Harbour Master's Directions for port of Melbourne

Edition 13.1 – September 2023

PORTS VICTORIA

Approval

Date	Name and title	Signature
28 September 2023	Warwick Laing Harbour Master	

Contents

Section 1: Introduction

1.1. Preamble

This publication supersedes and replaces the Harbour Master's Directions – September 2022, 13th edition.

1.1.1. Port Information Guide

The companion publication to the Harbour Master's Directions is the Port Information Guide which contains information for port users presented in the format endorsed by the International Harbour Masters' Association.

The Port Information Guide provides further information and details of additional requirements with which Masters, ships' agents and vessel operators may have to comply as a result of rules and regulations imposed by such organisations as EPA Victoria, Port of Melbourne, Australian Maritime Safety Authority (AMSA) and Australian Border Force.

1.1.2. Users to ensure they are referring to the most up to date version of the Harbour Master's Directions

The current version of this publication is available on the Ports Victoria website. The document may be amended from time to time as required.

Changes which affect the *Harbour Master's Directions* are disseminated by Notices to Mariners, which are also available on the Ports Victoria website.

Users are responsible for ensuring they are referring to the latest version of this publication, noting that any printed copy is an uncontrolled document.

1.2. Disclaimer

The information and material contained in this publication has been compiled by Ports Victoria for use by port users. Ports Victoria 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 Commonwealth or State Acts, ordinances, rules or regulations.

1.3. Ports Victoria

Ports Victoria is a Victorian Government statutory authority, managing maritime navigation and operational safety for Victoria's commercial ports, keeping them connected with the world.

Ports Victoria started operations on 1 July 2021, created from its two predecessor organisations through a Transport Restructuring Order. The *Transport Legislation Amendment (Port Reforms and Other amendments) Act 2022* (Vic) amended the *Transport Integration Act 2010* (Vic) (TIA) to incorporate Ports Victoria's functions on 1 July 2022.

Ports Victoria is embedded in legislation including in the TIA, *Marine Safety Act 2010* (Vic) (MSA), and *Port Management Act 1995* (Vic). Under the TIA, Ports Victoria has the following objects:

> *The main objects of Ports Victoria are to manage, and support the management of, port of Melbourne waters, channels in port of Melbourne waters, regional port waters and channels in regional port waters for use on a fair, safe and efficient basis consistent with the vision statement and transport system objectives.*

These objects under the TIA include:

- Promote and facilitate trade through commercial trading ports and local ports
- Support the strategic planning and development of the Victorian Ports System
- Participate in emergency management at the State level

- Undertake operational activities, including asset management and project management in relation to the Victorian Ports System
- Provide technical and consultancy services in relation to the Victorian Ports System

Ports Victoria's objects are to be achieved through the delivery of the following functions:

- For port land, waters and infrastructure for which Ports Victoria is responsible:
  - Establish, provide and maintain port systems and infrastructure
  - Manage and develop, or enable the management and development of port land and infrastructure
  - Provide and maintain navigation aids and marine safety infrastructure
- Provide navigational control and safety services in State waters other than port waters
- Provide oversight of the operational performance of Harbour Masters in Victorian port waters so that marine safety and navigation functions are reliably and consistently applied across the Victorian Ports System
- Establish, manage, dredge and maintain channels in port waters in commercial trading ports
- Generally direct and control the movement of vessels in Melbourne waters and regional port waters
- Provide advice and information to port managers in relation to the integrated planning, development, management and promotion activities
- Engage Harbour Masters in accordance with the MSA
- Develop standards and codes for navigation safety in relation to the Victorian Ports System
- Promote the sustainable growth of trade carried out through the Victorian Ports System
- Develop and facilitate the development of the cruise ship industry in Victoria
- Licence towage and pilotage service providers.

Pursuant to *Marine Order 64 (Vessel Traffic Services) 2022*, issued by the Australian Maritime Safety Authority (AMSA), Ports Victoria is also the Vessel Traffic Services (VTS) Provider.

All shipping movement within port waters is governed by the requirements of Harbour Master's Directions and is controlled by the Harbour Master through Melbourne VTS (located at the Port Operations Control Centre, Fishermans Bend) and Lonsdale VTS.

1.4. Marine Safety Act 2010 (Vic)

The *Marine Safety Act 2010* (Vic) commenced on 1 July 2012 and its purpose is to provide for safe marine operations in Victoria. Among other things, the Marine Safety Act highlights marine safety as a shared responsibility with all parties having an obligation and duty to act safely.

Pursuant to section 14, the objects of the Marine Safety Act are to promote:

- the safety of marine operations
- the effective management of safety risks in marine operations and in the marine operating environment
- continuous improvement in marine safety management
- public confidence in the safety of marine operations
- involvement of relevant stakeholders in marine safety
- a culture of safety among all participants in the marine operating environment.

1.5. Harbour Master

Ports Victoria engages a licensed Harbour Master for the port waters of the port of Melbourne in accordance with Chapter 6 of the Marine Safety Act. Ports Victoria is also empowered to authorise persons to act as Assistant Harbour Masters, in accordance with section 229 of the Marine Safety Act.

Pursuant to section 230 (1) of the Marine Safety Act, the functions of a Harbour Master are as follows:

- to control and direct vessels entering and leaving the waters for which he or she has been engaged, including the time and manner of doing so
- to control and direct the navigation and other movement of vessels in those waters
- to control and direct the position where and the manner in which any vessel may anchor or be secured in those waters
- to control and direct the time and manner of the taking in or discharging from any vessel of cargo, stores, fuel, fresh water and water ballast in those waters
- to control and direct the securing or removal of any vessel in those waters in, from or to any position the Harbour Master thinks fit
- any other functions conferred on Harbour Masters by or under the Marine Safety Act or any other Act.

Pursuant to section 230 (2) of the Marine Safety Act, a Harbour Master must carry out his or her functions under subsection (1) in a manner

- that ensures the safety of persons and the safe operation of vessels
- that minimises the effect of vessel operations on the environment.

Pursuant to section 231 of the Marine Safety Act, a Harbour Master has all the powers that are necessary and convenient to enable him or her to carry out the functions given to the Harbour Master under the Marine Safety Act or any other Act.

1.6. Harbour Master's Directions (HMDs)

Section 232 of the Marine Safety Act provides a Harbour Master with the power to give written and/or oral directions for or with respect to vessels entering or within waters for which the Harbour Master has been engaged. The Harbour Master's Directions set out in this document are made pursuant to section 232 of the Marine Safety Act in relation to the port waters of the port of Melbourne.

Pursuant to section 237 of the Marine Safety Act, it is an offence for the Master of a vessel, without reasonable excuse, to refuse or fail to comply with a direction of the Harbour Master.

