

**Title:** Amendment to Ports Procedures Manual

**Port:** PORT OF PORT LATTA

**References:** *Marine and Safety (Pilotage and Navigation)*, Regulations 2017, Reg 63(1)  
*Ports Procedure Manual*, June 2019, section 12.3 Port Latta

**Direction:** After review of current guidance documents to ensure continuity throughout the Ports section 12.3 Port Latta of the Current Ports Procedures Manual is hereby revoked and replaced with the following new section 12.3.

### Information:

#### 12.3 Port Latta

The Port of Port Latta is defined in the Marine and Safety (Navigation and Pilotage) Regulations 2017 as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centered at the outer extremity of the ore-loading jetty.

As Terminal Operator Grange Resources operates the single terminal loading and off-take facility of the port. The Port Latta ore loading facility and offshore berth is at the end of an 1800-metre-long jetty. All access to and from vessels at the Port of Port Latta is by boat.

##### 12.3.1 Pilotage Limit Line

The pilotage limiting line has a radius of 3 nautical miles and is centered at the outer extremity of the ore-loading jetty.

Pursuant to an exemption issued by MAST dated 21 August 2023, vessels are exempt from the requirement to employ a pilot when operating in the pilotage waters of Port Latta, subject to the conditions set out in that exemption. Those conditions include:

1. The vessel must not operate within 2.5 Nautical Miles from the shore or within 2 Nautical Miles from the outer extremity of the ore-loading jetty at the northern end of Crayfish Creek Beach;

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2. The vessel must take account of the information, advice and warnings issued by Port Latta VTS;
3. The vessel must comply with the requirements and instructions issued by Port Latta VTS unless contradictory safety or marine environment protection reasons exist.

Vessels must not proceed past the pilotage limiting line (unless instructed by VTS to do so), until pre-arrival and acceptability conditions have been met.

### 12.3.2 Pilot Boarding Ground (PBG)

The PBG is currently positioned at Lat 40°48.6 S Long 145°24.9 E. The PBG is that point as noted on the chart and boarding arrangements are to be confirmed with an arriving vessel by VTS following advice from the attending Marine Pilot.

### 12.3.3 Point of No Return (PNR)

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage. The PNR will differ for each vessel depending on its loaded state, drafts and propeller immersion taking into account the vessel's available main engine power.

### 12.3.4 Port Latta Provision of Marine Services

The Terminal Operator has entered into an agreement with Engage Marine Pty Ltd for Engage Marine Pty Ltd to provide the Terminal Operator with towage and pilotage services at the Port of Port Latta. Engage Marine Pty Ltd has subcontracted the provision of pilotage services to Tasmanian Ports Corporation Pty Ltd.

### 12.3.5 Port Latta Operating Parameters

The offshore berth is vulnerable to wind and swell from Westerly 270° (T) in a clockwise rotation through to Easterly 090°(T). Weather conditions can change quickly and as such due to the nature of the Port Latta open sea berth, vessels moored at Port Latta are to maintain Engines on 30 minutes notice.

Due to the variable nature of local weather conditions access to the vessel moored at the Port Latta offshore berth is only by boat and the Pilot is to remain on active duty on board the vessel.

### 12.3.6 Terminal Operator

The "Terminal Operator" is Grange Resources Limited, the entity responsible for the operation of the terminal, including the loading and/or unloading of vessels.

### 12.3.7 Communications and Responsibilities

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- I. Pilot Responsibilities whilst on board the loading vessel is to actively monitor both forecasted and actual weather conditions, noting that should weather conditions deteriorate or likely to deteriorate the pilot may decide if necessary to remove the vessel from the berth.

The TasPorts Harbour Master is responsible for exercising regulatory powers relating to the Pilotage function at Port Latta. Any communications with respect to the movement of vessels to and from Port Latta outside routine operation shall include the Harbour Master.

