

PORT INFORMATION AND GUIDANCE FOR AGENTS

13 March 2023



PORT OF CLARENCE RIVER (Yamba)

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1 INTRODUCTION

1.1 PUBLICATION

Edition. This Publication will be amended as an online document. Users are responsible for ensuring they are referring to the latest edition noting that any printed version is an uncontrolled document. The current edition of this publication is available on the Port Authority of NSW website (www.portauthoritynsw.com.au).

Disclaimer. The information and material contained in this publication has been compiled by Port Authority of NSW for use by all port users, trading, commercial or recreational. The Port shall not in any way be, or become, responsible in law or otherwise for any errors in, or omissions from, this publication of whatsoever nature and howsoever occurring. The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts or publications, RAN Hydrographic Charts, Commonwealth or State Acts, ordinances, and rules.

Contents. This publication aims to provide information for port users and guidance for agents in providing service to their clients. The information should be used in conjunction with enquiries to the port to obtain the latest information for variable factors such as recognised channel and berth depths.

Guidance for vessel movement times is to be used for making initial bookings. Confirmed times will be determined by the port pilots taking into account factors such as weather and prevailing tidal stream conditions.

Website

The Port website provides a bridge of information on the following topics:

- a. Port service providers.
- b. Notices to Mariners.
- c. Port Regulations and Safety.
- d. Navigation and pilotage.
- e. Port and Cargo Operations.
- f. Work Health & Safety and Inductions.
- g. Port charges

2 PORT INFORMATION FACILITIES

2.1 TRADE

LOCODE: AUYBA

The Port of Clarence River (Yamba) is Australia's Eastern most seaport and is located at the mouth of the Clarence River in Northern New South Wales. The Port serves the whole Northern Rivers District including the towns of Grafton, Maclean, Ballina, Lismore, Casino and Coffs Harbour. It is also the home port of the State's second largest fishing fleet and handles a range of imports and exports.

The Port of Yamba is a declared international trading port, administered by Port Authority New South Wales - Newcastle. The Port has compulsory pilotage in accordance with the Marine Safety Act 1998, operates 24 hours and has a Harbour Master (Newcastle/Yamba), Pilots and Port services Officers.

Port of First Entry

Customs and Quarantine classification of the Port as an unrestricted port of first entry for overseas imports was achieved in August 1992. The Port is a first port of entry for trading vessels only. Recreational vessels must make a first port of call at an alternate such as Coffs Harbour or Brisbane.

Federal Agencies

Australian Customs and Border Protection Service personnel from Coffs Harbour service the Port's requirements. Department of Agriculture, Forestry and Fisheries personnel from south-east Queensland service the Port's quarantine requirements.

Rates

Port charges and rates including wharf, navigation and pilotage fees can be found on the Port web site.

Depths.

Enquiries regarding the latest depth information should be directed to the Port in the **first instance**, due to the nature of the port and river bar.

Shipping channel depths, approximate 4.0 metres at chart datum, to Goodwood Island Wharf.

Harwood Marine berth depths.

Enquiries regarding the latest depth information for Harwood Marine berths are to be directed to the Port.

2.2 BERTHS

Goodwood Island Wharf – General Cargo

The Port operates a general cargo berth at Goodwood Island, known as Goodwood Island Wharf. The wharf is 70 metres long and is a concrete decked, concrete piled wharf with timber and rubber fenders.

Access.

The port facility is accessible by road, approximately 10 kilometres from the Pacific Highway, the main arterial link between Sydney and Brisbane. The Wharf is located along Wharf Street, off Iluka Road.

Facility capacities.

Vessels up to 120m in length can be accommodated at the berth with a depth alongside of 5.6 metres. Enquiries regarding the latest depth information should be directed to the Port in the first instance.

Ship's cargo gear is normally employed, although mobile cranes up to 50 tonnes capacity are available at reasonable notice. The maximum concentrated load is 8 tonnes with a permissible deck load of 2600 kg/sq.m.

The site facility consists of:

- paved and fully fenced area of approx. 5000 square metres;
- undercover and lockable storage capacity to 600 square metres;
- CCTV security monitoring system; and
- amenities block with offices, toilets, showers & change rooms and mess room.

The wharf services available to a vessel consist of:

- potable water at 30 tph;
- power 240V, 50 Hz, single phase at the wharf face; and
- an International Shore Connection.

Lay-up.

Lay-up and vessel maintenance at the general cargo wharf can be undertaken, conditions and rates apply.

Wharf Hire.

Entities requiring the use of Goodwood Island Wharf and site must hold a current 'Conditions of Use and Occupation' agreement with Port Authority NSW. Where this is not held the company is to engage an Agent that holds an agreement and confirm this with the Port before a booking will be accepted.



Goodwood Wharf – general layout



Goodwood Wharf – hard stand and lockable storage

Harwood Slipway & Engineering – Repair and maintenance

The Port has a Repair and Maintenance facility operated by Harwood Marine and Engineering Co. The facility consists of a:

- 45 metre wharf (Harwood Slipway wharf);
- 80 metre lay-by site (fender piles), vessel type and site activity conditions apply (see Harbour Master's Directions)
- slipway
- 20 metre wharf (Palmers Island wharf).
- 5T and 25T Bollard Pull Tugs.
- 6m Workboat.



2.3 SECURITY

At present the Port is not security regulated under Australian legislation, however an approved plan can be enacted when required.

