Session Seven – Flinders Port Holdings and Mid-West Ports ISPO Code links and outcomes

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Welcome to Leon Strydom from Flinders Port Holdings

Flinders Port Holdings

South Australia Ports Overview
Flinders Port Holdings Group

Flinders Port Holdings

Flinders Port Holdings (FPH)

Vision

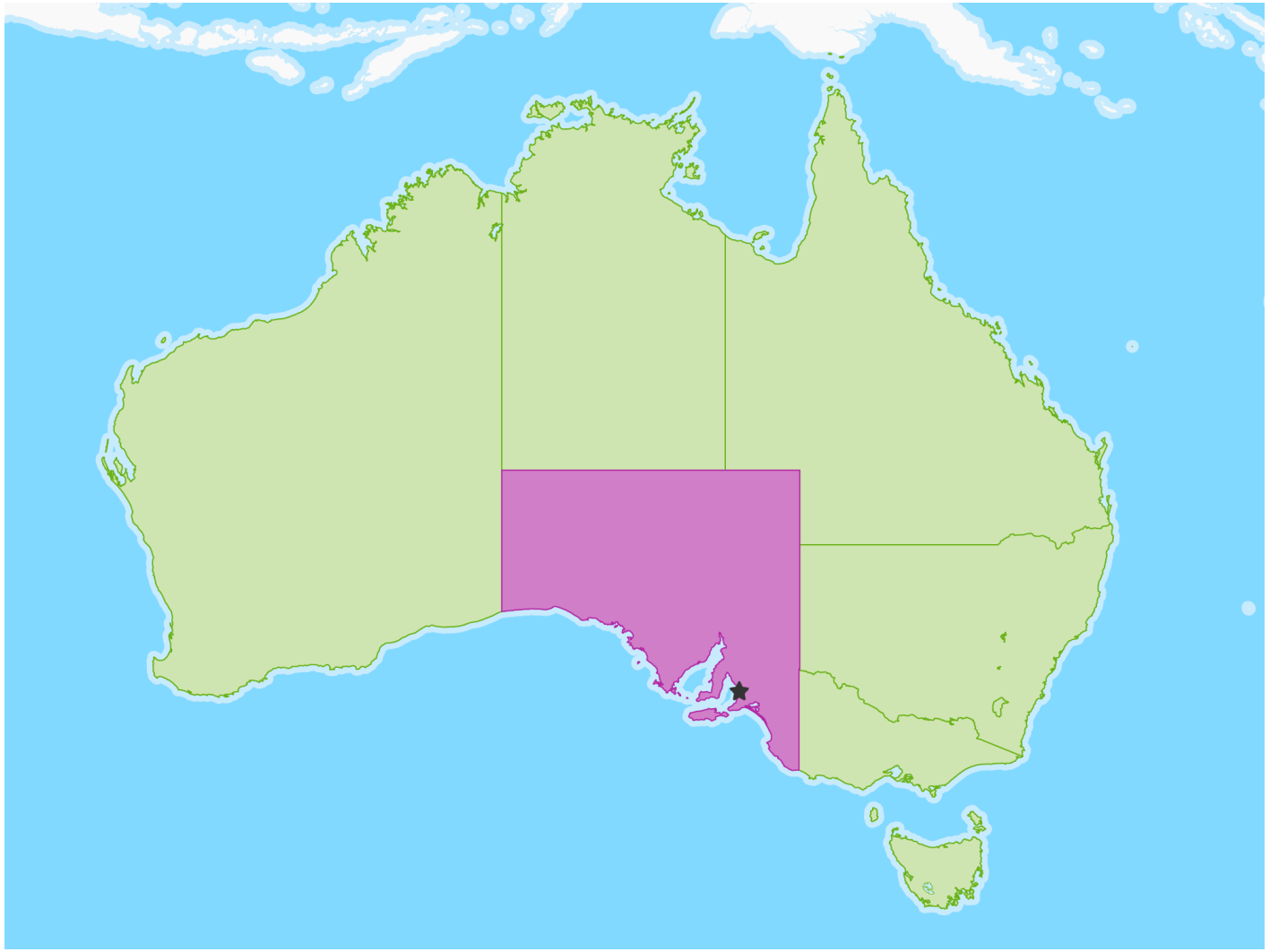
Connecting South Australia to the World

Our Mission

To be an industry leader in providing safe, innovative and sustainable port related infrastructure, capabilities and services that enable, optimise and maximise trade for our customers.

