

The following has been released in relation to a request for information relating to TT-Line.

From: [Anthony Donald](#)
To: [Limkin, Craig](#); [Bernard Dwyer](#)
Subject: TT line contingency berth notes
Date: Thursday, 9 May 2024 12:45:47 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Bernarda and Craig

s35 [Redacted]

s35 [Redacted]

thanks

Anthony Donald

Chief Executive Officer

Out of scope [Redacted]

Anthony.Donald@tasports.com.au

TasPorts | 90-110 Willis Street, Launceston, TAS, 7250



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From: [Anthony Donald](#)
To: [Limkin, Craig](#); [Bernard Dwyer](#)
Subject: FW: TT line contingency berth notes
Date: Thursday, 9 May 2024 4:11:34 PM
Attachments: [image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image001.jpg](#)

Good afternoon

Please see below comments from the Harbour Master.

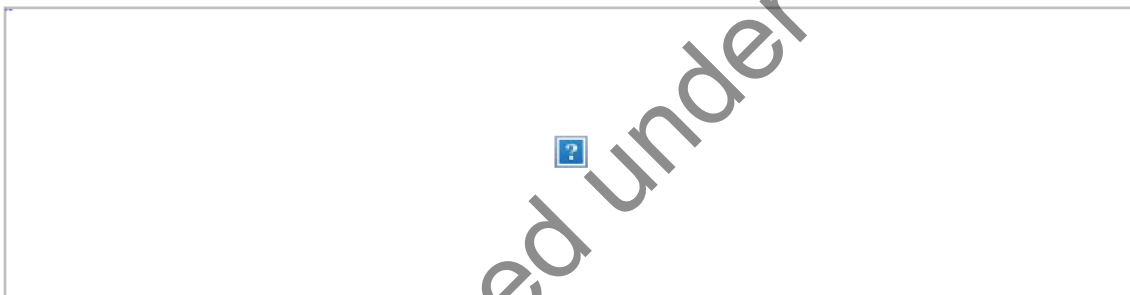
Any queries please let me know, thanks

Anthony Donald
 Chief Executive Officer

Out of scope

Anthony.Donald@tasports.com.au

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From: [Out of scope](#) @tasports.com.au>
Sent: Thursday, May 9, 2024 4:05 PM
To: Anthony Donald <Anthony.Donald@tasports.com.au>
Cc: [Out of scope](#) @tasports.com.au>
Subject: RE: TT line contingency berth notes

Hi Anthony, [Out of scope](#),

Suggested changes to the tables as follows.

Berth 1 East Parameters:

[s35](#)
 [Redacted]
 [Redacted]

s35

Other Berths considered:

Out of scope

Anthony would you be happy with the following text as an advisory note?

s35

Regards,

Out of scope

Out of scope

Harbour Master

Out of scope

Out of scope @tasports.com.au

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From: Anthony Donald <Anthony.Donald@tasports.com.au>

Sent: Thursday, May 9, 2024 2:28 PM

To: **Out of scope** <[\[redacted\]@tasports.com.au](mailto:[redacted]@tasports.com.au)>

Subject: TT line contingency berth notes

For your comments

thanks

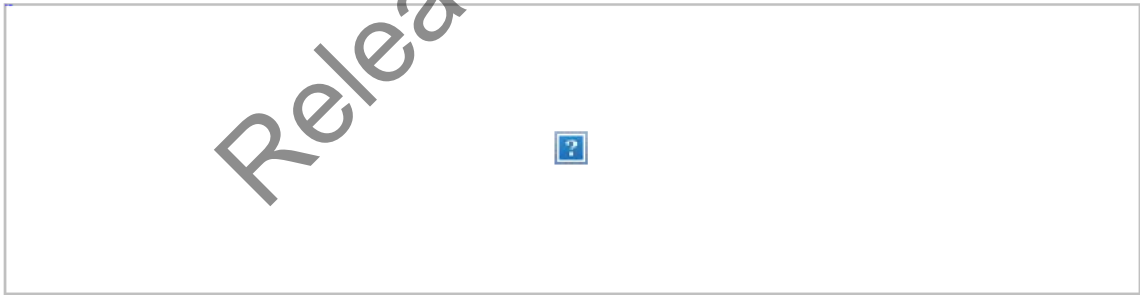
Anthony Donald

Chief Executive Officer

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Anthony.Donald@tasports.com.au