Access

Persons requiring access to Port facilities will require a photo ID

Prohibited articles.

The following articles are prohibited from the Port facility:

- Firearms, illegal drugs and alcohol.

2.4 WORK HEALTH AND SAFETY

Inductions

All persons accessing Port facilities to undertake any form of work are required to complete a site induction and site tour. The requirement is applicable to:

- employees of service providers
- government employees
- contractors - performing work on site; and
- any person whom the Harbour Master deems must complete one.

Visitors

Persons accessing the site for the purpose of a visit only (not performing any work) may not be required to undertake a site Induction unless required to do so by the Port. In these cases, the visitor must be escorted by an inducted person at all times.

Inductions Process

An induction is required for access to Port facilities, and can be undertaken on site

Personal Protective Equipment

All persons on site are to comply with the posted personal protective equipment requirements. Failure to do so may result in direction to leave the site and future access being denied.

Ship's crew are not to move about the facility area without wearing all applicable PPE during ship maintenance, cargo, stores or bunkering activities.

3 PORT INFORMATION - NAVIGATION

3.1 DOCUMENTS

Harbour Master's Directions are available at the Port Authority of NSW website:

www.portauthoritynsw.com.au

Agents are to provide the Directions and emergency contact information to vessels before arrival at the port.

Directions given by the Harbour Master for navigation in the port are authorised under Part 7 of the Marine Safety Act 1998. The Directions do not limit the power of the Harbour Master to give specific directions in any particular instance. The Master of any vessel within the port shall comply with any direction which may be given by the Harbour Master.

Notice to Mariners

Notice to Mariners are issued by the Port to the national hydrographic agency, Australian Hydrographic Office. The notices are also distributed immediately upon issue to local industry participants and stakeholders. The notices are also available on the Port web site.

3.2 TIDES

Tidal predictions are for Yamba (ANTT) which is a standard port. The prediction location is close inside the port entrance. Predictions are affected by meteorological conditions and fresh water in the river due to floods.

Chart datum and tides heights are based on the vertical datum known as - Iluka Port Datum. The following are the recognised heights:

- Highest Astronomical Tide: 1.9m;
- Mean High Water Springs: 1.5m;
- Mean High Water Neaps: 1.2m;
- Mean Sea Level: 0.9m
- Mean Low Water Neaps: 0.5m;
- Mean Low Water Springs: 0.2m.

Tide gauge. A tide gauge operated by Manly Hydraulics Laboratory is fitted to the special mark inside the port entrance along the south breakwater. Two Port Authority tide gauges are also positioned within the Port.

Time difference - Goodwood Wharf. Under normal river conditions the typical time difference of HW and LW at Goodwood Island Wharf is + 30 minutes.

Streams. Tidal streams in the port entrance can average 2 ~5 knots and after heavy rains 5 ~ 8 knots. The highest observed rate has exceeded 10 knots. Stream directions do not align with predicted High and Low water times and are greatly affected by the height of the tide and freshwater (flood) conditions. Simultaneous flood and ebb streams have been observed at different depths.

Slack Water. The times of slack water can vary greatly. The following time differences are provided for guidance only under normal river conditions:

- port entrance: HW/LW + 2 hours;
- Goodwood Island Wharf: HW/LW + 2.5 hours;
- Harwood Slipway HW/LW + 3 hours (varies greatly)

Flood Conditions. Vessels that cannot be maintained at a safe berth will be required to clear the port before the onset of flood conditions. A flood may be associated with a weather system that produces sea conditions that prevent departure. Where possible, early action will be taken to clear the port.

Impact. Floods can produce debris in the river making it unsuitable for safe navigation and affect propulsion and cooling systems. Navigation aids can be displaced, and river depths changed including the location of the navigation channels / best navigable water.

Flood contingency Plans. Stakeholders with the Port are to submit a Flood Contingency Plan (or ensure they are covered by agent responsible for the vessel).

Flood waters will affect tide heights resulting in positive residuals and brackish waters. A continuous ebb stream may occur regardless of tide heights and times. The Port will work closely with the shipping industry to determine the likely impact and resume port operations at the earliest safe opportunity.

3.3 Pilotage

- Pilotage is compulsory for all vessels 30m and over in length, unless exempted under Section 75 of the Marine Safety Act 1998. The length for tug and tows is the combined length of the towing vessel LOA and vessel(s) being towed LOA, regardless of the configuration.
- Preliminary arrangements for a pilot must be made with the Port through an agent (local or ShIPS registered).

Pilot Boarding Grounds.

Four pilot boarding locations are established:

- **North – Outer (29° 24•63’S 153° 24•21’E):** Located 2 mile NE of the end of the south breakwater. **This PBG is for use by all vessels unless advised otherwise by the Port or assigned pilot.**
- **North – Inner (29° 25•17’S 153° 23•24’E):** Located 1 mile NE of the end of the south breakwater this PBG is by assignment only.
- **South East (29° 26•02’S 153° 22•74’E):** Located 0.5 mile SE of the end of the south breakwater this PBG is by assignment only.
- **Harwood Bridge (29° 25•85’S 153° 14•25’E):** Located 0.20 miles upstream of the old Harwood Bridge.

Approach.