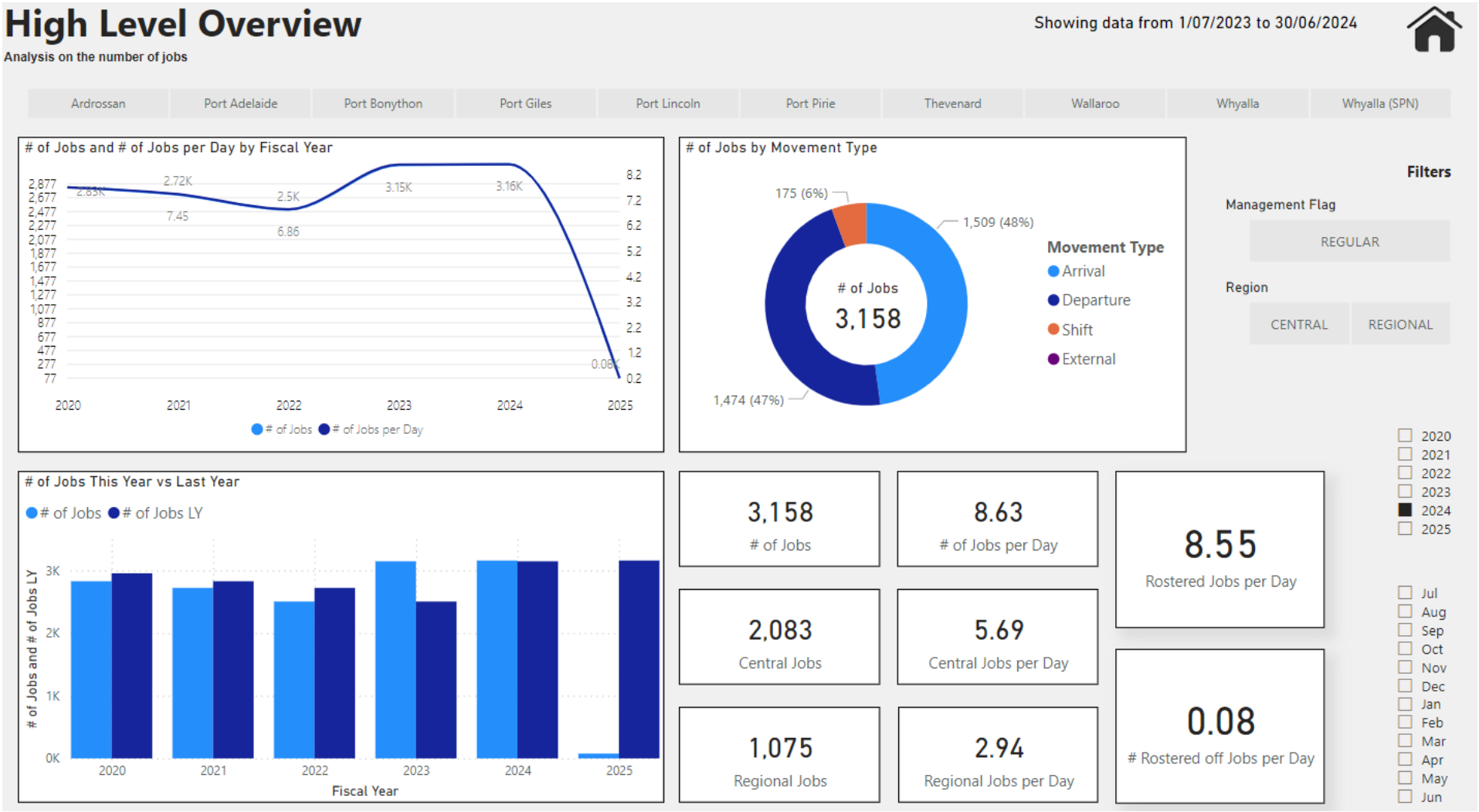
- FPH own and operate seven ports across South Australia as well as the sole container terminal. We also provide integrated supply chain solutions and deliver hydrographic survey services.
- Our vision is to be South Australia's supply chain partner, bringing the state's businesses closer to each other and to the world. We are achieving this by offering integrated solutions, which leverage all our assets, operations and people.
- Through our operations we facilitate over $25 billion in international trade annually (24% of state GSP) and are the key platform for facilitating South Australian two-way goods trade.

Flinders Port Holdings (FPH)