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Out of scope

On 12 May 2024, at 08:56, Bernard Dwyer
<bernard.dwyer@spiritoftasmania.com.au> wrote:

I am attaching our response to the data received last Thursday.

s35
[Redacted content]

Regards,

BD

Bernard Dwyer
Managing Director / Chief Executive Officer

SPIRIT OF TASMANIA
The Esplanade P.O.Box 168E
East Devonport TASMANIA 7310

P: **Out of scope** | F: +61 3 6427 0588

QuayLink Contingency Berth paper

Saturday 11th May

Dear Anthony,

I have reviewed the latest advice from TasPorts (received 10th May) and don't believe we still have sufficient information to conduct a comprehensive risk assessment.

We have received numerous documents from TasPorts containing information on berthing restrictions, parameters and required berth upgrades that would be applicable before a vessel of SOT4's size could be assessed. However, a **single** document containing **all** of the issues identified so far including more accurate advice on the timing of each phase of works and in addition, the impact on our schedule as a result of these works is still required.

We have previously advised TasPorts that TT Line will not be modifying SOT4 to accommodate short term operations nor will we allow any part of our vessel to exceed safe design parameters.

Below are our latest comments on the latest paper received yesterday;

Berth 1 East

- "Berthing Limit" states SOT4 must not be at berth when SeaRoad are arriving or departing. During our last Simulation exercise we conducted a trail of moving SOT4 from Berth 1 East down to Terminal 3 wharf (just to moor) allowing the SeaRoad vessel to leave the berth, depart and SOT4 to return to Berth 1East. This without delays took two hours berth to berth. This additional time will have a significant impact on our Crew's hours of rest and fatigue which in turn has severe safety implications. The additional risk to Crew the Vessel and the Port for these extra manoeuvres will need to be assessed separately.
- 8 – 12 months required for bollard upgrades
- 8 – 12 months required for ramp extension
- Tide limit requires further explanation, "Consideration of Tolerance" what exactly does this mean? The Harbour Master's requirements for minimum under keel clearance of 30cm is not negotiable. TasPorts Project also need to understand it's virtually impossible to operate a vessel even keel. Our current vessels operate with a constant stern trim of between 20 and 30cm. TasPorts need to advise how such a trim on SOT4 will affect the "16% of the year".
- "Current fenders allow for SPOT4 allowable hull and sponson pressure", is this based on the berthing angle of zero? This is achievable at times but given the constant variable operating parameters, cannot be assumed as a constant. There was no mention of fender length and the potential of damage to SOT4 sponson and fenders at lower tides.

Berth 2 East

- All operations to be subject to SeaRoad agreement, SeaRoad's vessels are more susceptible to adverse weather and at times run late, this could render our service unreliable. Please remember that the SeaRoad vessels are substantially slower than TT-Line (current and new) and by that virtue cannot be the primary hinge on timings.
- There is no information on operational restrictions
 - Limiting weather – needs more detail not just from the East.
 - Ship movement sponson to fender interaction
 - Potential for hull pressure limits being exceeded
- The stern buffer would need to be demolished without impeding SeaRoad, how would this be achieved?
- A new fender design and be constructed to suit SOT4, how long will this take?
- "Stern quarter berthing would need to be an operation control" explanation required as we do not know what this point is making?
- Scour protection to 2E? will this impact vessel access or operation, if so how much?
- No allowance for bunkering and of course this is totally unacceptable.

Much more work has been completed in considering Berth 1 East, Berth 2East is full of uncertainty, assumptions and "further reviews required".

There has been nothing in this document to suggest we're any closer to determining a safe and efficient alternative for SOT4 whilst we wait for the completion of Terminal 3 either in full or temporarily at grade.

