com">souza@simecgfg.com</a></td>
</tr>
</tbody>
</table>

#### 24 Hour Emergency Contact

<table>
<thead>
<tr>
<th>Service</th>
<th>Company</th>
<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duty Officer</td>
<td></td>
<td></td>
<td>08 8640 4000</td>
<td></td>
</tr>
</tbody>
</table>

### Inner Harbour Contacts

<table>
<thead>
<tr>
<th>Service</th>
<th>Company</th>
<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stevedores Manager</td>
<td>Qube Bulk</td>
<td>Sean Walsh</td>
<td>0428 864 410</td>
<td><a href="mailto:sean.walsh@qube.com.au">sean.walsh@qube.com.au</a></td>
</tr>
<tr>
<td>Stevedores Supervisor</td>
<td>Qube Bulk</td>
<td>Matt Sims</td>
<td>0498 619 853</td>
<td><a href="mailto:matthew.sims@qube.com.au">matthew.sims@qube.com.au</a></td>
</tr>
<tr>
<td>Stevedores Harbour Crane</td>
<td>Qube Bulk</td>
<td>Leading Hand</td>
<td>0447 471 549</td>
<td></td>
</tr>
<tr>
<td>IHTB Loading Operations</td>
<td>Bis Industries</td>
<td>Control Room</td>
<td>0428 784 102</td>
<td></td>
</tr>
<tr>
<td>IHTB Mooring / Unmooring</td>
<td>FSGMS</td>
<td>Barry Wynands</td>
<td>0400 317 740</td>
<td><a href="mailto:wynands.barry@flindersports.com.au">wynands.barry@flindersports.com.au</a></td>
</tr>
<tr>
<td>IHTB Transhipment Operations</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
</tr>
<tr>
<td>Towage</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
</tr>
<tr>
<td>Beacon Issues</td>
<td>Liberty OneSteel</td>
<td>David Wragg</td>
<td>0439 904 372</td>
<td><a href="mailto:david.wragg@libertygfg.com">david.wragg@libertygfg.com</a></td>
</tr>
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</table>

### Outer Harbour Contacts

<table>
<thead>
<tr>
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<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
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</thead>
<tbody>
<tr>
<td>OHTB Loading Operations</td>
<td>Bis Industries</td>
<td>Control Room</td>
<td>0439 884 890</td>
<td></td>
</tr>
<tr>
<td>OHTB Mooring / Unmooring</td>
<td>FSGMS</td>
<td>Barry Wynands</td>
<td>0400 317 740</td>
<td><a href="mailto:wynands.barry@flindersports.com.au">wynands.barry@flindersports.com.au</a></td>
</tr>
<tr>
<td>OHTB Transhipment Operations</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
</tr>
<tr>
<td>Towage</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
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</table>
## Offshore Transhipment Contacts

<table>
<thead>
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<th>Service</th>
<th>Company</th>
<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transhipment</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
</tr>
<tr>
<td>Manager</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spencer Gulf</td>
<td>CSL Australia</td>
<td>Leader</td>
<td>0448 044 650</td>
<td></td>
</tr>
<tr>
<td>(FOTB)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Towage</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
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</tbody>
</table>

## Port Service Providers

<table>
<thead>
<tr>
<th>Service</th>
<th>Company</th>
<th>Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipping Agent</td>
<td>Monson Agencies Australia</td>
<td>David McOmish</td>
<td>0437 071 704</td>
<td><a href="mailto:daviddm@monson.com.au">daviddm@monson.com.au</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Master</td>
<td>Monson Agencies Australia</td>
<td>Vishwa Bogahapitiya</td>
<td>0409 506 899</td>
<td><a href="mailto:vishwab@monson.com">vishwab@monson.com</a></td>
</tr>
<tr>
<td>Mariner</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pilotage</td>
<td>Whyalla Launch</td>
<td>Duty Master</td>
<td>0499 996 551</td>
<td><a href="mailto:wlaunches@bigpond.com">wlaunches@bigpond.com</a></td>
</tr>
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<tr>
<td>Pilotage</td>
<td>Flinders Ports</td>
<td>Carl Kavina</td>
<td>0407 396 618</td>
<td><a href="mailto:kavina.carl@flindersports.com.au">kavina.carl@flindersports.com.au</a></td>
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<tr>
<td>Draft Survey</td>
<td>FSGMS</td>
<td>Barry Wynands</td>
<td>0400 317 740</td>
<td><a href="mailto:wynands.barry@flindersports.com.au">wynands.barry@flindersports.com.au</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Towage</td>
<td>CSL Australia</td>
<td>Dean Lewis</td>
<td>0428 059 246</td>
<td><a href="mailto:dean.lewis@cslships.com.au">dean.lewis@cslships.com.au</a></td>
</tr>
</tbody>
</table>