- A vessel manoeuvring to embark a pilot should maintain a speed of about seven (7) knots and steer a course which puts the prevailing swell on the opposite quarter to the side on which the boarding arrangement is rigged.
- Cross swells are a common occurrence and can cause delays to boarding. The Master of an arriving vessel should always ensure sufficient sea-room is maintained to allow manoeuvres to provide a lee for the pilot cutter and departure from the Pilot Boarding Ground.
- Vessels are to monitor VHF channels 16 and 11 for calling by the pilot vessel on approach. Vessels must not proceed any closer than the 'North – Outer' PBG without permission of the Port.
- A pilot transfer vessel services the port namely:
 - ALVINA 3, a dedicated pilot transfer cutter (orange hull, yellow superstructure with 'PILOT' marked and fitted with AIS)

Boarding arrangements.

To avoid possible delays or miss a tidal slot, masters should take note of the following requirements:

- a. boarding arrangements are to be rigged in accordance with SOLAS Chapter V, Reg 23, and IMO Res A.1045(27)
- b. ladder or access point is to be rigged on the lee side to the swell when approaching the PBG
- c. lowest point of the ladder to be 2 metres above the water
- d. two proper manropes without knots or monkeys fists must be provided at all times; and
- e. no tripping lines are to be attached to the pilot ladder below the lowest spreader.

Non-compliant arrangements.

Vessels with obstructed, non-compliant or alternate arrangements are to advise the Port via the Agent not less than 48 hours prior to arrival. Due to such configurations, these will be assessed on a case-by-case basis and may result in boarding during daylight only.

Tows.

Boarding of tugs with or without tows will be assessed on a case-by-case basis as per non-compliant arrangements. All towed vessels over 50m LOA are to have arrangements for access and boarding in smooth waters and this is to be rigged before arrival.

Assistant Pilot.

At times an assistant (additional) pilot is engaged to meet the risk mitigation requirements of a planned movement. An assistant pilot may be requested by the master or assigned pilot or directed to be taken by the Harbour Master. The assistant pilot is only engaged for the period necessary to undertake the task within the port area. Boarding will usually occur at the same time as the assigned pilot.

3.4 Passage Planning

Vessel parameters.

The following dimensions provide guidance on vessel parameters that apply to navigation and mooring in the port:

- LOA – 120 metres;
- Beam – 20 metres for port transits occurring within a *UKC time slot*. Shallow draft vessels eg barges – assessed on a case by case basis;

- Draft – dependent on meeting UKC requirements. Mean sea level and updated channel depths can be used to calculate average maximum draft. MHWNs can be used to assess port access slots; and
- Displacement – as determined by LOA, beam and draft parameters. Vessels displacing > 5000 Tonnes will be assessed on a case by case basis.

Planning.

The Port Authority website provides a passage plan to assist ship's personnel planning a pilotage passage to the berth or anchorage prior to the arrival of the Pilot and the Master / Pilot Information Exchange. An indicative waypoint list is also provided on the website. Masters are reminded that they are responsible for the safe navigation of their vessels at all times. This passage plan is provided as a guide only.

MPX.

The Master Pilot information Exchange (MPX) will occur upon boarding. If necessary additional planning information will be provided to vessels via the Agent to inform ship's personnel prior to the pilot boarding.

State of vessel – propeller immersion.

The propeller blades are to be fully immersed at a static draft. In this case fully immersed means a draft not less than 120% of the diameter of the propeller.

State of vessel – trim.

Maximum trim for vessels navigating the port is not to exceed the following values based on LOA:

- 60 ~ 80 metres – 2% of LOA;
- 80 ~100 metres – 1.5% of LOA; and
- 100 ~ 120 metres – 1.2% of LOA.

State of vessel – minimum draft.

The minimum forward draft is not to be less than the following values based on LOA:

- 60 ~ 80 metres – 2% of LOA;
- 80 ~100 metres – 2.5% of LOA; and
- 100 ~ 120 metres – 3% of LOA.

Under-keel Clearance (UKC).

The UKC requirements of the Harbour Master's Directions are to be complied with at all times. These are:

- Underway – minimum of 10% UKC during all stages of the passage;
- Alongside – minimum of 5% UKC; and
- Port approach – 10% plus an additional 1.5 metres.

The additional UKC in the Port Approach – Precautionary area may be increased at the discretion of the Port or assigned Pilot and is dependent on hull form, prevailing sea and swell and predicted state of tide.

Depths:

The port is to be contacted in the first instance when planning a passage to ensure the latest information is available. Recognised fairways are:

- Port Approach Fairway – precautionary area;
- Entrance Channel;
- Reef Channel;
- Lighthouse Channel;
- Middle Channel;
- Iluka Channel;
- Collis Channel;
- Goodwood Channel;
- Transition Fairway.
- Palmers Channel
- Harwood Channel.

Lead marks.

At times, due to varying depths and shoal movement the lead marks though the port might not indicate the best navigable water. The use of the leads can vary from centre line, to limiting line, to wheel over positions. The latest information should be sought through the carriage of a licensed pilot.

3.5 TUG AND TOWS PASSAGE PLANNING

Tow arrangement.

Port of Yamba is a “bar” port, and due to the nature of the port entrance tows are to be rigged to account for snatching. This requires heavy tow gear such as chain bridles and fore-runners.

Escort.

Tows will be escorted in the approach and entry to the port. The escort tug will remain with the tow and assist berthing as required.

The trailing pickup line with eye is to be provided from the port quarter of the tow. This line is to be rigged to trail at least 15 metres in the water and must be fitted with a buoy and pick-up line. The escort tug will pass a tow line through the eye on the bight.

Tow hooks and winches.