A Pilot who has the conduct of a vessel in Pilot required waters must not, without reasonable excuse, refuse or fail to comply with any direction given under section 232 to the Pilot by the Harbour Master.

In complying with these directions all vessels, or the owner, Master, crew or Pilot thereof, must have due regard to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved.

Any deviation from these directions must be reported in writing to the Harbour Master by the Master of the vessel (and the Pilot if the vessel is under the advice of a Pilot) as soon as it is safe and practicable to do so.

1.6.1. Application of Harbour Master's Directions

These Harbour Master's Directions apply to all vessels operating in port waters of the port of Melbourne.

Applicable Harbour Master's Direction sections detailed in Table 1(a) below for recreational vessels.

Table 1(a) Harbour Master's Directions for recreational vessels

Vessel category	Sections applicable
• Recreational vessels <50 m LOA • Vessels <50 m LOA operated by schools, not for-profit organisations or community groups (non-domestic commercial vessels)	**Section 2 (General)** **Section 5 (Recreational vessels with LOA <50 m)**

For all other vessels, applicable Harbour Master's Directions and VTS requirements detailed in 1.7.7 Table 1(b).

1.7. Vessel Traffic Services (VTS)

1.7.1. VTS Instrument of Authority

On 11 April 2022, AMSA issued a Vessel Traffic Services (VTS) Provider Instrument of Authority to Ports Victoria, certifying that Ports Victoria is an authorised VTS Provider under *Marine Order 64 (Vessel Traffic Services) 2022* with responsibilities to manage, operate and coordinate VTS in the VTS Area.

This instrument of authority sets out objectives and standards with respect to the provision of reports or information about a vessel's identity or passage and to comply with instructions from a VTS Provider for the movement of vessels.

1.7.2. VTS objectives

The 3 general objectives of the VTS are:

a. to discharge Ports Victoria's responsibilities for navigational safety

b. to comply with the applicable Victorian, Australian, and international laws and conventions and Ports Victoria's Harbour Master's Directions

c. to provide a Vessel Traffic Service on a continuous 24-hour basis to improve safety of life at sea, the safety and efficiency of vessel navigation, and the protection of the marine environment, the adjacent shore area and worksites from possible adverse effects of maritime traffic

1.7.3. Senior Vessel Traffic Services Officer (SVTSO)

Ports Victoria is authorised to discharge VTS responsibilities in the VTS Area pursuant to the Ports Victoria Instrument of Authority.

The SVTSO is the Assistant Harbour Master on duty and has the authority of the Harbour Master to direct and control vessels in port waters of the port of Melbourne pursuant to the Marine Safety Act 2010.

1.7.4. Vessel Traffic Services Officer (VTSO)

A VTSO is an appropriately qualified person who is engaged and authorised by the VTS Provider to perform one or more of the VTS tasks and activities constituting the VTS.

1.7.5. Purpose of VTS

The purpose of VTS is to contribute to the safety of life at sea, improve the safety and efficiency of navigation and support the protection of the environment within a VTS area by mitigating the development of unsafe situations through:

- providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making
- monitoring and managing ship traffic to ensure the safety and efficiency of ship movements
- responding to developing unsafe situations.

1.7.6. VTS Area and VTS communications

The Ports Victoria VTS Area is depicted in Chartlet 1(a). This area is separated at Latitude 38° 05' S. The designated VTS working frequency is VHF Channel 12.

Vessels should use callsign 'Melbourne VTS' when operating north of 38° 05' S and callsign 'Lonsdale VTS' when operating south of 38° 05' S.

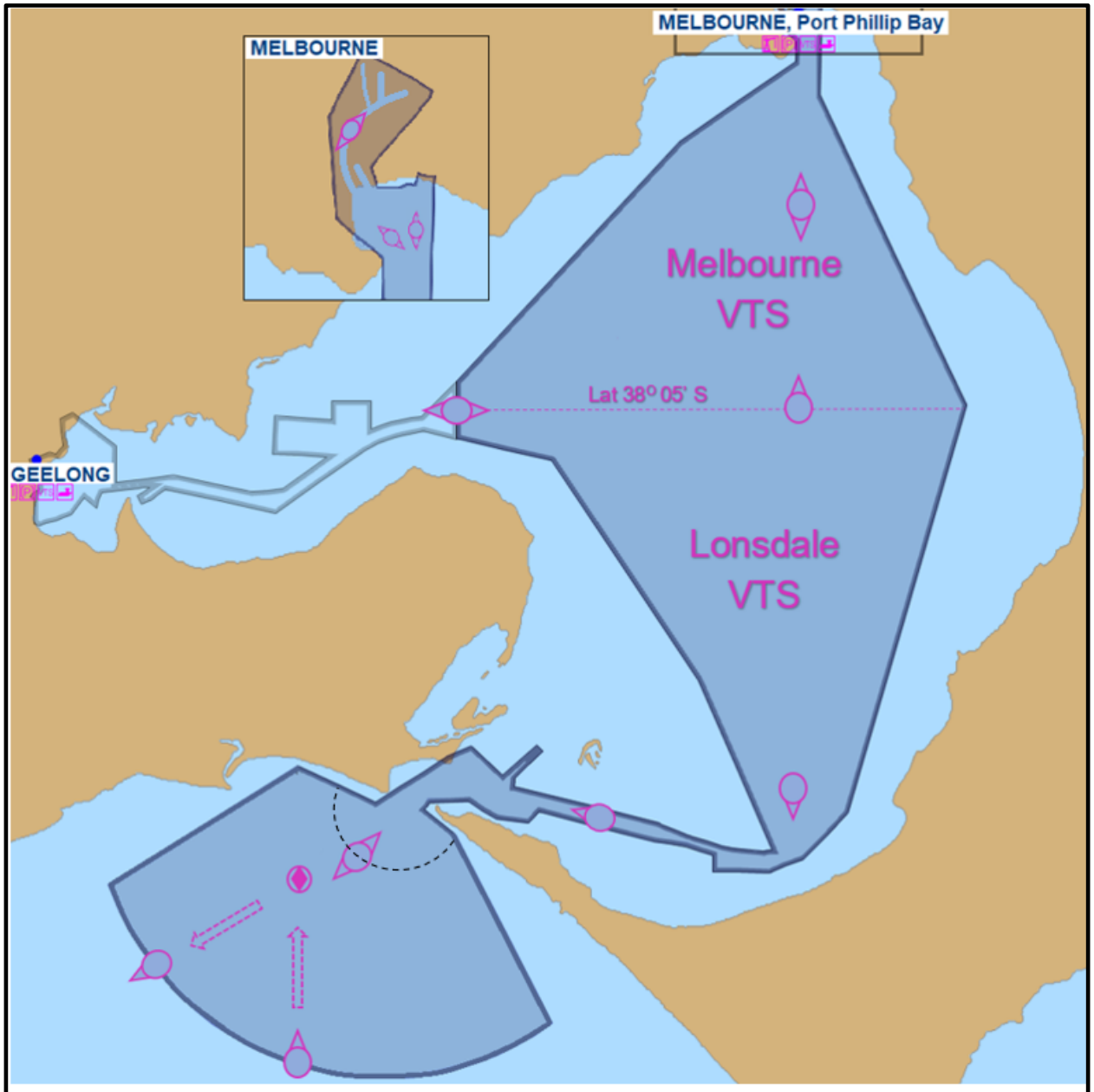
1.7.7. Vessel participation

Pursuant to the VTS Instrument of Authority and Marine Safety Act (2010), vessels operating in the VTS Area are required to comply with the Harbour Master's Directions as detailed in Table 1(b).