- II. At all times the Master remains liable and responsible for Mooring lines. If at any time the attending Pilot provides any feedback to the Master in relation to the maintenance of a safe mooring arrangement, this does not in any way give rise to any responsibility or liability on the attending Pilot's behalf or any claim against the attending Pilot or TasPorts notwithstanding any feedback being provided.
- III. Unless otherwise agreed by TasPorts, Pilots shall be booked by the vessel's agent as required for berthing and sailing the vessel. The Harbour Master has the authority to direct the removal of a vessel from the berth if circumstances so require, such as if the weather conditions present a risk to the vessel remaining alongside.
- IV. Loading Operations – The Terminal Operator shall inform the pilot/VTS immediately if the vessel is required to berth or sail at a time different to the booked time.
- V. The Pilot shall advise the Terminal Operator of the current and forecast weather conditions and the impact remaining alongside the berth will have on the safety of the vessel and terminal facility.

### 12.3.8 Acceptance of Nominated Vessels

- I. TasPorts Pilots accept the vessels on an operational basis only.  
The GA plan is used by the duty pilot to confirm the vessel has suitable mooring fittings (roller leads) and aft gangway is located at the accommodation.
- II. Agent shall complete a Movement Request via PortMate and submit to the TasPorts VTS for approval by the duty pilot. Access to or use of any part of the Port waters is prohibited unless and until the Movement Request is approved.

### 12.3.9 Criteria for accepting nominated vessels:

The Duty Pilot is to liaise with VTS, the Terminal Operator and agent regarding appointed shipping fixtures, review and conduct due diligence on the nominated vessels and give approval, rejection, or further query prior to their operational acceptance. For operational acceptance the nominated

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vessels must comply with the following criteria (as set out in the Terminal Operator’s document entitled “Grange/Engage Marine Port Latta Vessel Datasheet”).

### Ship Parameters

- I. **LOA**
  - i. Minimum - 165 meters – (restricted by the distance between dolphins)
  - ii. Maximum - 230 meters – (restricted by loader arm reach)
- II. **Beam**
  - i. Minimum - no minimum
  - ii. Maximum - 36 meters (loading arm restrictions)
- III. **Drafts**
  - i. Minimum - All vessels arriving at Port Latta must be ballasted sufficiently, including hold ballast to have minimum drafts [FWD] 2% of LOA and [AFT] with propeller immersed to 110%.
  - ii. Maximum - 16.0m + tide – 1.6m
  - iii. Drafts above this figure must be pre-calculated to allow for a 1.6 metre UKC at all times. The depth alongside is 16.0m + tide. Tidal ranges are predicted using Stanley from the Australian National Tide Tables.
- IV. **Air Draft and Ballast**
  - i. Panamax vessels must arrive in heavy ballast condition, including hold ballast, to facilitate vessel maneuvering and comply with air draft restrictions of 15.3m under the loader.

### Vessel Characteristics

- i. **Type of Hatch Covers**  
Vessels fitted with standard side rolling or fore and aft folding hatch covers only are acceptable. Due to vessel movement on the berth Vessels fitted with “Piggy Back” pontoon type covers that need to be lifted and stowed on top of another hatch cover are not to be accepted.
- ii. **Vessel Accommodation Ladder**  
Vessels must have an accommodation ladder located adjacent to the accommodation block to ensure safe access whilst alongside. Amidships accommodation ladders are unsuitable due to proximity of berth fenders.

### Mooring line Information

Number of mooring lines available forward:

- i. Handy class - 6 lines, 4 of which must be on winches

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- ii. Handymax vessel - 6 lines, 4 of which must be on winches
- iii. Panamax vessel - 7 lines, 5 of which must be on winches (includes the main deck back spring winch)

Number of mooring lines available aft:

- iv. Handy class - 6 lines, 4 of which must be on winches
- v. Handymax vessel - 6 lines, 4 of which must be on winches
- vi. Panamax vessel - 7 lines, 5 of which must be on winches (includes the main deck back spring winch)

Vessels must provide a mooring plan for forward and aft mooring stations showing lines, leads and winch arrangements.