Intended tow arrangements should be provided to the port through an Agent at the earliest opportunity to assist planning and risk assessment. As a guide, tugs using tow hooks are not desirable for towing through the port entrance and may further reduce the weather and tidal windows for port transits. Tugs using a tow hook will not be accepted for use with towed vessels exceeding LOA 60 metres or an arrival / departure displacement more than 1,000 tonnes, unless prior approval has been sought from the Harbour Master

Weather.

As guidance’ a predicted (or observed) swell of 1.5 metres from an adverse direction is the maximum allowed for tow transits of the port entrance. A predicted (or observed) wind of 20 knots from an adverse direction is the maximum allowed. These factors may be reduced further for towed vessels of a high freeboard to draft ratio.

Shortening tow.

The tow must be able to be adjusted on approach to the port entrance. Once inside the tow will need to be shortened further.

Personnel.

Sufficient personnel need to be available to transfer to the towed vessel for the purpose of adjusting the tow, recovering emergency tow and handling mooring lines.

3.6 SHIP HANDING AND TOWAGE REQUIREMENTS

Assist tug required for vessels/tugs/barges proceeding to/from **Goodwood Island Wharf**, as per below.

- a. fitted thruster is not operational or deficient;
- b. vessel is over 90 metres LOA regardless of thruster or rudder configuration;
- c. vessel is over 75 metres LOA makes a first call at the port, no suitable bow thruster fitted or has poor manoeuvrability in regard to the nature of the port.
- d. Towed vessel/barge is over 50 metres LOA. Assist tug may be required at discretion of pilot for any towed vessel/barge.
- e. Vessel is a tanker;
- f. Vessel has a cargo containing Class 1 Dangerous Goods;
- g. Single screw vessel is to berth stern to the tide.
- h. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

Assist tug required for vessels/tugs/barges proceeding to/from **Harwood Reach and Palmers Island berths**, as per below.

- a. A vessel is to berth stemming the stream unless highly manoeuvrable or taking tug/s. This will be assessed on a case by case basis.
- b. Single screw vessels over 50 metres in length that cannot be 'pinned' (without the use of springs) to the wharf will require tug assistance.
- c. Towed vessel/barge is over 50 metres LOA.
- d. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

Slipway Fender Piles.

- a. Assessment of suitability to use the location will be made on a case-by-case basis. Single screw vessels over 50 metres in length that cannot be 'pinned' (without the use of springs) to the wharf will require tug assistance.
- b. **Daylight only.** All berthing at wharves in Harwood Reach is daylight only. A vessel may depart at night provided adequate lighting is available for persons tending moorings.
- c. Towed vessel/barge is over 50 metres LOA.
- d. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

Assist tug required for vessels/tugs/barges proceeding to/from **Harwood Marine Slipway**, as per below.

- a. Towed vessel/barge is over 30 metres LOA.
- b. Twin screw powered vessel over 60m with no suitable bow thruster.
- c. Single screw vessel over 45m with no suitable bow thruster.

- d. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

3.7 HARWOOD BRIDGE

1. The Harbour Master's Directions are to be consulted regarding towage through the Harwood Bridge's. As guidance the following towing conditions apply:
 - a. daylight only
 - b. no single tug tows, regardless of configuration (punts can be used as assist vessel at pilots and Harbour Masters discretion).; and
 - c. movements must be stemming the tide.
 - d. minimal tidal stream, before or after slack water (stemming the tide).
2. Mariners should approach the Bridge with extreme caution when intending to navigate through the bridge structure. The navigation span is to be used and vessels must not pass (reciprocal or overtaking) under the bridge.
3. **Power driven.** Passage through the navigation span (open or closed) must only be undertaken by vessels when power driven.
4. **Approach area.** Vessels must not anchor in the prohibited anchorage area of the approach to the navigation span. If waiting to pass, vessels underway are to remain clear of the prohibited anchorage area to allow clear approach and departure to the span.

The Pacific Highway crosses the Clarence River at Harwood. The 'Harwood Bridge' has a navigation span with lifting section. Harbour Master's Directions refer to navigation through the bridge including towage.

Clearances. The following provides guidance on clearances with vertical figures stated above Highest Astronomical Tide (HAT):

- a. Vertical – span closed: 8.1 metres;
 - b. Vertical – span open: 36.1 metres; and
 - c. Width - span fenders: 28.0 metres.
5. **Opening.** Roads and Maritime Services is to be contacted for further information and advice on the bridge. A local contracted Bridge Caretaker can provide additional information and bridge opening services. The current contractor can be contacted at 04 1260 4748 (preferred) or 02 6682 8388.
 6. **Notification and times.** Restricted opening times apply daily and on public holidays. Prior notification and booking is required for the bridge to be opened. The bridge caretaker is to be contacted for clarification and booking with the following restricted times provided as guidance only, namely:
 - a. Daily - no lift: 07:00 ~ 10:00;
 - b. Daily - no lift: 14:30 ~ 19:00; and
 - c. Public holiday – no lift: 07:00 ~ 19:00.

A new bridge has been built downstream from the Lift span Harwood Bridge. This has a Vertical span height of 29.3m and width between pylons of 34m in the navigation span.

3.8 Communications

1. Port Vicinity

Vessels intending to arrive at the port shall maintain an additional listening watch on VHF channel 11.

2. Port Waters

All vessels at anchor or being navigated within port limits must ensure that VHF Channels 16 & 11 are continuously monitored for radio transmissions.

