

16.39 Barney Point Wharf Passing Vessel Interaction Prevention

24 June 2014

To Whom It May Concern



BARNEY POINT WHARF PASSING VESSEL INTERACTION PREVENTION

1. In April 2012 Gladstone Ports Corporation met with key stakeholders regarding Vessel Interaction at Barney Point and how best to mitigate the risk of vessels pulling away from the Berth, during passing by a deep draft vessel. The result of this meeting was a Memorandum, issued by GPC detailing additional requirements for vessels berthed alongside Barney Point when all of the following conditions are met:
 - a. Vessel passing Barney Point Wharf is >14.0m draft
 - b. Vessel at Barney Point Wharf is >13.5m deepest draft
 - c. Length Overall of vessel at Barney Point Wharf is >225m
 - d. Beam of vessel at Barney Point Wharf is \geq 32m

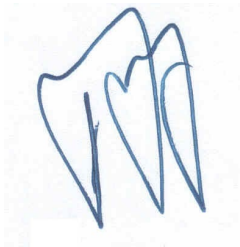
2. The requirements to be implemented when all the above conditions are met are:
 - a. A pilot is to be on board 30 minutes prior to the vessel passing,
 - b. A tug is to be ready to engage 30 minutes prior to the vessel passing and remain ready until the vessel has passed and is clear,
 - c. The vessel crew should tension lines and put them on the brake 30 minutes prior to the vessel passing and be clear of the deck 10 minutes prior, and
 - d. The gangway is to be raised until the vessel has passed and is clear.

3. In view of the continued risk of vessel interaction at Barney Point and to maintain safety, I am writing to advise that the decisions from the April 2012 meeting remain extant and that charges incurred will be sent to the Shipping Agency of the ship alongside Barney Point.

4. In addition since the introduction of the requirements of the Memorandum in 2012, additional requirements have been implemented to further mitigate risks. These include the requirement for vessels to have the starboard side anchor lowered underfoot at all times while made fast and for vessels to maintain 1.0m Under Keel Clearance at all times while alongside. These requirements will also continue to be enforced.

5. For your information, vessels berthing at Barney Point and the Clinton Coal Terminal are presented with a direction from myself by the Pilot on-board when they arrive. This direction lists the requirements for vessels alongside both facilities. A copy of this form is also enclosed.
6. Please don't hesitate to contact me any further information.

Yours faithfully,



John Fallon
Regional Harbour Master – Gladstone

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