Regards

Richard Hall

GMMO

Bernard Dwyer

MD / CEO

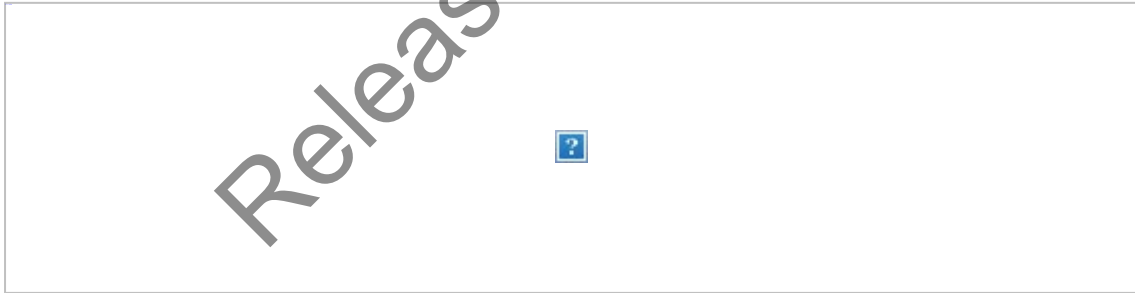
From: [Anthony Donald](#)
To: [McIntyre, Denise](#)
Subject: FW: TasPorts Data Received
Date: Monday, 13 May 2024 6:59:55 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
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Duplicate

FYI

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Anthony Donald
Chief Executive Officer

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Anthony.Donald@tasports.com.au
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Duplicate

From: [Bernard Dwyer](#)
To: [Limkin, Craig](#)
Cc: [Mike Grainger](#); **Out of scope**
Subject: Clarification of TT-Line request.
Date: Wednesday, 12 June 2024 4:00:50 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image007.jpg](#)
[image008.jpg](#)
[image009.jpg](#)
[image010.png](#)

Good afternoon Craig

As discussed during our recent phone call, after in depth consideration of the potential issues impacting the progression of the construction of the Devonport Terminal 3 project prior to the award of the construction contract at the recent Board meeting, Directors resolved to require written confirmation from Government that the Company will be permitted to continue to use a modified Berth 1 in the interim for the new vessels until the completion of Berth 3.

As also noted, this interim solution will require that SeaRoad vessels be moved further south on Berth 2 in order to facilitate the unimpeded efficient operation of the new vessels from Berth 1 and without impacting on the safety of the new vessels or any personnel.

This confirmation will enable the Company to finalise the terms, milestones and cost of the Terminal 3 project leading into the award of the contract to the preferred contractor with greater commercial and timeframe certainty.

Please do not hesitate to contact me if you wish to discuss any of the above.

Regards,

BD

Bernard Dwyer
 Managing Director / Chief Executive
 Officer



T: **Out of scope** Spirit of Tasmania
M: **Out of scope** Esplanade (PO Box 168E)
E: bernard.dwyer@spiritoftasmania.com.au East Devonport TAS 7310
W: spiritoftasmania.com.au

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Out of scope

From: Bernard Dwyer <bernard.dwyer@spiritoftasmania.com.au>
Sent: Friday, June 21, 2024 8:33 AM
To: Anthony Donald <anthony.donald@tasports.com.au>
Cc: Limkin, Craig <Craig.Limkin@stategrowth.tas.gov.au>; Richard Hall <richard.hall@spiritoftasmania.com.au>; **Out of scope** [REDACTED]@spiritoftasmania.com.au>
Subject: To-line new vessels temporary berth in Devonport at Berth 1

Good morning Anthony,

As mentioned earlier this week TT-Line have documented the parameters we see needed at Berth 1 which has been discussed over the past several weeks.

Please let me know if there is any clarification required.

Regards,

Bernard Dwyer
TT-Line

Released under RTI

19 June 2024

Mr Anthony Donald
 Chief Executive Officer
 Tasmanian Ports Corporation Pty Ltd
 PO Box 90-110 Willis Street
 LAUNCESTON TAS 7250

Tasmania (Head Office)

Esplanade (PO Box 168E)

East Devonport Tasmania 7310

Tel: 03 6419 9000

Victoria

Dear Anthony,

Re: TT Line's requirements for SOT4 and 5 to safely operate from Berth 1 East Devonport

During the discussions between TT Line, TasPorts Project Team and TasPorts Harbour Master there were numerous items raised which required implementation or upgrade in order for SOT4 and 5 to safely operate whilst still remaining serviceable for our existing vessels. TT Line need to be satisfied that the operational parameters for SOT4 and 5 are the same as they currently are for our existing vessels i.e. no additional restrictions.