3. DGs

Vessels handling dangerous goods (alongside or at anchor / mooring) must maintain a listening watch on VHF 16 & 11.

4. Point of Contact

All vessels, the owners or operators must provide the port with a means of contact, available 24 hours.

5. AIS

The vessel is required to have its AIS operating at all times in the port and port approaches.

6. Reporting Positions

The Master of a commercial vessel entering, departing, or moving within the Port of Clarence River (Yamba) must contact the Port on VHF 16 or 11 (contact may also be made on the port mobile phone number 0419 462002 and report the vessel's position at the time of:-

- a. entering Port Approach – Precautionary Area or upper port limit;
- b. berthing or anchoring;
- c. departing from berth;
- d. departure from the Port Approach – Precautionary Area or upper port limit; and
- e. any deviation from the planned/approved port movement.
- f. passing Browns Rocks Buoy

7. All Ships Call

The Master of a commercial vessel entering, departing, or moving within the Port of Clarence River (Yamba) is to make an all ships call on VHF 16 upon entering Port Approach – Precautionary Area or upper port limit or departing a wharf or anchorage, advising:

- a. vessel name;
- b. intended movement; and
- c. VHF channels monitored.

8. Reports of Incidents and Emergencies

Vessel Masters are obliged to report incidents or near-miss situations to the Port on VHF Ch 16/11 or on mobile. A failure to meet this obligation is considered noncompliance and will be treated accordingly. The Port will also accept copies of AMSA Incident Report Forms. The master is guided by the below link as to what constitutes a marine incident. <https://www.amsa.gov.au/vessels-operators/incident-reporting/what-marineincident>

- a. Fire;
- b. Pollution into port waters.
- c. Any damage, equipment or structural failure that would affect navigation and or safety of the vessel.
- d. Collision with another vessel, navigation mark, wharf, or structure, grounding, or in a close-quarters situation with another vessel.
- e. Dangerous occurrence, which is an occurrence that could of caused a death of, or serious personnel injury to, any person on the vessel.

In complying with the above direction, the Master of every vessel involved in such reported incident shall:

- a. obey any direction(s) from the Port;
- b. if required, make themselves available to furnish a verbal report to the Harbour Master; and
- c. within 4 hours, notify the port in writing of the circumstances of the incident.

- The Port only maintains selected VHF monitoring periods. These periods correspond to planned vessel movement times and business hours.
- Times advised to the Port shall use 24 hour notation in Australian Eastern Standard Time (UTC + 10); or Australian Eastern Daylight Saving Time (UTC + 11) at the appropriate times of the year.
- The Port uses IMO Standard Marine Communications Phrases, as contained in IMO Resolution A918 (22) when required.

Information Service.

The Port provides a Vessel Information Service (VIS) for planned movements and pilotage movements.

Call Sign: "Yamba Harbour".

VHF Channels:

- VHF 16 – Distress and calling;
- VHF 11 – Port calling, working and pilot transfer;
- VHF 10 – Port working standby.

Telephone – Business Hours.

Business hours and when a movement is planned, co-located with the Yamba Harbour VIS:

Tel: + 61 (0)2 6646 2002

Telephone – 24 Hours.

24-hour emergency contact via Newcastle VTSIC:

Tel: +61 (0)2 4985 8321 b.: +61 (0)2 4985 8322.

3.9 Anchorages

Port assigned anchorages are available off Iluka, Goodwood Island Wharf and Palmers Island wharf. Holding ground is generally good but anchors and cables can suffer from seabed scouring due to strong tidal streams thereby reducing the holding power. A careful anchor watch is to be maintained at all times.

Maximum length.

Under normal conditions vessels less than 80 metres LOA are permitted to anchor in the port's anchorages, once approval given by the Port. Vessels over 80 metres LOA requesting anchorage in the port will have the request assessed on a case-by-case basis.

Moorings and long-term anchorage.

No vessel is permitted to anchor in the port area long term or permanently. No vessel is permitted to anchor unattended in the port (excepting Iluka Bay and Iluka half tide wall).

Coastal anchorages.

There are no recommended safe anchorages off the coast for vessels waiting to enter the port. Anchoring is at the discretion of the Master. However, it is highly recommended that vessels remain at least 3.0 nautical

miles from the coastline and consult the International Association of Classification Societies recommendations on anchoring and cable scope.

3.10 Berthing

Goodwood Island.

Vessels berth port side to, stemming the tide unless specifically requiring starboard side to. For vessels without thruster or tug assistance an anchor may be used – dredged under foot to the berth. Vessels berthing stern into the current are required to have a bow-thruster and/or tug.

Mooring lines.

Vessels over 100 metres LOA will be required to run 'long' head and stern lines. The length of the lines is approximately 130 metres. Vessels between 80 and 100 metres LOA will be assessed on a case-by-case basis.

Daylight only.

All berthing at wharves in Harwood Reach is daylight only. A vessel may depart at night provided adequate lighting is available for persons tending moorings.

4 PORT SERVICE PROVIDERS

4.1 LOCAL AGENTS

Harwood Marine (HRS)

Services: Agency services for vessels calling and undertaking maintenance at Harwood Slipway and Engineering Co. Stevedoring may also be available by Harwood Marine.