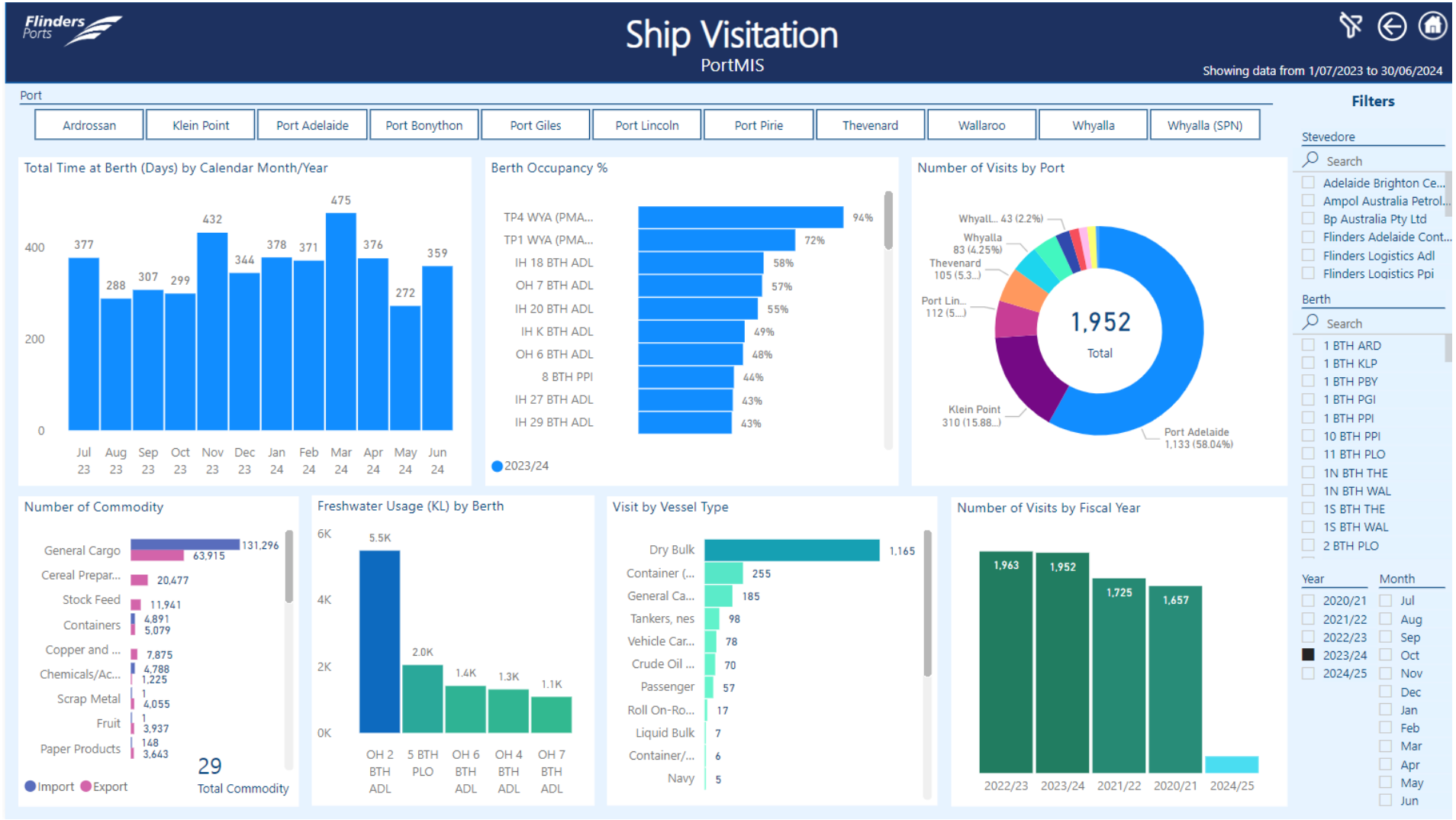


South Australian Port Locations

Pilotage Analysis – FY 2024

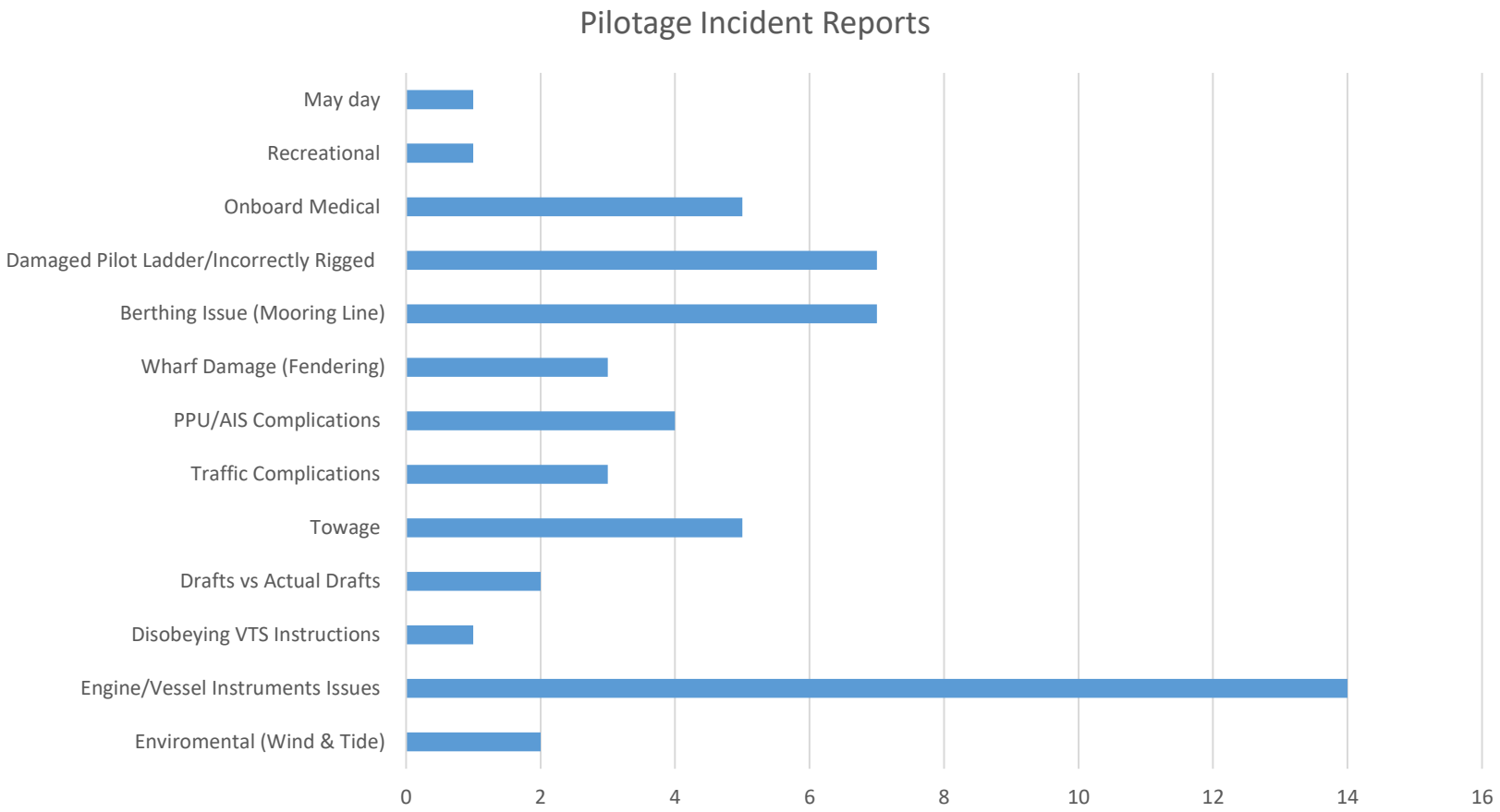


Ship Statistics – All Ports FY24



Event Reporting FY24

ISPO CODE – Section 9, 11 & 12



Safety Talk – Pilot MOB in Port Bonython

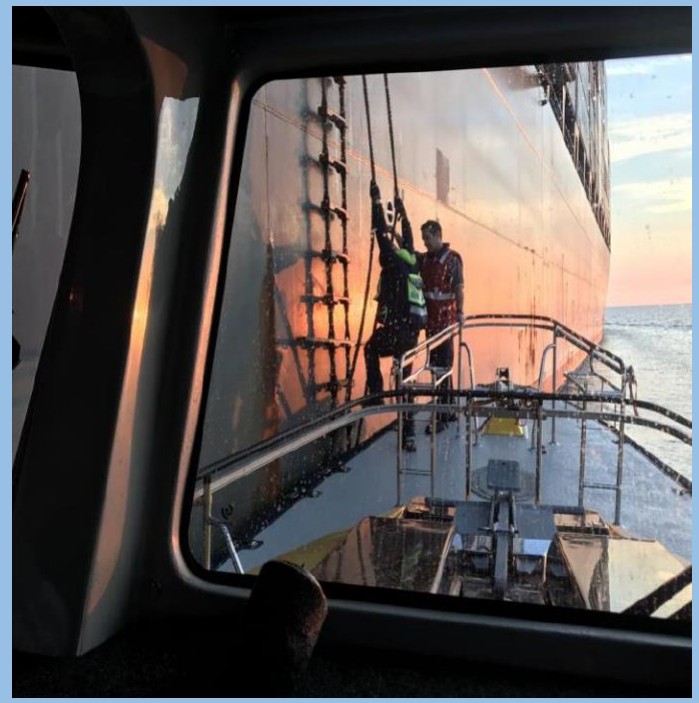
Critical Incident – Details

ISPO CODE – Section 6, 9, 11 & 12

- After berthing the vessel, the pilot decided to disembark seaside onto the launch via the pilot ladder rather than landside onto the Port Bonython Jetty, due to the bird guano build up on the infrastructure.

- Wind 17.1 knots from SSE created wind driven small pitch waves. Due to the condition the pilot called the tug to create a lee for the pilot boat.

- Pilot disembarked, using the man ropes, the vessel misjudging his last step onto the pilot boat due to the pitch and slipped in between the pilot boat and vessel. Pilot was able to hold himself out of the water via hanging onto the man ropes.



Critical Incident – Details

- The coxswain pulled away from the vessel swinging the bow clear as he came astern.
- Pilot then let go of the man ropes falling into the water where his lifejacket inflated and life buoy was thrown from the ship (however, pilot couldn’t reach). In this instance the personal locator beacon (PLB) did not activate.
- Pilot was retrieved onto the pilot boat via man overboard platform and assessed for injury's.
- First aid was administered to both hands as they had blisters from holding on to the man ropes.
- Pilot attended hospital for further examination.

RescueME AID MOB1

ISPO CODE – Section 12

- Works with any AIS receiver
- Automatic activation
- Override button to call all ships via DSC
- Integrated strobe light ensures maximum visibility in low light conditions
- 7 year battery life
- Fast accurate positioning
- 24+ hours operation life
- Secures inside PFD

Pilot Ladder Checklist

ISPO CODE – Section 12

CHECKLIST FOR PILOT LADDER SECURING AND BOARDING ARRANGEMENTS FOR PILOTS				
In Accordance with: (1) Solas Regulations, AMSA Marine Notices & IMO/IMPA guidance notices.				