### Mooring line (additional information)

- I. All lines for use at Port Latta are to be a minimum of 200m in length.
- II. Lines that sink will not be acceptable due to the possibility of fouling the vessels propeller during berthing.
- III. Vessels with LOA less than 225m, must have mooring lines at least 220m in length (to reach buoys and still turn up on the bitts).
- IV. All lines must be in good condition. With only ONE (1) joining splice in the length of the rope is allowed, other than the splices required for eyes at each end.

### 12.3.10 Vessel Manning – Adequate Manning

- I. **forward and aft** - The minimum required manning at each mooring station is an Officer plus 3 Ratings.
- II. **Bridge** - In addition to the Pilot, the minimum required manning of the bridge shall be, the Master, Officer of the watch, and a helmsman, minimum of 4.

### 12.3.11 Use of TUGS

#### Arriving Vessel - Berthing in Ballast

- I. 1 tug is standard for a vessel's initial arrival. Albeit, there may be occasions where the number of tugs to use is determined by the Duty Pilot who will be performing the berthing operation.
- II. If the second tug is required, maximum notice must be given to allow a crewed tug to be made available.

#### Berthing a Partly Loaded vessel

- I. 1 tug will be required to berth a partly loaded vessel except where;

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- II. 2 tugs will be required to berth the vessel where the maximum vessel draft exceeds 10.0m and/or, Loaded cargo by shore scale exceeds 1.125 x the total water ballast on board at arrival.

### 12.3.12 Weather Conditions and Berthing Reviews

- I. When the vessel's arrival is imminent, the Duty Pilot shall assess the weather pattern in detail and research weather maps and forecasts, to obtain an accurate assessment of berthing prospects. The Duty Pilot shall determine/assess whether a vessel is berthed (or left at anchor) due to current or expected weather conditions.
- II. Prior to the vessel's arrival, inform the Terminal Operator of the likelihood of berthing the vessel. If adverse weather conditions or forecast bad weather preclude berthing, the Pilot will set a time for next berthing review. Review times are generally 0700 and 1600 during winter months but can be adjusted during summer months to make best use of daylight to assess conditions.
- III. The Terminal Operator will communicate the berthing review time to necessary persons.
- IV. The Duty Pilot will set the timing of the next berthing review based on the forecast information available.
- V. The next weather and berthing review may be at any time in the next 24 hours at the discretion of the Duty Pilot but **will not be more than 24 hours** after the initial review. Any subsequent reviews will be at a period determined by the Duty Pilot but again **will not exceed 24 hours** between reviews.
- VI. The Duty Pilot will notify the Terminal Operator of the decision and timing of the next review.

### 12.3.13 Documents to be Taken to the vessel

The following is a list of current documents to be provided by the Pilot to the Master

- I. weather forecasts for the region for the period the vessel will be in port.
- II. Tide tables for the period the vessel will be in port.

### 12.3.14 Berthing

Prior to final approach to the berth, the attending Pilot must satisfy themselves that the vessel is as stated on the Vessel Data Sheet and therefore suitable in all ways to proceed to the berth and commence loading operations.

If any deficiencies become apparent and are of sufficient seriousness to cause the berthing to be delayed or cancelled, the Terminal Operator and Harbour Master (via VTS) are to be notified immediately.

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Prior to the PNR and before entering the buoyed area, the attending Pilot shall establish communications with attending tugs and lines boats and advise them of the intended berthing procedure.

Vessels are generally berthed PST when prevailing weather conditions have a predominantly westerly component, or SST when weather is predominantly easterly.

The vessel should be positioned approximately 3 metres parallel from the dolphins once all fast.