Enquiries: Leeann Ball

Address: 163-164 River Road, HARWOOD ISLAND, NSW 2465

Tel: +61 (0)2 6646 4222

Fax: +61 (0)2 6646 4472

Email: leeann@harwoodmarine.com.au

Web: www.harwoodmarine.com.au

4.2 TOWAGE

Harwood Marine (HRS)

For vessel assist towage and emergency response the Port is serviced by two tugs owned by Harwood Marine.

- A single screw (slewing kort nozzle) steel hull tug, the *FRANCIS FREEBURN*. The tug has a bollard pull of 5T.
- A twin screw (Fixed kortz nozzle) steel hull tug, the *FURY* with a bollard pull of 23T.

Services:

- Ship assist towage;
- Barge and cold-move towage;
- Escort towage
- Exclusion zone marking; and
- Harbour utility tasks.

Bookings.

Requests and bookings for towage or hire can be made via the Sydney Integrated Port System (ShIPS) or by contact with Harwood Marine for more information.

Rates. Contact Harwood Marine for current hire rates.

Enquiries: Leeann Ball

Address: 163-164 River Road, HARWOOD ISLAND, NSW 2465

Tel: +61 (0)2 6646 4222

Fax: +61 (0)2 6646 4472

Email: leeann@harwoodmarine.com.au

Web: www.harwoodmarine.com.au

4.3 HARBOUR UTILITY SERVICES

Harwood Marine (HRS)

Services: Agency services for vessels calling and undertaking maintenance at Harwood Slipway and Engineering Co.

Enquiries: Leeann Ball

Address: 163-164 River Road, HARWOOD ISLAND, NSW 2465

Tel: +61 (0)2 6646 4222

Fax: +61 (0)2 6646 4472

Email: leeann@harwoodmarine.com.au

Web: www.harwoodmarine.com.au

4.4 REPAIR, MAINTENANCE AND ENGINEERING FACILITIES

Harwood Slipway and Engineering Co.

Facility. Harwood Marine is a full service shipbuilding, ship repair, marine design and engineering business, specialising in Steel and Aluminium fabrication. The head office is located on the North Coast of NSW on the Clarence River, 270km south of Brisbane. Office space for clients is available and arrangements for crew accommodation can be made.

Services:

- Ship building.
- Ship repair (GL certified).
- Marine and general engineering.
- Project management.
- Marine design.
- 5T and 25T Bollard Pull Tugs.
- 6m Workboat.

Enquiries. Mr Gio Cervella – General Manager

Address: 162-164 River Road, Harwood NSW 2465

Postal Address: PO Box 96, HARWOOD, NSW 2465

Tel: +61 (0)2 6646 4222

Fax: +61 (0)2 6646 4472

Email: info@harwoodmarine.com.au

Web: www.harwoodmarine.com.au

4.5 SMALL COMMERCIAL AND RECREATIONAL VESSEL FACILITIES

Yamba Marina

Facility. The following facilities and services are available at the marina; shipwright, mechanic, sailmaker, chandlery, showers, toilets and laundry. Storage includes hardstand; Long-term hard stand storage. Undercover storage. Casual workshop hire is available. The site includes Thrifty Hire Car office, Café Marina and Port of Yamba Yacht Club.

Berths: visitor berth to 120ft.

Fuel: Unleaded petrol and diesel.

Slips and lifts: Boat ramp, Travel-lift 35 tonne capacity, Multi-hull ship-lift 35 tonne capacity.

Address: 3 Yamba Road, YAMBA, NSW 2464

Tel: +61 (0)2 6646 9898

Fax: +61 (0)2 6646 1744

Email: yambamarina@hotmail.net.au

Web: www.yambamarina.com.au

Iluka Boatshed

Facility. A pontoon berth for small craft, fuel supply pumps, chandlery, engine maintenance workshop and café.

Berths: Berth 25m long.

Fuel: Unleaded petrol and diesel.

Address: 2 Charles Street, ILUKA, NSW 2466

Tel: +61 (0)2 6646 6106

Fax: +61 (0)2 6646 1744

Email: ilukaboatshed@bigpond.com

Web: www.ilukaboatshed.com.au

4.6 GOVERNMENT AGENCIES & MARINE ORGANISATIONS

Roads and Maritime Services - Yamba

Address: Shop 5, 19-21 Coldstream Street (PO Box 143), YAMBA, NSW 2464

Tel: 13 12 13

Web: rms.nsw.gov.au

Marine Rescue NSW – Iluka-Yamba

The Marine Rescue radio and observation tower is located on the northern shore of the port entrance, near Moriarty's Wall.

Communications

Tel: +61 (0)2 6646 6311

Fax: +61 (0)2 6646 6785

Email: base.ilukayamba@marinerescuensw.com.au

Web: www.marinerescuensw.com.au

Radio callsign: "Marine Rescue Iluka Yamba – VMR257"

Radio facilities: VHF, 28 MHz and MF/HF

Watch: VHF Ch 16, 27.88 MHz and 2, 4, 6 and 8 MHz

Working and Navigation warnings: Ch 73 and 27.88Mhz, MF/HF as advised.

5 GUIDANCE FOR AGENTS

5.1 AGENCY

Port Authority NSW is committed to the provision of safe and efficient port operations at Yamba. Vessels' agents play key and strategic roles in making this commitment a reality. Information supplied by agents directly influences both the time and the manner in which vessels move as well as the pilotage, towage, lines and stevedoring provided.

Consultation.