I,_____ Master of the Vessel_____ will ensure that the following checklist will be complied to for Pilot ladder rigging prior to arriving or departing South Australian Ports.				
a.	Pilot ladder is secured to the strong point on the deck using rope and not solely held by shackles or a guillotine bar.	YES	NO	
b.	Manropes are secured to the strong point on the deck and pass through the eye on handhold stanchions.	YES	NO	
c.	Pilot ladder is firmly secured to Ship side 1,5 metres above accommodation ladder lower platform in a combination arrangement.	YES	NO	
d.	Man ropes are passed behind the side ropes and hung from a height of 1.5 metres above accommodation ladder lower platform in a combination arrangement.	YES	NO	
e.	Accommodation ladder is secured to the ship side in a combination arrangement	YES	NO	
f.	Pilot ladder is not secured to the lower platform of the Accommodation ladder in a combination arrangement.	YES	NO	
g.	Lower platform of the Accommodation ladder is not obscuring the Pilot ladder in a combination arrangement, The Horizontal distance between Pilot ladder and the lower platform should be between 0.1 to 0.2 metres.	YES	NO	
h.	Climb of Pilot ladder is not less than1.5 metres and not more than 9 metres in a combination arrangement.	YES	NO	
i.	The lower platform of Accommodation ladder is at least 5 metres above sea level in a combination arrangement.	YES	NO	
j.	Pilot ladder steps are horizontal and chocks under the steps are tightly secured.	YES	NO	
k.	No tripping line attached to the Bottom most step and no loops, Tripping line if used, must lead forward to avoid fouling with Pilot launch.	YES	NO	
l.	Pilot ladder is secured to the strong point on the deck for the ladders on winch reels.	YES	NO	
m.	Pilot ladder rigging supervised by responsible officer and in compliance with above mentioned regulations.	YES	NO	
n.	Man ropes must be of natural fibre such as manila rope with dimensions between 28 to 32 mm diameter.	YES	NO	
o.	Pilot ladder is less than 30 months old.	YES	NO	
p.	Man ropes are less than 12 months old.	YES	NO	