Table 1(b) Vessel participation

Vessel category	Sections applicable
• **All** vessels with an LOA of 50 m or greater	**Section 2 (General)** **Section 3 (All vessels with LOA 50 m or greater)**
• Domestic commercial vessels <50 m LOA • Port working vessels <50 m LOA • Volunteer marine rescue vessels <50 m LOA • Government vessels <50 m LOA	**Section 2 (General)** **Section 4 (Non-recreational vessels with LOA <50 m)**

Chartlet 1(a) Ports Victoria VTS Area:



Section 2: General

2.1. Application

This section applies to all vessels.

2.2. Definitions

For the purpose of these directions:

Air draught means the maximum vertical distance measured from the ship's waterline to the highest point on the ship at the prevailing draught.

At anchor in relation to any vessel means anchored either ahead or astern by anchors, and includes a vessel moored alongside a vessel at anchor.

Berthed vessel means a vessel secured to a wharf, jetty, or pier, or to another berthed vessel.

Bosphorus Max (BM) means a container vessel with an LOA greater than 310 m and/or a beam greater than 42.9 m.

Bulk carrier means a vessel which is intended primarily to carry dry cargo in bulk.

Bunkering operations means the transfer between a vessel and a barge, other vessel or road tanker, including all activities preparatory and incidental to the transfer, of the following:

- flammable and combustible fuel for main propulsion and auxiliary operations
- lubricating and hydraulic oil for machinery
- waste oils, sludge and residues
- slops and tank washings
- grey water and sewage.

Channel means that part of the body of water within the port waters of port of Melbourne of sufficient depth to be used by commercial vessels for navigation that is either marked with navigation aids or as marked on the appropriate approved navigational chart (paper or electronic) and includes a swinging basin, turning circle and an area alongside a berth or dock.

Coastal vessel means an Australian registered vessel that is trading regularly between an Australian port and Melbourne with a Safe Transport Victoria approved Pilot exempt Master.

Commercial shipping refers to the activities of commercial vessels with an LOA of 50 m or greater.

Commercial vessel means any vessel used or intended to be used for or in connection with any business or commercial activity, and includes (but is not limited to):

- a vessel used or intended to be used wholly or principally for carrying passengers or cargo for profit or reward
- a vessel providing services to vessels and shipping for profit or reward
- a domestic commercial vessel (DCV)
- a vessel used or intended to be used for catching fish or other living resources of the sea or seabed for profit or reward

but does not include:

- a government vessel, or
- a ‘hire and drive’ vessel if the Master of the vessel is the hirer of the vessel.

Constrained to "---" Channel means that the vessel, either because of her draught in relation to the available depth and width of navigable water or due to some other operational requirement (e.g. adherence

to the Dynamic Under Keel Clearance [DUKC] passage plan) will be constrained to using the indicated channel and will be severely restricted in her ability to deviate from that channel.

Cruise vessel means any vessel with an LOA >100 m designed exclusively for the carriage of passengers.

Daylight means, when referred to in matters relating to these Harbour Master's Directions, that period of the day commencing 30 minutes before sunrise and ending at 30 minutes after sunset.

Deep draught vessel means a vessel with a draught of 11.6 m or over.

Deep water route means:

- that part of the western approach to the South Channel that lies to the south of the Goorangai Wreck (13.5 m) in position Lat 38° 17.403' S Long 144° 40.979' E, and
- that part of the eastern approach of the South Channel (in the vicinity of Hovell Pile) that lies to the east of the transit of South Channel Beacon 19 and Rosebud Jetty Light (bearing 182° T).

Dead ship movement applies to the shifting of a vessel within a port, including anchorages, when its propulsion and/or steering systems are not operational.

Designated anchorage means any one of the formally declared anchorages located within port waters (refer to HMD 3.26.1).

Designated berth means a berth included in Table 3(j).

Designated channel means any of the following shipping channels:

- Great Ship Channel
- Western Ship Channel
- Outer Western Channel
- Eastern Ship Channel
- Eastern Coastal Channel
- Outer Eastern Channel
- South Channel
- Port Melbourne Channel
- Western By-Pass Channel
- Eastern By-Pass Channel
- Williamstown Channel
- Yarra River Channel

Dynamic Under Keel Clearance (DUKC) is a sophisticated maritime information system the purpose of which is to enhance navigation safety and mitigate the risk of groundings within port channels. The system integrates key vessel information with channel bathymetry and environmental conditions to calculate under keel clearance predictions for a specific vessel transit within a forecast period and provide real time information to facilitate the safe and efficient transit of deep draught vessels through port waters. It is mandatory for all deep draught vessels to participate in the system.

Eastern Coastal Channel means a channel to allow permitted coastal vessels (as mentioned in HMDs section 3.12.1) inbound through the Heads for a vessel outbound constrained to the Great Ship Channel.

The channel is marked by Virtual Buoys to mark the eastern end of the channel and bound by following positions:

Pos 1: Lat 38° 17.49' S, Long 144° 39.02' E

Pos 2: Lat 38° 17.70' S, Long 144° 38.33' E

Pos 3: Lat 38° 18.20' S, Long 144° 38.00' E

Pos 4: Lat 38° 18.10' S, Long 144° 37.87' E

Pos 5: Lat 38° 17.54’ S, Long 144° 38.43’ E

Eastern Ship Channel means the sector of the Fairway Through Port Phillip Heads contained between the eastern boundary of the Great Ship Channel and the transit of High Light and Murray Tower (bearing 038.7° T).

Emergency incident means any circumstances which are causing, or give rise to a risk of, serious injury to a person, damage to property or the environment.

Fairway means that part of an area of navigable waters that is usually used by vessels for navigation through the area. There are 3 designated fairways within port waters: the Fairway Through Port Phillip Heads; the South Channel West Fairway; and the Port Phillip Bay Shipping Fairway.