The natural conditions of the port dictate that close consultation with the Port is required in many areas of port operation. In particular the movement of vessels in the port area and approaches is subject to many variables such as service provision, flood waters, weather and depths. It is important that an agent consult early and fully with the Port to reduce delays, omissions and enhance safety and outcomes for the vessels, owners and masters they represent.

Agent's Responsibilities

Agents are seen by the Port as the owners representative in all matters or dealing with the Port and undertake all liabilities and guarantees on their behalf or agreement.

Agents are required to be registered with ShIPS in order to book the movement of vessels in the Port. Agents are responsible for checking and ensuring that vessel information (length, breadth, draft, displacement, keel to truck etc) are correct before submitting a booking. The importance of accuracy when reporting a vessel's draft cannot be overstated.

Agents are responsible for checking and ensuring that the correct tug requests have been booked for the movement. Agents should refer to the Port Information - Navigation for initial tug assessments.

Berthing requests and configurations are the responsibility of the Agent but require confirmation by the Port through ShIPS in each case.

Defect reporting.

Vessel defects can adversely affect the safe and efficient handling of a vessel. Defects must be notified to the Port when the vessel is lodged in ShIPs or immediately that the agent is advised by the vessel. The following defects provide guidance for agents and masters in reporting:

- a. deck machinery or equipment operating at less than normal capacity;
- b. lower than normal manning of the vessel;
- c. non-operational or reduced power of thruster units;
- d. reduced main engine power, starting or direction limitations;
- e. steering faults; and
- f. non functioning ship's bridge equipment (eg gyro, ECDIS, radar).

Documents.

Agents are to provide the current version of port documents to vessels in a timely manner. Agents are to be familiar with the following port documents and functions:

- a. Harbour Master's – Directions;
- b. Port Information and Guidance for agents;
- c. Dangerous Goods Management Guidelines;

- d. Dangerous Goods Explosives Guidelines;
- e. Conditions of use of ShIPS;
- f. Permit requirements and application

Goodwood Island Wharf - Use and Port Security

Berthing at, and use of, the Goodwood Island Wharf (GIW) and facility will only be undertaken with an entity holding a Conditions of Use and Occupation Agreement with Port Authority NSW.

5.2 ShIPS

Sydney's Integrated Port System (ShIPS)

The Port operates an internet based computerised system (ShIPS) which can be accessed 24 hours a day. Confirmations and actions by the Port are undertaken in business hours only. Support such as new vessel lodgement is provided by personnel at Sydney VTS and is actioned 24 hours.

Use of ShIPS is a compulsory Port requirement for all accredited agents and service providers. All movement bookings, work or bunker permit applications and dangerous goods lodgements are to be made via the ShIPS system.

The system also:

- a. coordinates vessel movement schedules and bookings, allowing port service providers to confirm their ability to provide services in a real time environment;
- b. facilitates the real time lodgement and approval of work permit and bunker applications;
- c. enables the real time lodgement and acknowledgment of Dangerous Goods declarations;
- d. allows the real time lodgement of Dangerous Goods information by agents or freight forwarders;
- e. enables the provision of Dangerous Goods information to emergency services; and
- f. allows stevedores, government agencies and associated industries to view vessel schedules and related information.

5.3 NOTIFICATION PERIODS

Preliminary arrangements for a Pilot must be made through a local agent registered with the Sydney Integrated Ports System (ShIPS). The following provides notification times required by the Port. Initial enquiries regarding port navigation and pilotage are generally made via an Agent.

Priority and assignment

The priority for pilotage assignment and berth allocation is determined by the port on first come first served basis. Movements competing for services or UKC Slots will be prioritised further by the port based on factors such as:

- a. emergency;
- b. UKC slots and weather conditions;
- c. cargo type;
- d. labour waiting; and
- e. planned operation / next movement of the vessel.

The Port is responsible for berth allocation at the general cargo wharf. Cargo handling vessels have priority over vessels in Lay-up or waiting. Allocation of vessel berths at private berths will be determined in consultation with the site operators needs and priorities and that of vessel handling, security and safety.

Notification times

- **Arrival - 72 Hours.** Vessels requiring entry to the port must submit an 'expected' arrival not less than 72 hours before arrival. Non standard entries such as tows or disabled vessels are to make enquiries to the port with as much notice as possible to enable assessment of the intended arrival.
- **Arrival - 48 Hours.** Vessels requiring entry to the port are to update an 'expected' arrival not less than 48 hours before arrival and advise the port directly. 6.
- **Arrival - 24 hours.** A vessel is to be booked in the ShIPS system not less than 24 hours before arrival. The final notice prior to a pilot boarding time is to be made by 1500hrs the previous day.
- **All movements – 1 hour.** Confirmation of the intended movement must be made by the vessel not less than one hour before. This will be via VHF or phone through to the Port.
- **Latest notification - Friday.** Notification of movements over a weekend through to the midday on the following Monday or public holiday must be received by 12:00 on the Friday or day preceding a public holiday. Except in exceptional circumstances, notification to the Port to amend a pilot booking cannot be made between 1900 and 0700 on any day.
- **Removal - 24 hours.** A vessel movement and pilotage request is to be booked in the ShIPS system no later than 24 hours prior to a departure. The final notice prior to a pilot boarding time is to be made by 1500hrs the previous day.
- **Departure - 24 hours.** A vessel movement and pilotage request is to be booked in the ShIPS system no later than 24 hours prior to a departure. The final notice prior to a pilot boarding time is to be made by 1500hrs the previous day.