## Important Contacts

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Company</th>
<th>Name</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
<td>Non-emergency</td>
<td></td>
<td>08 8648 8020</td>
</tr>
<tr>
<td>Ambulance</td>
<td>Non-emergency</td>
<td></td>
<td>13 29 62</td>
</tr>
<tr>
<td>Fire</td>
<td>Non-emergency</td>
<td></td>
<td>08 8645 7473</td>
</tr>
<tr>
<td>Hospital</td>
<td>Non-emergency</td>
<td></td>
<td>08 8648 8300</td>
</tr>
<tr>
<td>AMSA</td>
<td>Office</td>
<td></td>
<td>08 8407 3910</td>
</tr>
<tr>
<td>AMSA</td>
<td>AusSAR</td>
<td></td>
<td>02 6230 6811</td>
</tr>
<tr>
<td>AMSA</td>
<td>Free Call</td>
<td></td>
<td>1800 641 792</td>
</tr>
<tr>
<td>DPTI</td>
<td></td>
<td>Gordon Panton</td>
<td>0488 105 230</td>
</tr>
<tr>
<td>Doctor</td>
<td>Norrie Ave.</td>
<td></td>
<td>08 8645 8564</td>
</tr>
<tr>
<td></td>
<td>Surgery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Adelaide Control Tower</td>
<td>Oil Spill</td>
<td></td>
<td>08 8248 3505</td>
</tr>
<tr>
<td>State Marine Pollution Controller</td>
<td>Oil Spill</td>
<td>David Rogers</td>
<td>08 8260 0247 or 0418 806 054</td>
</tr>
</tbody>
</table>
Annex 3  Bulk Berth and Products Berth Authorised Areas

MAP OF BULK BERTH – AUTHORISED AREAS

Version 2
29/12/2017

Designated Walkways
Gangway from Vessel
Exclusion Zones - No go zones to crew members

ONLY AUTHORISED PERSONNEL BEYOND THIS
Annex 4  Whyalla Port Inner Harbour and Outer Harbour Layout

Inner Harbour
Outer Harbour

Excluded area requiring permission for access and escort

Vessel at Berth
TP1  33 06.12° S 137 38.30° E (approximately 5.0nm from Whyalla Port)
TP2  33 09.12° S 137 38.21° E (approximately 7.5nm from Whyalla Port)
TP3  33 10.12° S 137 37.12° E (approximately 9.0nm from Whyalla Port)
TP4  33 07.36° S 137 39.00° E (approximately 5.0nm from Whyalla Port)
## CSL Transhipment Fleet – Vessel Particulars

<table>
<thead>
<tr>
<th>Name</th>
<th>IMO #</th>
<th>Ship Type</th>
<th>Radio Call Sign</th>
<th>Tonnage</th>
<th>LOA</th>
<th>Beam</th>
<th>Max Air Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spencer Gulf</td>
<td>9360180</td>
<td>FOTB</td>
<td>VJN 3147</td>
<td>5349</td>
<td>92.18m</td>
<td>27.6m</td>
<td>19m</td>
</tr>
<tr>
<td>Barngarla</td>
<td>9360166</td>
<td>Barge</td>
<td>VJN 3148</td>
<td>8227</td>
<td>113.23m</td>
<td>27m</td>
<td>n/a</td>
</tr>
<tr>
<td>Middleback</td>
<td>9360178</td>
<td>Barge</td>
<td>VJN 3150</td>
<td>8227</td>
<td>113.23m</td>
<td>27m</td>
<td>n/a</td>
</tr>
</tbody>
</table>
Annex 7  Suitability Checklist – Outer Harbour

1.0 PURPOSE
The purpose of this procedure is to describe the acceptable vessel criteria in order to load at the Outer Harbour Export Facility.