Pilot Feedback Form

ISPO CODE – Section 12

PILOT OPERATIONS FEEDBACK SHEET

Flinders Ports is committed to receiving and responding to feedback from our shipping customers. Feel welcome to complete the below feedback form and scan a copy to flindersports@flindersports.com.au
We will respond with a reply email within 2-3 working days hours of receiving your feedback.

Ship's Name	
Full Name	
Position/Rank	
Date	

Date of shipping movement	
Time of shipping movement	
Arrival or Departure	
Berth/Location	

Please rate the following using the scale: 1=poor, 2=below average, 3=average, 4=above average, 5=excellent

Communication with the Vessel Traffic Services (VTS)	1	2	3	4	5
General Comments:					
Pilot transfer	1	2	3	4	5
General Comments:					
Communication with Pilot on the bridge	1	2	3	4	5
General Comments:					
Pilotage operation	1	2	3	4	5
General Comments:					

Please provide any other feedback that can assist us continually improve our service:

Flinders Port Holdings

Thank You

Session Seven – Flinders Port Holdings and Mid-West Ports ISPO Code links and outcomes

Welcome to Warren Sharpe from Mid-West Ports

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MID WEST PORTS

Mid West Ports Authority

- Geraldton
- Located 425kms north of Perth, Western Australia
- Primarily export, such as iron ore, grains and mineral sands
- Imports - general cargo, petroleum and fertilizers

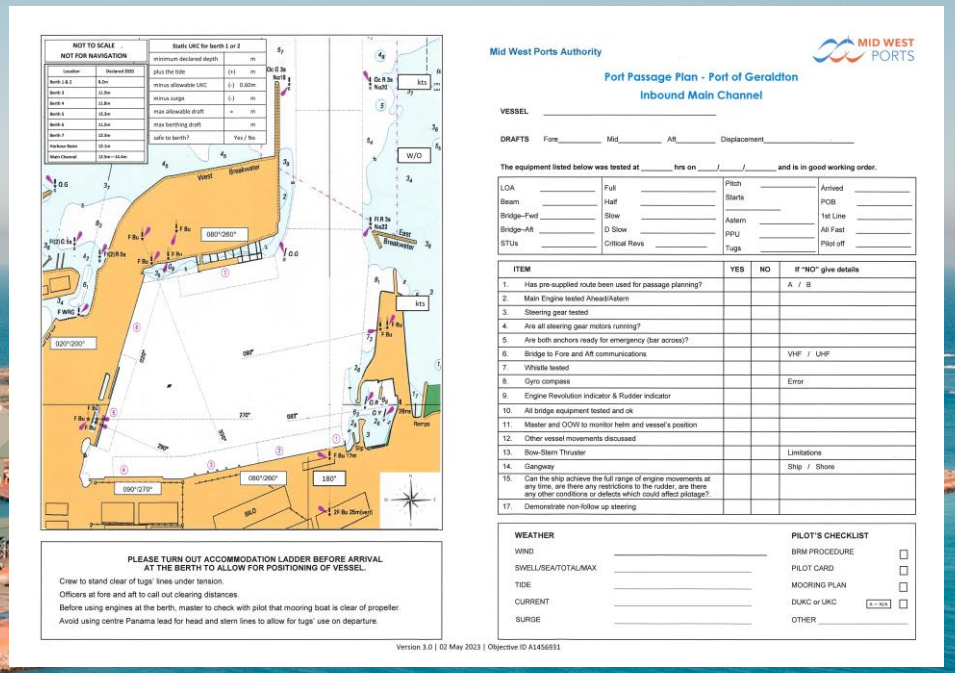
Geraldton Pilots and the use of eMPX (electronic Master / Pilot Exchange)

- Encourage questions – this will help me share some of my experiences
- To be very clear - I'm not hear to push eMPX on the group
  - I'm just passionate about sharing how it's assists us
  - Geraldton is a small Port and small group of Pilots
  - eMPX is totally customisable to your Port, this is just our version
- Our first contact with the eMPX team was in 2019
- Over many edits, the system was approved for use August 2020

MID WEST PORTS

Prior to the use of eMPX

- Passage plans were - individual, completed on the day, time consuming and not standardized as a Pilotage team
- Not sent to ship and Tugs days in advance
  - Information overload at MPX
  - Language barriers – more time needed
  - Small window for Master to compile questions
  - Less challenge and response from bridge team
  - Tugs not being used as an extension of the bridge team
- Triple handling of data



NOT TO SCALE
NOT FOR NAVIGATION

PLEASE TURN OUT ACCOMMODATION LADDER BEFORE ARRIVAL AT THE BERTH TO ALLOW FOR POSITIONING OF VESSEL.

Crew to stand clear of tugs' lines under tension.
Officers at fore and aft to call out clearing distances.
Before using engines at the berth, master to check with pilot that mooring boat is clear of propeller.
Avoid using centre Panama lead for head and stern lines to allow for tugs' use on departure.