For the sake of good order TT Line would like to confirm the required berth 1 east upgrades previously agreed and ask that TasPorts provide details on how they intend to address each item.

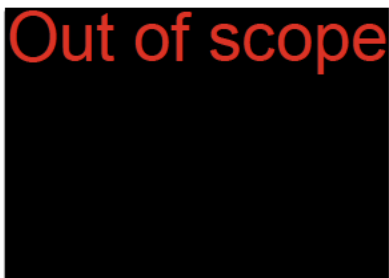
- SeaRoad vessel operation will be moved at least 34m to the south of #2 East, a barge will be utilised as a temporary ramp until Terminal 3 has been completed and SOT4 and 5 can relocate to that terminal. This will avoid the need to vacate the berth for SeaRoad vessel arrivals and departures and ensure no vessel overhang.
- The walkway over the water at the southern end of berth 1 to be extended as far to the south as possible and at the southernmost point a dolphin to be installed with bollards (approximately 30m further to the south than the existing southern bollard) of sufficient SWL to enable SOT4 to remain safely moored in all prevailing conditions expected in Devonport (as per existing vessels).
 Mooring bollards shall be arranged / upgraded such that SOT4 or 5 will not be required to utilise thrusters or tugs to remain safely berthed. Consideration must also be made for the potential interaction effect as other vessels operate in close quarters (Liekut caused our existing vessels to surge 3 times in 12 months).
- The fendering system requires a full upgrade, SOT4's rubbing strake must remain in contact with fenders at all states of tide. Fenders must be installed taking into consideration the maximum hull pressure with special consideration for fenders at the southern end of the wharf which will be exposed to greater energy absorption requirements and mooring loads due to vessel overhang, again maximum hull pressures and range of sponson elevations must be taken into account. The West stern fender is currently not in operation and would need to be reinstated.

- Upgrade the stern fender system to ensure this is suitable for berthing of existing vessels and structurally sound for the larger vessels. whilst remaining compatible with sponson pressure limitations and elevation range of the stern sponson of new and old vessels. The western stern fender is also currently not in place and needs to be checked for compatibility with new vessel ramps.
- The sheet pile wall edge structure must remain stable during this extended operational period.
- The existing deck 3 shore ramp extension, this must accommodate both new and existing vessels.
- It shall be agreed that our new vessels may be required to utilise up to 100% of side thruster power but no more than 60% main engine power.

We would also like TasPorts to confirm their earlier statement that none of the above modifications to berth 1 or 2 east will impact on our normal operating schedule.

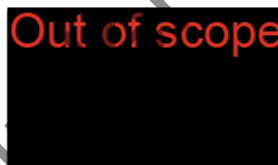
Kind regards,

Out of scope



Bernard Dwyer
Chief Executive Officer

Out of scope



Richard Hall
General Manager Marine Operations

Released under RTI

From: [Anthony Donald](#)
To: [Limkin, Craig](#); [Bernard Dwyer](#)
Subject: FW: TT-Line Mooring Dolphin / Berth 2 Guide Dolphin
Date: Tuesday, 6 August 2024 1:06:57 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

FYI – please see below, **section 35**

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thanks

Anthony Donald
Chief Executive Officer

Out of scope
Anthony.Donald@tasports.com.au
TasPorts | 90-110 Willis Street, Launceston, TAS, 7250



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From: **Out of scope** [Redacted]@tasports.com.au>
Sent: Tuesday, August 6, 2024 12:55 PM
To: Anthony Donald <Anthony.Donald@tasports.com.au>; **Out of scope** [Redacted]@tasports.com.au>
Cc: **Out of scope** [Redacted]@tasports.com.au>

Subject: TT-Line Mooring Dolphin / Berth 2 Guide Dolphin

Hi Anthony and Out of scope,

s35
[Redacted]

[Redacted]

Regards,

Out of scope
[Redacted]

Out of scope
[Redacted]

Out of scope [@tasports.com.au](mailto:[Redacted]@tasports.com.au)

TasPorts | Level 5, Marine Board Building, 1 Franklin Wharf, Hobart, TAS, 7000



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