Booking Changes

It is acknowledged, for various reasons that a vessel's nominated booking time, is liable to change. The Port requires a minimum of 2 (two) hours' notice for such changes. Agents/Masters are requested to provide as much notice as practicable.

- **Charge.** A deferral charge will apply where a pilotage booking is amended or cancelled within 2 hours of a booked pilot boarding time.
- **Delays.** If services attend a removal or departure movement and the vessel is not ready to depart the wharf within 60 minutes the pilotage may be deferred, and the pilot leave the vessel. Delay charges accrue after one hour from the nominated time of booking.
- **Updating Bookings/Information.** The Shipping Agent can update booking details, movement times, draft, displacement and services required at any time via ShIPS. Agents are encouraged to contact the Port when relevant information becomes available as advice on the update may be necessary.
- **Towage.** Agents are to consult with towage and utility services providers regarding booking, deferral and cancellation periods and charges. All of these allied services are booked via ShIPS which enables the status to be viewed by the Port.

5.4 BOOKING GUIDANCE

The time for port entry and all berthing is dependent on the state of the river, observed tidal differences and vessel handling characteristics. Generally, transit of the port entry is to occur during the flood tidal stream and HW plus 2hrs.

- **Booked time - arrival.** The SHIPS booked time for an arrival is to be the Pilot On Board time. This time is typically 15 minutes before the planned entry time dictated by the passage plan as determined below and may be up to an hour or more for tug and tows.
- **Booked time - departure.** The booked departure time from a wharf is the last line time dictated by the passage plan and from an anchorage it is the anchor aweigh time.
- **Tows – daylight only.** Transits of the port, port entrance are to occur during daylight only. Tow departures are to be timed to transit the port entrance during flood tide. By consultation the port will determine a UKC slot for the vessel. The transit of the entrance must not occur more than two hours after HW.
- **Slipway Cutting.** Consultation with the Port is required in all circumstances.

5.5 MOORING SERVICES

Linesmen

- **GIW.** A minimum of four linesmen are required for vessels berthing or un-berthing at Goodwood Island Wharf if lines are to be handled outside the fence line. Vessels over 100 metres LOA will require long-lines run to shore bollards.
- **HSW.** A minimum of four linesmen are required for vessels berthing or un-berthing at Harwood Slipway Wharf.

5.6 VESSEL OPERATIONS (DANGEROUS GOODS AND PERMITS TO WORK)

Dangerous Goods

At least 24 hours prior to a vessel's proposed time of entry the Master, his agent or their representative must lodge details of dangerous goods being carried or intended for carriage on the vessel with the Port.

Applications for approval to enter port and handle dangerous goods are made via SHIPS, noting the Dangerous Goods Guidelines.

Bunkers and sludge

Port approval is required for all bunker operations including discharge of sludge/slops. Port staff may attend to ensure the bunker operation is carried out safely and in compliance with the approved conditions.

Bunkering operations are required to be undertaken, when practical, during daylight hours only (between sunrise and one hour before sunset).

Applications for bunker approvals are made via SHIPS

Work Permits

An application for permit to work is to be submitted via the SHIPS system. No other method of application will be accepted except with prior agreement of the Port. The following works on a trading vessel shall not be undertaken without the expression permission of the Port, via a work permit application, namely:

- a. Hot-work;
- b. Hydrocarbons transfer (bunkers, oily waste, oily slops etc);
- c. Diving;
- d. Immobilisation of propulsion machinery, steering, mooring or anchoring equipment (or equipment that renders propulsion inoperative);
- e. Launching and manoeuvring of ships boats (Foreign Flag); and
- f. hull painting;
- g. underwater inspections;
- h. tank washing or pre washing;
- i. entry into confined spaces / tanks for work and or inspections;
- j. lowering of anchors, anchor cables;
- k. work carried out on fire-fighting systems;
- l. Handling of dangerous goods (SHIPS lodgement),
- m. general.

Regulations.

Agents are to appraise Masters of the requirements of the Harbour Master's Directions regarding work permits in relation to:

- a. Permission to commence;
- b. Reporting;
- c. Inspection;
- d. Offences; and
- e. Work boats / punts.

Notification periods.

The Master of a vessel intending to enter the Port of Clarence River (Yamba) from sea must make a pre-arrival notification and request to the Port at least 72 hours prior to the intended arrival.

Arrival.

The arrival notification and request is to be updated further at 48 hours, 24 hours prior to the intended time of arrival of the vessel at the entrance or Pilot Boarding Ground. A final one hour prior to arrival update is required and is made direct to the Port via marine VHF 11 or via phone: Office: 0266462002 mobile: 0419462002.

Removals and departures.

All notifications and requests are required at least 24 hours prior to the intended movement.

SHIPS booking.

The SHIPS system is compulsory for all movement bookings (notifications and requests), work and bunker permit applications and dangerous goods lodgements. The system is accessible via an approved agent.

Movement approval.

The Master of a vessel arriving, departing and removing at the Port of Clarence River (Yamba) must not cause the vessel to undertake the movement unless approval has been granted. Movement approval will be given by the port.

The movement once approved is subject to any directions given by the Harbour Master with regard to the movement.

The Master of a vessel who is the holder of a Pilotage Exemption Certificate or Certificate of Local Knowledge for the Port of Yamba must comply with the arrival, reporting and approval requirements above.

Port Authority of NSW

Port of Yamba

Pilot Station

Pilot Street

YAMBA NSW 2464

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