Version 3.0 | 02 May 2023 | Objective ID A1456931

Mid West Ports Authority

MID WEST PORTS

Port Passage Plan - Port of Geraldton
Inbound Main Channel

VESSEL

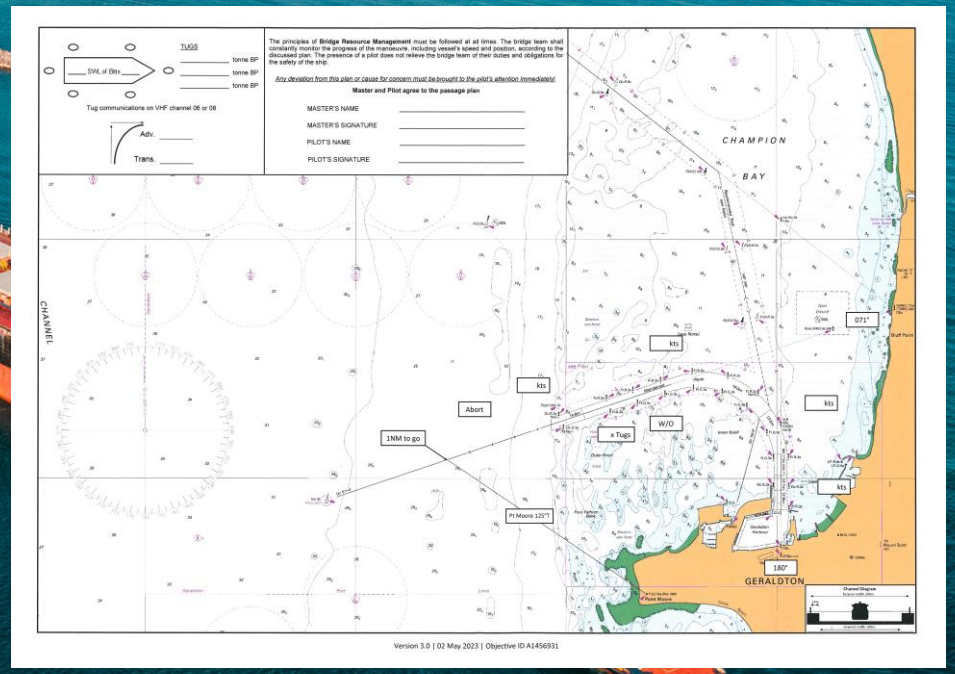
DRAFTS Fore Mid Aft Displacement

The equipment listed below was tested at hrs on / / and is in good working order.

LOA	Full	Pitch	Arrived		
Beam	Half	Starts	POB		
Bridge–Fwd	Slow	Astern	1st Line		
Bridge–Aft	D Slow	PPU	All Fast		
STUs	Critical Revs	Tugs	Pilot off		

ITEM	YES	NO	If "NO" give details
1. Has pre-supplied route been used for passage planning?			A / B
2. Main Engine tested Ahead/Astern			
3. Steering gear tested			
4. Are all steering gear motors running?			
5. Are both anchors ready for emergency (bar across)?			
6. Bridge to Fore and Aft communications			VHF / UHF
7. Whistle tested			
8. Gyro compass			Error
9. Engine Revolution indicator & Rudder indicator			
10. All bridge equipment tested and ok			
11. Master and OOW to monitor helm and vessel's position			
12. Other vessel movements discussed			
13. Bow-Stern Thruster			Limitations
14. Gangway			Ship / Shore
15. Can the ship achieve the full range of engine movements at any time, are there any restrictions to the rudder, are there any other conditions or defects which could affect pilotage?			
17. Demonstrate non-follow up steering			

WEATHER		PILOT'S CHECKLIST	
WIND		BRM PROCEDURE	☐
SWELL/SEA/TOTAL/MAX		PILOT CARD	☐
TIDE		MOORING PLAN	☐
CURRENT		DUKC or UKC	A = N/A ☐
SURGE		OTHER	



TUGS
Tug communications on VHF channel 06 or 08
Adv.
Trans.

The principles of Bridge Resource Management must be followed at all times. The bridge team shall constantly monitor the progress of the manoeuvre, including vessel's speed and position, according to the discussed plan. The presence of a pilot does not relieve the bridge team of their duties and obligations for the safety of the ship.

Any deviation from this plan or cause for concern must be brought to the pilot's attention immediately!