Fairway Through Port Phillip Heads means the fairway north of Port Phillip Heads marked by the eastern boundary of the High Light White Sector extending to Point Nepean, and the fairway south of Port Phillip Heads between the eastern boundary of the Outer Eastern Channel and the western boundary of the Outer Western Channel extending 2 nautical miles to seaward.

Great Ship Channel means a 245 m sector of the Fairway Through Port Phillip Heads extending 120 m to the west and 125 m to the east of the transit of the Queenscliff High Light and Queenscliff Low Light (bearing 042.5° T).

Government vessel includes any vessel operated by or on behalf of the Commonwealth or a State or Territory of the Commonwealth, and includes, but is not limited to, vessels operated by the Water Police, Australian Border Force or Fire Rescue Victoria but does not include a vessel belonging to the defence forces of the Commonwealth or any other nation.

Hampered vessel means a vessel defined in the International Regulations for Preventing Collisions at Sea – Rules 3(f) and 3(g), and therefore unable to keep out of the way of another vessel.

Harbour Master includes an Assistant Harbour Master, authorised under sections 220 and 229 of the Marine Safety Act.

Hovell Approach refers to a line 2 nautical miles north of and parallel to an imaginary line joining South Channel Beacons 24 and 25.

Large tanker means a tanker of LOA greater than 260 m and beam greater than 45 m.

Licensed Harbour Master means a Harbour Master licensed under Chapter 6 of the Marine Safety Act, for the port waters of the port of Melbourne.

Low powered vessel means a vessel that is unable to attain a sea speed of 12 kt or more, or a vessel whose engine is subject to auto slowdown resulting in speed below 12 kt. (The Pilot is to seek confirmation from the vessel’s Master regarding auto slowdown in relation to the effects of tidal stream to be encountered). If the vessel should experience an auto slowdown for any reason within port waters, the Harbour Master may deem this vessel to be low powered.

Maintained depth means the declared water depth in the relevant channel. All details relating to the maintained depth of shipping channels, swing basins and berth pockets quoted in this edition of the Harbour Master's Directions are based on advice received from Port of Melbourne.

Master in relation to a vessel means a person having command or charge of the vessel.

Notice to Mariners means a navigational procedure or navigational safety notice promulgated by Ports Victoria or any other authorised body to vessels and port users intending to navigate in or through the port waters of the port of Melbourne. Notices are consecutively numbered, starting with No. 1 on 01 January of each year. Ports Victoria-issued Notices to Mariners are available on the Ports Victoria website www.vicports.vic.gov.au.

Operational Instructions (OI) are operational or organisational notices promulgated by the Harbour Master pursuant to section 232 of the Marine Safety Act, to port users. Notices are consecutively numbered, starting with number 1 on 01 January of each year and will be disseminated by means of an accompanying Notice to Mariners. A full list of current operational Instructions in force will be available from the Ports Victoria website.

Outer Eastern Channel means the sector of the Fairway Through Port Phillip Heads contained between the eastern boundary of the Eastern Ship Channel and the transit of Murray Tower and Lookout House (bearing 034.8° T).

Outer Western Channel means the sector of the Fairway Through Port Phillip Heads contained between the western boundary of the Western Ship Channel and the transit of Hume Tower and High Light (bearing 046° T).

Oversize vessels means a container vessel with an LOA >310 m and ≤337 m and/or with a beam >42.9 m and ≤45.6 m.

Permission to proceed means a time-limited permission from Melbourne VTS or Lonsdale VTS for a specific vessel, or vessels, to navigate through the VTS Area.

Pilot means a person who is licensed as a pilot under the Marine Safety Act.

Pilot boarding ground means an area located 5 nautical miles south-west of Point Lonsdale Light (for Pilot transfers by launch).

Pilot exempt Master as per the Marine Safety Act means a Master who is exempted under the regulations from the requirement to engage a Pilot for any particular port. Pilot exemption certificates are issued to a specific person for a specific ship operating in specific waters and using specific berths.

Port of Melbourne means Port of Melbourne Operations Pty Ltd trading as Port of Melbourne, the private leaseholder and strategic manager of the port of Melbourne's commercial operations and assets.

Port Phillip Heads (the Heads) means an imaginary line joining Point Lonsdale and Point Nepean.

Port Phillip Bay Shipping Fairway means the fairway that runs south from the Transit Only Zone (TOZ) entrance beacons, Beacons T1 and T2, to South Channel Beacons 24 and 25, as marked on approved navigational charts.

PortVIEW means the Port Management System, a 24/7 online computer booking system used by the Master or authorised shipping agent of a vessel to place arrival, departure and shifting orders and any amendments to these orders.

Port waters of the port of Melbourne means any waters which by Order in Council made under section 5(2) of the Port Management Act are declared to be port waters of the port of Melbourne. The declared port waters of the port of Melbourne can be found on the Ports Victoria website.

Port working vessel means a vessel engaged in providing port services within the port waters of the port of Melbourne for commercial gain, and includes harbour tugs, launches, floating plant and dredging plant.

Post Panamax (PP) means a container vessel with a beam greater than 32.5 m but less than or equal to 42.9 m.

Recreational vessel means a vessel used or intended to be used wholly for the purpose of recreation or sport and includes a 'hire and drive' vessel, provided such a vessel is being used wholly for recreational purposes and the Master of the vessel is the hirer of the vessel.

Reporting point means positions within the VTS Area, as marked on approved navigational charts, at which participating vessels shall report to VTS.

River includes the Yarra River and Maribyrnong River.

Shipping agent means the person acting as the authorised representative for a vessel that is arriving or departing or moving within the port waters of the port of Melbourne, including a vessel that is proceeding to or coming from the port of Geelong.

Slack water ebb means the period of slack water immediately preceding the next flood tide.

South Channel means the navigable channel marked by beacons in the south of Port Phillip Bay which is bounded by Entrance Beacon and Popes Eye beacon in the west and Beacons 24 and 25 in the east.

South Channel Cut means the section of the South Channel between Beacons 12 and 14.

South Channel West Fairway means that section of dredged channel with a declared maintained depth that lies between the inner (eastern) boundary of the Fairway Through Port Phillip Heads and the South Channel Entrance Beacons.

Tanker means a vessel carrying bulk liquid dangerous cargoes with flammable or toxic properties, or liquefied gas in bulk, or has non-gas free cargo spaces.

Transit Only Zone (TOZ) means the zone as gazetted that is defined by an imaginary line joining co-ordinates indicated by (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) and returning to (a) below.