2.0 SCOPE
This Work Instruction is performed by or applies to Ocean Going Vessels, nominated to load at the Outer Harbour.

3.0 REFERENCES
Nil

4.0 PROCEDURE
4.1 Vessel nomination received from chartering manager. Confirm vessel adheres to the following dimensions and clearances, in order to be accepted as suitable for berthing at the Outer Harbour Jetty, in normal states of tide and within operating conditions for wind and sea.

| Name of Vessel: |

<table>
<thead>
<tr>
<th>Item</th>
<th>Requirement</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Overall length of vessel (LOA)</td>
<td>Maximum 202m</td>
<td>M</td>
</tr>
<tr>
<td>2. Overall breadth of vessel</td>
<td>Maximum 39m</td>
<td>M</td>
</tr>
<tr>
<td>3. Accommodation block to be at aft</td>
<td>Distance from bridge to aft to be no more than 45m</td>
<td>M</td>
</tr>
<tr>
<td>4. Distance from the centre of the most forward loading hatch to the centre of the most aft loading hatch (Vessel falling outside this parameter may require shifting during loading to trim effectively)</td>
<td>No more than 170m</td>
<td>M</td>
</tr>
<tr>
<td>5. Maximum air draft at the parallel mid body, including height of any bulwark or side railings or side rolling hatch on berthing</td>
<td>Maximum 12.37m</td>
<td>yes/no</td>
</tr>
<tr>
<td>6. Total actual ballast on-board (metric tonnes) at berthing basis vessel meeting the 12.37m air draft restriction</td>
<td>Actual mt</td>
<td></td>
</tr>
<tr>
<td>7. Mid-ship draft on arrival (adhering to item 5 requirement)</td>
<td>Actual</td>
<td>M</td>
</tr>
<tr>
<td>8. Best practical de-ballasting rate during loading</td>
<td>Tonnes / hour</td>
<td></td>
</tr>
<tr>
<td>9. Maximum permissible air draft to the top of the hatch coaming after berthing (after commencement of loading)</td>
<td>Maximum 14.3m</td>
<td>Actual</td>
</tr>
<tr>
<td>10. The vessel is to be clear of any fixed obstructions on the main deck within 2.0 metres of the ship’s side that exceed the maximum air draft. The vessel is to confirm that no fixed obstructions exist on the main deck forward of the accommodation such as bunker cranes, timber stanchions, boat davits, vessel’s grabs or any other deck fitting that may be erected at the time of berthing. If grabs on board, and if any part of grabs are within 2m of ship’s side, vessel to relocate to the port side of the vessel prior to berthing. Grab shifting cannot be done on the berth at Whyalla.</td>
<td>yes/no</td>
<td></td>
</tr>
<tr>
<td>11. No structure or fitting outboard of the ship’s parallel mid body</td>
<td>yes/no</td>
<td></td>
</tr>
<tr>
<td>12. If vessel is fitted with a raised forecastle, then the height that this forecastle exceeds the air draft, and the distance from the stem to the break to be advised to the charterer</td>
<td>Height M Dist M</td>
<td></td>
</tr>
<tr>
<td>13. Vessel to have alternative access to the berth when laden and at low water, in case vessel’s gangway is not suitable due to height considerations</td>
<td>yes/no position</td>
<td></td>
</tr>
<tr>
<td>14. Vessel to be equipped with aft gangway</td>
<td>Gangway aft</td>
<td>yes/no</td>
</tr>
</tbody>
</table>

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