Master and Pilot agree to the passage plan

MASTER'S NAME
MASTER'S SIGNATURE
PILOT'S NAME
PILOT'S SIGNATURE

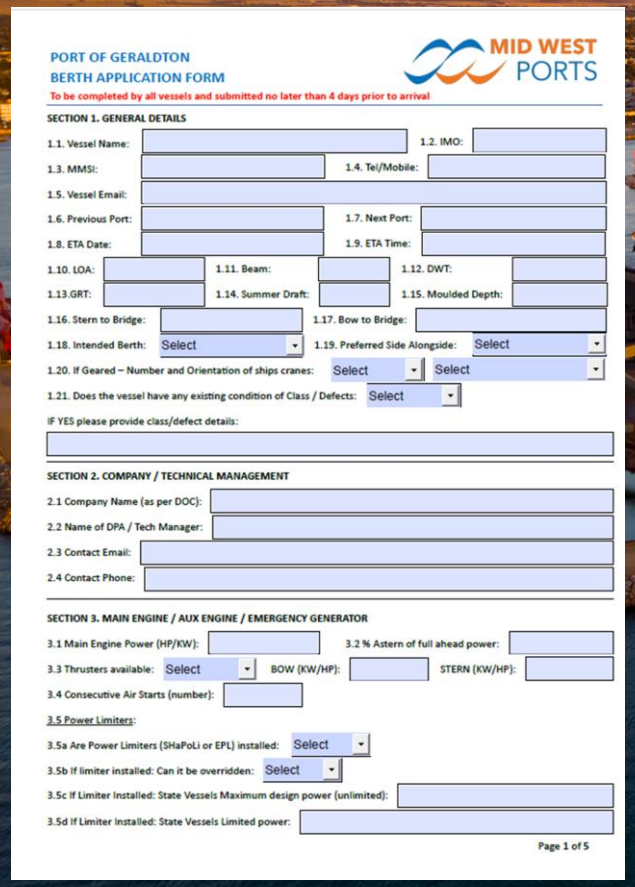
CHAMPION BAY
CHANNEL
GERALDTON
Abort
1NM to go
W/O
x Tugs
Pt Moore 125°T
071°
180°

Version 3.0 | 02 May 2023 | Objective ID A1456931

Positive outcomes of eMPX

- Bridge team able to run through MPX in own time and language
- Tugs Masters have the same plan as the ships Master days out from pilotage
- Majority of ships have the plan printed with Masters questions/ answers written down prior POB
- Agreed set of Standardized passage plans and berth approaches
- Completing the eMPX plan, it's like a JHA (job hazard analysis) – tasks, risks and how to mitigate those risks have been assessed prior to plan being sent. Then again on the day
- Auto risk assessments given throughout
- Last Pilot remarks
- Halved the information entry, now just a click away
- Additional simulation page for training

With the use of the Ports Berth App, ships pilot card and mooring diagram a eMPX plan can be created.



PORT OF GERALDTON
BERTH APPLICATION FORM
MID WEST PORTS

To be completed by all vessels and submitted no later than 4 days prior to arrival

SECTION 1. GENERAL DETAILS

1.1. Vessel Name: | 1.2. IMO:
1.3. MMSI: | 1.4. Tel/Mobile:
1.5. Vessel Email:
1.6. Previous Port: | 1.7. Next Port:
1.8. ETA Date: | 1.9. ETA Time:
1.10. LOA: | 1.11. Beam: | 1.12. DWT:
1.13.GRT: | 1.14. Summer Draft: | 1.15. Moulded Depth:
1.16. Stern to Bridge: | 1.17. Bow to Bridge:
1.18. Intended Berth: Select | 1.19. Preferred Side Alongside: Select
1.20. If Geared – Number and Orientation of ships cranes: Select Select
1.21. Does the vessel have any existing condition of Class / Defects: Select
IF YES please provide class/defect details:

SECTION 2. COMPANY / TECHNICAL MANAGEMENT

2.1 Company Name (as per DOC):
2.2 Name of DPA / Tech Manager:
2.3 Contact Email:
2.4 Contact Phone:

SECTION 3. MAIN ENGINE / AUX ENGINE / EMERGENCY GENERATOR

3.1 Main Engine Power (HP/KW): | 3.2 % Astern of full ahead power:
3.3 Thrusters available: Select | BOW (KW/HP): | STERN (KW/HP):
3.4 Consecutive Air Starts (number):
3.5 Power Limiters:
3.5a Are Power Limiters (SHaPoLi or EPL) installed: Select
3.5b If limiter installed: Can it be overridden: Select
3.5c If Limiter Installed: State Vessels Maximum design power (unlimited):
3.5d If Limiter Installed: State Vessels Limited power:

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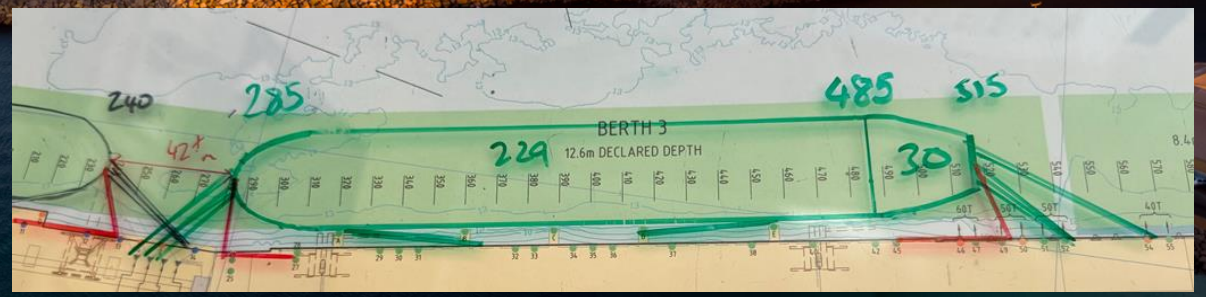


Res. A.601(15)

APPENDIX 1

PILOT CARD

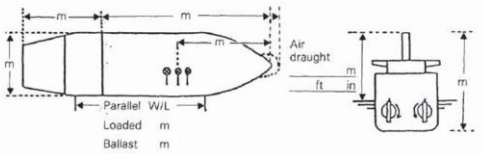
Ship's name _____ Date _____

Call sign _____ Deadweight _____ tonnes Year built _____

Draught aft ____m/____ft ____in, Forward ____m/____ft ____in, Displacement _____tonnes