Commencing at Breakwater Pier light	(a) 37° 51.86' S, 144° 55.07' E;
Williamstown Channel Beacon 17	(b) 37° 51.80' S, 144° 55.29' E;
Williamstown Channel Beacon 15	(c) 37° 52.09' S, 144° 55.56' E;
Port Melbourne Channel Beacon 70	(d) 37° 52.08' S, 144° 55.66' E;
Port Melbourne Channel Beacon 71	(e) 37° 52.07' S, 144° 55.76' E;
Beacon T25	(f) 37° 52.48' S, 144° 55.91' E;
Beacon T1	(g) 38° 00.00' S, 144° 55.66' E;
Beacon T2	(h) 38° 00.00' S, 144° 54.87' E;
Beacon T16	(i) 37° 55.60' S, 144° 55.19' E;
Beacon T26	(j) 37° 52.69' S, 144° 55.29' E;
Back to Breakwater Pier light	(a) 37° 51.86' S, 144° 55.07' E;

The TOZ is marked by Special Marks [VQ(4)Y4s], fitted with top marks and synchronised with each other. The operator, Master or person in charge of a vessel must not use the TOZ other than for transiting of the vessel and must not permit the vessel to be anchored in or allow the vessel to drift in the TOZ.

See HMD 2.17 for a chartlet depicting the extent of the TOZ.

Underway means that a vessel is not at anchor, or made fast to the shore, or aground, or moored to another vessel, or ashore.

Unsafe vessel means a vessel the operation of which is likely to endanger any person because of:

- the condition of the vessel's equipment
- the manner in which its cargo or equipment is stowed or secured
- the nature of the cargo
- the overloading of the vessel with persons or cargo
- the number or qualifications of its crew
- the absence of marine safety equipment that is required under the regulations to be carried or installed on the vessel.

Vessel includes every description of watercraft, including non-displacement craft, WIG craft (a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilising surface-effect action) and seaplanes, used or capable of being used as a means of transportation on water.

VTS Area is the Ports Victoria VTS Area as depicted in Chartlet 1(a).

Seaplane includes any aircraft designed to manoeuvre on the water.

Western Ship Channel means the sector of the Fairway Through Port Phillip Heads contained between the western boundary of the Great Ship Channel and the transit of High Light and Fort Flagstaff (bearing 043.9° T).

Yarra River entrance means an imaginary line between Beacons 23 and 24.

Yarra River Services refers to that section of the Yarra bounded by an imaginary line joining Beacons 33 and 34, at the downstream end, and an imaginary line joining Beacons 35 and 36, at the upstream end, where a number of services, including the WAG (Western Port-Altona-Geelong) pipeline, pass under the river.

2.3. Assisting Ports Victoria officers

The Master of a vessel which is within port waters of the port of Melbourne must assist an officer of Ports Victoria in boarding or leaving the vessel, while executing their duties, by every means consistent with the safety of the vessel including the supply of information regarding the current status of the vessel. No person on board the vessel or berth (including leased berths/terminals) may interfere with or obstruct any officer of Ports Victoria while carrying out their duties.

2.4. Action likely to prejudice the safe operation of a vessel

A person must not take any action that is likely to distract, or prevent, or obstruct, or interfere with, or in any other way compromise the ability of the Master of a vessel, Pilot, Harbour Master or VTS officer from safely and effectively discharging their responsibilities.

Such action includes, but is not limited to:

- making inappropriate or deceptive VHF radio transmissions
- the directing of a visible laser or other narrow beam of visible light at a vessel in circumstances likely to cause harm to those on the vessel or disruption to the safe navigation of the vessel
- the unauthorised use of any other electronic or physical device which may disrupt or impair the safe navigation of a vessel.

Note:

- The transmission of false or deceptive distress, urgency or safety messages is strictly forbidden. Extremely severe penalties, including imprisonment, exist under the *Radio Communications Act 1992* (Cth) for any person found guilty of making such a transmission.
- A hand-held battery-operated article commonly known as a ‘laser pointer’ designed or adapted to emit a laser beam with an accessible emission limit of greater than 1 mW is designated a ‘prohibited weapon’ under Victorian legislation (Control of Weapons Regulations).

2.5. Compliance requirements

The Master of a vessel while in the VTS Area must ensure that the vessel:

- complies with the provisions of AMSA *Marine Order 64 (Vessel Traffic Services)*.
- complies with the International Regulations for Preventing Collisions at Sea
- displays the signals required to be displayed under the International Code of Signals

In addition to above, the Master of a vessel while in port waters of the port of Melbourne must ensure that the vessel:

- complies with Victorian Notices to Mariners affecting port waters of the port of Melbourne
- complies with the Harbour Master’s Directions
- complies with provisions of the Marine Safety Act and the regulations that apply to the vessel or Master.

2.6. Operation of Automatic Identification System (AIS)

If the vessel is fitted with an AIS, the Master should ensure that such equipment is in operation at all times and that the input data is accurate and kept updated.

2.7. Over dimension vessel

A vessel with dimensions in excess of the limits set out in these Directions must not operate in port waters of the port of Melbourne, except with the permission of the Harbour Master.

2.8. Unsafe vessel

The Master of a vessel intending to enter port waters of the port of Melbourne or transiting, berthed or at anchor within port waters of the port of Melbourne, on becoming aware the vessel is unsafe, must report details of all deficiencies (suspected or actual) to the Harbour Master immediately or, in the case of a vessel intending to enter port waters of the port of Melbourne, at least 24 hours before arrival at Port Phillip Heads.

The Master of an unsafe vessel must not enter port waters of the port of Melbourne or navigate the vessel in port waters of the port of Melbourne or depart a berth or anchorage without the approval of the Harbour Master, and must comply with any conditions, restrictions or requirements imposed by the Harbour Master contingent upon granting permission to proceed.

2.9. Pilotage

2.9.1. Statutory requirements

Vessels must comply with the pilotage provisions set out in Chapter 7 of the Marine Safety Act. Without limiting the provisions of the Marine Safety Act, the Master of a vessel must not enter or leave port waters of the port of Melbourne or attempt to enter or leave port waters of the port of Melbourne or navigate within port waters of the port of Melbourne or attempt to do so without the services of a licensed Pilot.

The above does not apply to:

a. a vessel that is less than 35 m in length, or

b. a Pilot exempt Master, or

c. a Master who has an appropriate Local Knowledge Certificate for port waters of the port of Melbourne and who by virtue of the regulations in the Marine Safety Act is not required to use the services of a Pilot for those port waters of the port of Melbourne.

Note:

- A Master of a trading vessel of LOA greater than 12 m and less than 35 m, in addition to holding an appropriate certificate of competency for the vessel size and type, is required to hold a Local Knowledge Certificate for the appropriate area of operation in accordance with the Marine Safety Act.
- It is the Master's responsibility to ensure that the Pilot Exemption Certificate or Local Knowledge Certificate, whichever is applicable, is both valid and appropriate for the vessel in question and the area of port waters in which it will be operating.
- For further information, refer to Safe Transport Victoria's (STV) website or contact Safe Transport Victoria.