### 12.3.15 Completion of Berthing Operation/Vessel in Off-Shore moored position

- I. Pilot to advise Port Latta VTS and Terminal Operator when the vessel is all fast.
- II. The pilot will remain on board the vessel to monitor weather conditions and the safety of the vessel.
- III. The Master shall, at all times, ensure that the vessel remains in a sea-going condition, and that engines remain on 30 minutes readiness.
- IV. Clear communication should be established from the Deck to the Bridge.
- V. Vessel staff must continually monitor moorings and attend mooring stations as required.

### 12.3.16 At completion of Loading

The Pilot will:

- I. ensure lines boats and tugs are briefed to attend in good time;
- II. when informed by the Master that the vessel is ready for sailing, discuss and complete the Master pilot exchange;
- III. proceed to sail the vessel; and
- IV. when vessel is safely clear of the berth area, leave the vessel by boat, with the agent and any other authorized persons to go ashore.

### 12.3.17 Adverse weather during loading

If current weather deteriorates or the forecast indicates a probable need to remove the vessel from the berth, the attending Pilot will:

- I. inform the vessel's Master of the situation and the need to leave the berth;
- II. contact Tug/ Terminal Operator to have lines boats and tug in attendance as soon as possible;
- III. advise Port Latta VTS (who in turn will advise Duty Harbour Master and Agent) that the Vessel will be departing (or has departed) the berth due to adverse weather conditions;
- IV. discuss departure plan with the vessel's Master;
- V. advise Tug and lines boat crew of the departure plan.

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After departure of a vessel to anchor, the Pilot will: -

- I. determine a time for the next assessment of weather and berthing prospects depending on the weather forecast and discuss with the Terminal Operator as necessary;
- II. advise the vessel when the next assessment will occur.

### 12.3.18 BERTHING AFTER A PERIOD OF ADVERSE WEATHER

As per section **12.3 12 Weather Conditions and Berthing Reviews**, The Pilot will advise the Terminal Operator when it is safe to berth the vessel following a period of adverse weather.

### 12.3.19 Vessel completion of loading at Low Tide.

The minimum Under Keel Clearance (UKC) required to be maintained by all vessels in Port Latta is 1.6 metres. Loading is to be stopped in ample time to pass the low water maintaining 1.6m (or more if appropriate) UKC.

### 12.3.20 Tugs and Lines Boats (ALWAYS AVAILABLE and on 30 Minutes Notice)

- I. At all times when a vessel is in the Offshore berth, the tugs will be moored or anchored close by and available at a maximum of 30 minutes' notice.
- II. Boat crews will be living on site and will be available at a maximum of 30 minutes' notice.

### 12.3.21 Lifeboat and Rescue Boat Drills

Vessels are not permitted to undertake launching of lifeboats or rescue boats whilst made fast on the buoys other than for the purposes of providing immediate assistance in the event of a person falling overboard or in the event of the requirement to abandon ship.

### 12.3.22 ISPS Security Procedures

Port Latta is a security regulated port. The Terminal Operator is responsible for the Maritime Security Plan.

### 12.3.23 Reporting of Accidents / Incidents.

In the event of an accident, the Pilot will inform as soon as possible using the standard reporting system and templates;

- I. Terminal Operator representative.
- II. TasPorts Harbour Master.
- III. Marine and Safety Tasmania (as required).
- IV. Australian Transport Safety Bureau (as required).

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*End Section*

I make this direction under the *Marine and Safety (Pilotage and Navigation) Regulations 2017* (Tas), regulations 31(2) and 63(1) (“Regulations”), as an authorised person appointed by the Marine and Safety Authority (pursuant to an Instrument of Appointment dated 28 June 2012) under section 44 of the Marine and Safety Authority Act 1997 (Tas).

If any person to whom this direction applies, does not comply with this direction, that person may be subject to penalty in accordance with regulations 31(3) and 63(3) of the Regulations.

*“Electronically authorised”*

Captain A. Michael Wall  
**Harbour Master**

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