SHIP'S PARTICULARS

Length overall ____m, Anchor chain: Port ____shackles, Starboard ____shackles,
Breadth ____m Stern ____shackles
Bulbous bow Yes/No (1 shackle = ____m/____fathoms)



Type of engine _____ Maximum power _____kW (_____HP)

Manoeuvring engine order	Rpm/pitch	Speed (knots) Loaded	Ballast
Full ahead			
Half ahead			
Slow ahead			
Dead slow ahead			
Dead slow astern		Time limit astern	_____min
Slow astern		Full ahead to full astern	_____s
Half astern		Max. no. of consec. starts	
Full astern		Minimum RPM _____	_____knots
		Astern power	_____% ahead

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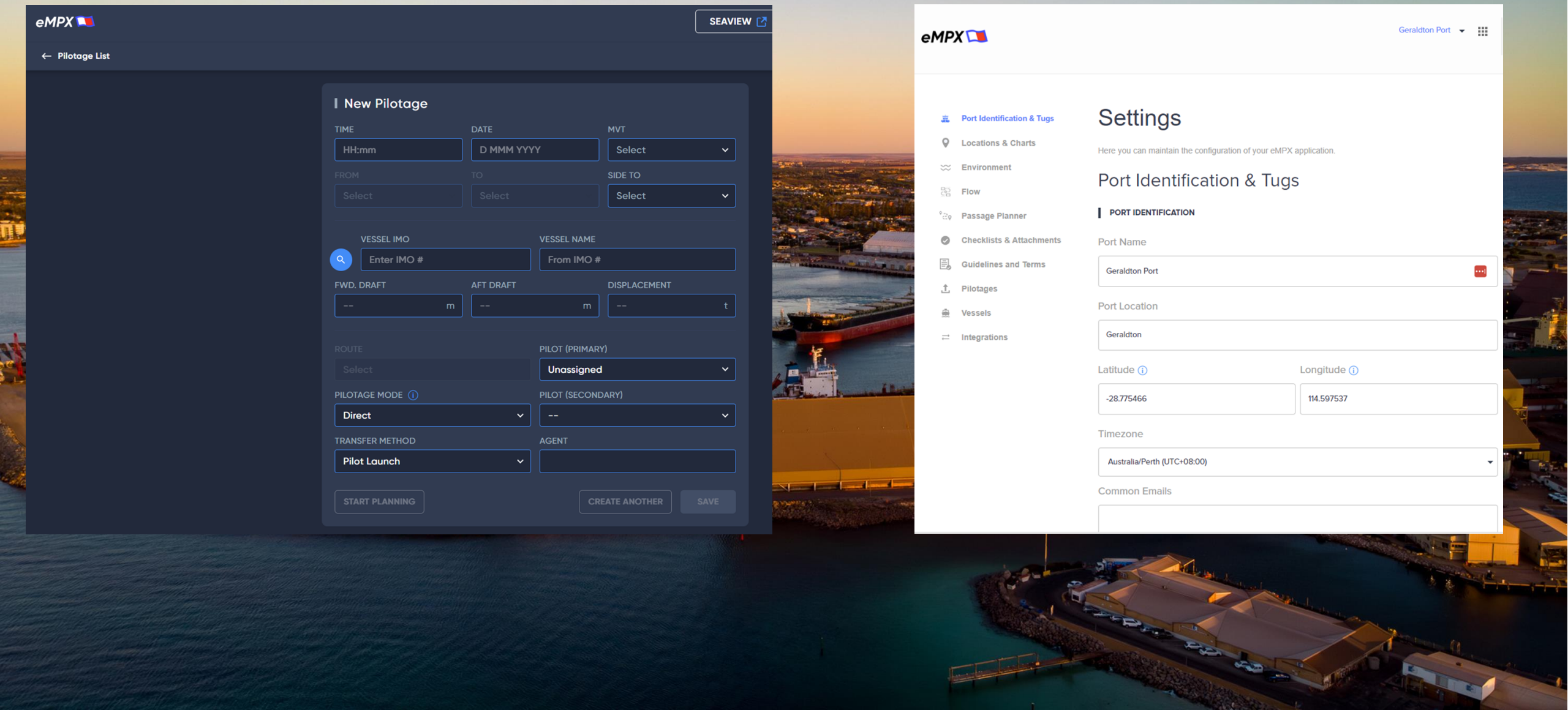
eMPX
SEAVIEW
Pilotage List
New Pilotage
TIME
HH:mm
DATE
D MMM YYYY
MVT
Select
FROM
Select
TO
Select
SIDE TO
Select
VESSEL IMO
Enter IMO #
VESSEL NAME
From IMO #
FWD. DRAFT
-- m
AFT DRAFT
-- m
DISPLACEMENT
-- t
ROUTE
Select
PILOT (PRIMARY)
Unassigned
PILOTAGE MODE
Direct
PILOT (SECONDARY)
--
TRANSFER METHOD
Pilot Launch
AGENT
START PLANNING
CREATE ANOTHER
SAVE
eMPX
Geraldton Port
Port Identification & Tugs
Locations & Charts
Environment
Flow
Passage Planner
Checklists & Attachments
Guidelines and Terms
Pilotages
Vessels
Integrations
Settings
Here you can maintain the configuration of your eMPX application.
Port Identification & Tugs
PORT IDENTIFICATION
Port Name
Geraldton Port
Port Location
Geraldton
Latitude
-28.775466
Longitude
114.597537
Timezone
Australia/Perth (UTC+08:00)
Common Emails

Questions & Answers

Questions & Answers

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