Pursuant to section 232 (6) of the Marine Safety Act, the Harbour Master may, as a condition of allowing a vessel to be anchored or secured within any part of the port waters of the port of Melbourne, direct that a Pilot remain on board the vessel while it is so anchored or secured, even if the vessel is not subject to compulsory pilotage.

2.9.2. Navigating with a Pilot on board

Arriving:

- Vessels waiting to take a Pilot or required to tender a notice of readiness shall not enter the VTS Area. If intending to drift, vessel should remain at least 5 nautical miles clear of the VTS Area.
- Vessel shall proceed to reporting point **India** (**38º 26'.90 S 144º 32'.60 E**).

- Vessel shall proceed to the Pilot boarding ground (PBG) Precautionary Area via the inbound recommended route and maintain a 15 minute or 2 nautical mile (whichever is greater) separation from a vessel engaged in embarking or disembarking a Pilot.
- A vessel shall not enter port limits (the seaward limit of the arc of a circle of radius 3 nautical miles centred on Point Lonsdale Signal Station, position **38° 17.52' S 144° 36.84' E**) until such time as the Pilot has boarded and assumed conduct of the vessel.
- A Pilot shall not depart the vessel arriving at berth until:
  - the vessel is safely secured to the berth (all fast)
  - the vessel's accommodation ladder or gangway is confirmed in the correct position
  - tug(s) if in attendance and mooring service provider are dismissed as determined by the Master of the vessel
  - the Master of the vessel determines the Pilot is no longer required.
- A Pilot shall not depart a vessel arriving at anchor until the vessel:
  - is no longer underway
  - is brought up to anchor **or** the Master of the vessel determines the Pilot is no longer required.

Departing:

- When 2 outbound vessels are proceeding to the PBG, the second outbound vessel must maintain at least a 15 minute or 2 nautical mile separation (whichever is greater) from the vessel ahead disembarking a Pilot.
- Outbound vessel must not impede the passage of an inbound vessel embarking a Pilot at the PBG.
- Pilot disembarkation shall take place within the PBG Precautionary Area. Any Pilot intending to disembark outside the PBG Precautionary Area due to prevailing environmental conditions must report these intentions to Lonsdale VTS. In any event, Pilot disembarkation must take place outside the Fairway Through Port Phillip Heads.
- Unless otherwise directed by Lonsdale VTS, vessel shall proceed from PBG Precautionary Area via outbound recommend route to reporting point **Oscar (38° 23'.40 S 144° 26'.60 E).**

2.9.3. Pilot transfer arrangements

When a vessel uses a Pilot, the Master must ensure that the Pilot transfer arrangements are in accordance with Regulation 23 of Chapter V of SOLAS or *Marine Order 57 (Helicopter Operations)*, as applicable.

The SOLAS regulation is given effect in Australian Waters through Marine Order 21 (Safety and emergency arrangements) 2016.

2.9.4. Engagement of Pilot

Subject to directions 2.9.1 and 2.9.5, a vessel must not enter or leave port waters of the port of Melbourne unless the vessel is using the services of a Pilot who either:

a. has piloted a vessel during a full unrestricted movement from outside Port Phillip Heads to berthing and a full movement from a berthed position to leaving Port Phillip Heads within the 90 days immediately prior to the current vessel entering or leaving port waters: or

b. is accompanied by a check Pilot.

"Check Pilot" for the purpose of paragraph (b) above means a Pilot:

- holding an unrestricted Pilot licence for at least 5 years in respect of the port of Melbourne and who is authorised by the pilotage service provider employing the check Pilot to accompany another Pilot on check trips; and
- who meets the requirements of paragraph (a).

2.10. Monitoring of the weather

The Master must ensure that the prevailing weather conditions are continuously monitored and that up-to-date weather forecasts are obtained from the Bureau of Meteorology, either by monitoring VHF Channel 16/67 for weather reports issued from Marine Radio Victoria or by any other available means.

Melbourne VTS, contactable on VHF Channel 12, will also provide weather information and weather forecast reports on request.

2.11. Towing

2.11.1. Towing in a designated shipping channel, fairway or Transit Only Zone

A vessel must not engage in towing operations within any designated shipping channel, fairway or Transit Only Zone without first obtaining permission from:

- Melbourne VTS (for the Port Melbourne Channel, Western By-Pass Channel, Eastern By-Pass Channel, Transit Only Zone, Williamstown Channel and Yarra River)
- Lonsdale VTS (for the South Channel, South Channel Western Fairway, Fairway Through Port Phillip Heads, and the various small boat channels lying outside the Fairway Through Port Phillip Heads).

2.11.2. Transiting the Fairway Through Port Phillip Heads

A vessel engaged in towing, whether inbound or outbound, must notify Lonsdale VTS before entering the Fairway Through Port Phillip Heads and in sufficient time to allow an appropriate risk assessment to be conducted.

The assessment will take into account such factors as the nature and size of the tow, the capabilities of the towing vessel, and environmental conditions at the time of the transit, and may result in the imposition of additional control measures (e.g. daylight entry only, slack water Heads transit, the requirement to engage a Pilot) with which the Master must comply before Lonsdale VTS is able to grant the vessel permission to proceed.

2.11.3. Port working vessels engaged in towing

Port working vessels engaged in towing in addition to this section must also comply with the requirements of HMD 4.10.

2.12. Placing orders for vessel movements and port services

The following movements must be entered, by the Master or shipping agent, into the Ports Victoria online port management system (PortVIEW).

- Any movement which requires a Pilot.
- Any movement which requires the attendance of one or more port service providers (tugs, lines boat, mooring gang) at the port of Melbourne.
- Any arrival or departure of a vessel which has a gross tonnage of 200 t or greater.
- Any arrival or departure of a vessel with an LOA of 50 m or greater.
- Any movement to, from or between a designated berth or designated anchorage within the port waters of the port of Melbourne.
- Any other movement as required by the Harbour Master.

These requirements also apply to vessels transiting any part of the port waters of the port of Melbourne while proceeding to or from the port of Geelong.

Subsequent amendments to arrival, departure or shifting orders must also be made by the Master or shipping agent using PortVIEW, except if the amendment has to be made within 2 hours of the original time, in which case the change will need to be done by contacting Melbourne VTS.

The Master, owner or agent of a vessel with an LOA of 50 m or greater or any commercially operated vessel licensed to carry passengers that is operating in, or intends to transit, port waters of the port of Melbourne must provide details of the vessel's general particulars to Ports Victoria for entering into the PortVIEW vessel database.

2.12.1. Placing orders in PortVIEW

- **Arrivals**

  Orders should be entered into PortVIEW as early as practicable or at least 48 hours before the expected time of arrival.

- **Departures**

  A departure order will be created automatically in PortVIEW at the time of placing the arrival order.

  The details of the departure order should be updated at least 24 hours before the expected time of departure.

- **Shifting ship**

  Shifting orders must be created at least 3 hours before the expected time of the shifting.

- Melbourne VTS on being informed in writing or by VHF Channel 12 or by telephone by the Master or the shipping agent will enter a remark in PortVIEW of the following circumstances.
  - The vessel will be slow steaming as a consequence of repairs or maintenance undertaken during the port visit (this can be communicated by using the check box on the *Application to immobilise* form which can be downloaded from the Ports Victoria website.
  - There are circumstances that will affect the vessel's manoeuvrability.
  - There will be any other activities conducted that could affect its transit in port waters of the port of Melbourne.

2.13. Diving and under-wharf activities

2.13.1. Contractor diving

Any company undertaking contractor diving activities or under-wharf work, for construction or maintenance purposes, must apply for and be issued with either an occupational diving notification or work afloat notification form. Forms available from the Ports Victoria website: form-diving-notification.pdf (vicports.vic.gov.au) / *Work Afloat Notification*.

The contractor dive supervisor must ensure:

- compliance with the permit requirements and be prepared to suspend work or clear divers from the water if requested by Melbourne VTS or Lonsdale VTS (as applicable)
- that Melbourne VTS or Lonsdale VTS (as applicable) is informed:
  - when work starts and ends
  - when divers have entered the water and are clear of the water
  - of the name of the dive support vessel, if one is attending
- that a listening watch on VHF Channel 12 is maintained at all times
- that the International Code flag 'A' is prominently displayed, either on a dive support vessel or on the wharf close to where the work is being undertaken. The flag shall be of an approved type and size and a rigid replica should be used whenever possible to ensure all-round visibility
- when diving occurs at night the dive support vessel shows the international signal for a vessel restricted in its ability to manoeuvre: 3 all-round lights in a vertical line, the top and bottom being red and the middle one white.

The Master of the dive support vessel must also comply with the relevant requirements of the Section of the Harbour Master's Directions which is pertinent to the vessel being used for the diving activity.

2.13.2. Charter boat diving trips conducted at Port Phillip Heads and in the South Channel

The Master of a vessel may conduct daylight charter diving activities at Port Phillip Heads (including within the Fairway Through Port Phillip Heads as well as the area of port waters of the port of Melbourne outside the Heads which lie beyond the boundaries of this Fairway) and in the South Channel and South Channel West Fairway provided the following conditions and provisions are complied with:

- The vessel has on board a qualified Master with an appropriate local knowledge certificate who must ensure the vessel does not anchor in channels, fairways or other restricted areas.
- Manning of the vessel is in accordance with the requirements of Marine Order 54 for Operational requirements for Domestic commercial vessels (Dated 1 July 2018)
- The vessel has on board a person nominated as divemaster who has, as a minimum, completed a divemaster course and has been awarded a certificate as divemaster from a recognised diver instruction agency.
- An onboard visual lookout is maintained at all times.
- The vessel must have on board a VHF marine transceiver fitted with Channels 12 and 16.
- A continuous listening watch must be maintained on VHF Channel 12 by a person holding a current Radio Operator's Certificate.
- Diving activities do not start within 1 hour of the expected passing of an approaching vessel.
- All divers are clear out of the water at least 30 minutes before the expected passing of an approaching vessel.
- That the International Code flag 'A' is prominently displayed. The flag shall be of an approved type and size and a rigid replica should be used whenever possible to ensure all-round visibility:
    - In the case of a vessel of 10 m or more in length, the height of such a dive flag must not be less than 1 m.
    - In the case of a vessel of less than 10 m in length, the minimum size of such a dive flag or replica must be 750 mm by 600 mm.
- Any request by Lonsdale VTS, or an officer authorised by the Harbour Master, to clear the area before the passage of a vessel or any other reason is complied with immediately.

The Master of the vessel must advise Lonsdale VTS:

- before starting dive activities, the location of the dive site
- on completion of the dive activities, that all divers are clear of the water and the vessel is departing the dive site.

Diving at night at Port Phillip Heads and in the South Channel is prohibited without the express written permission of the Harbour Master.

When diving occurs at night the dive vessel must show the international signal for a vessel restricted in its ability to manoeuvre: 3 all-round lights in a vertical line, the top and bottom being red and the middle one white.

The Master of the dive support vessel must also comply with the relevant requirements of the Section of the Harbour Master's Directions which is pertinent to the vessel being used for the diving activity.

2.13.3. Recreational diving activity

Recreational diving, without the written permission of the Harbour Master, is prohibited within:

- the designated shipping channels, designated anchorages, fairways, the Transit Only Zone, docks, swinging basins, and berths in port waters of the port of Melbourne, as delineated on charts Aus143, Aus144, Aus155, and Aus158, or relevant official electronic navigational charts (ENCs).

A vessel engaged in this activity must be equipped with VHF radio and the Master must ensure a listening watch is maintained on the VTS working channel, VHF Channel 12.

The Master of the vessel must ensure that an onboard visual lookout is maintained at all times.

The Master of a vessel engaged in recreational diving activities must prominently display the International Code flag 'A'. The flag shall be of an approved type and size and a rigid replica should be used whenever possible to ensure all-round visibility.

- In the case of a vessel of 10 m or more in length, the height of such a dive flag must not be less than 1 m.
- In the case of a vessel of less than 10 m in length, the minimum size of such a dive flag or replica must be 750 mm by 600 mm.

Diving at night at Port Phillip Heads and in the South Channel is prohibited without the express written permission of the Harbour Master.

When diving occurs at night the dive vessel must show the international signal for a vessel restricted in its ability to manoeuvre: 3 all-round lights in a vertical line, the top and bottom being red and the middle one white.

The Master of the vessel involved with the diving activity must also comply with the relevant requirements of the Section of the Harbour Master's Directions that is pertinent to the vessel being used for the diving activity.

Divers' personal flags

Any person engaged in diving must be attached to a buoy by a length of rope, the buoy having attached to it a dive flag, or a rigid replica of that flag, with dimensions of not less than 300 mm by 200 mm. Divers' personal flags are not required if:

- the dive vessel is displaying an approved dive flag; or
- the vessel is in an area in which the operation of vessels is prohibited or in which vessels are not permitted to exceed 5 kt; or
- diving is solely for recreation and the person is not equipped with any breathing apparatus designed to facilitate diving.

2.14. Aquatic events

Notification for aquatic events taking place either wholly or partly within port waters of the port of Melbourne must be submitted to the Harbour Master **at least 1 week before the event takes place**. An *Aquatic Events Advice Form* can be downloaded from the Ports Victoria website.

In addition, event organisers must provide evidence that a risk assessment has been undertaken for the event, to:

- eliminate risks to safety so far as is reasonably practicable or
- if it is not reasonably practicable to eliminate risks to safety, to reduce those risks so far as is reasonably practicable.

Organisations or clubs that wish to apply for a temporary waterway rule change, boating activity exemptions or an exclusion zone for an on-water event, boating activity or works must submit the request in accordance with Chapter 5 of the Marine Safety Act at least 5 weeks before an event.

Vessels must not navigate port waters of the port of Melbourne while taking part in any regatta, contest, race or other event unless an Aquatic Event Advice has been issued to cover the event.

Vessels are not to navigate through port waters of the port of Melbourne to and from any regatta, contest, race or other event held in waters adjacent to the port of Melbourne unless an Aquatic Event Advice has been issued to cover the event.

Event organisers must be aware that the Harbour Master is empowered to control and direct the navigation and other movements of vessels in port waters of the port of Melbourne.

2.15. Seaplanes

The pilot of a seaplane must not take off or touchdown in port of Melbourne waters without the permission of the Harbour Master.

2.16. Navigation aids

2.16.1. Making fast to a navigation aid

It is prohibited for a vessel to be made fast to any type of navigation aid, other than for carrying out authorised repair or maintenance work.

2.16.2. Interfering with a navigation aid

It is an offence under the Marine Safety Act 2010, to wilfully or negligently interfere or tamper with, or obstruct the use or operation of, a navigation aid.

2.16.3. Vessel causing damage to a navigation aid

The Master of a vessel must inform the Harbour Master (by contacting Lonsdale VTS or Melbourne VTS) as soon as reasonably practicable if the vessel makes contact with, or in any other way damages, a navigation aid.

2.16.4. Reporting a faulty navigation aid

Reports of faulty navigation aids should be passed to either:

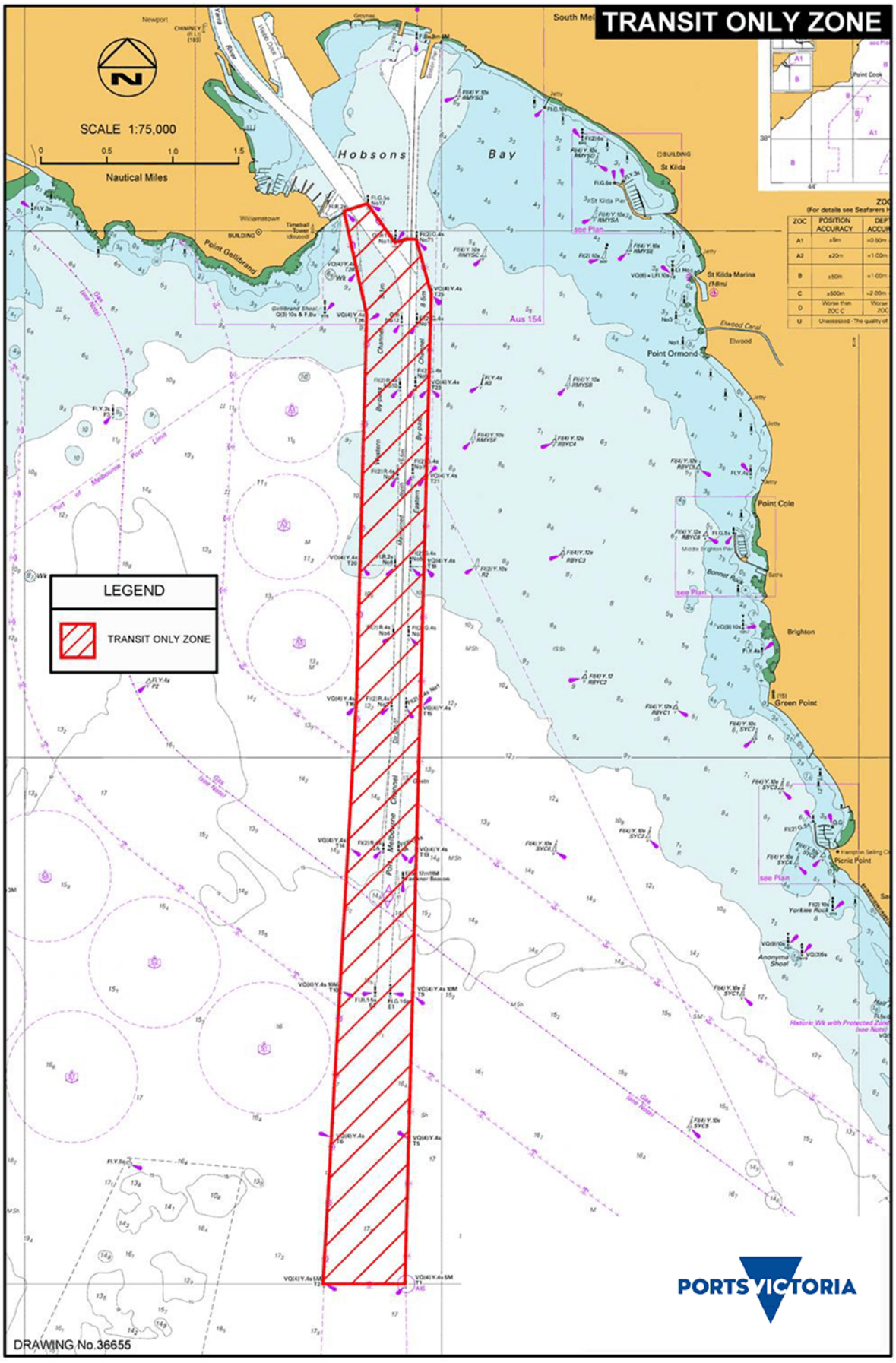
- Lonsdale VTS or Melbourne VTS on VHF Channel 12 or
- by email to NavigationServices@ports.vic.gov.au.

2.17. Transit Only Zone (TOZ)

Pursuant to clause 13 of the Vessel Operating and Zoning Rules for Victorian Waters an *Exclusive use and special purpose area* has been established between Breakwater Pier and latitude 38° 00’ S (the full list of coordinates can be found in HMD 2.2 Definitions).

The operator, Master or person in charge of a vessel must not use the TOZ, delineated on Chartlet 2(a), other than for transiting the area and must not permit the vessel to be anchored in or allow the vessel to drift in the Transit Only Zone.

Chartlet 2(a) Transit Only Zone



Section 3: All vessels with LOA 50 m or greater

3.1. Application

This section applies to all vessels with an LOA of 50 m or greater.

Unless stated otherwise, when used in this section the term ‘vessel’ refers only to a vessel with an LOA of 50 m or greater.

3.2. VTS participation

The requirement of the VTS participation is to comply with sections 2 and 3 of these Harbour Master’s Directions.

3.3. Permission to proceed

Before entering the VTS Area and port limits or departing from a berth or anchorage within those waters, the Master of a vessel must seek permission to proceed from the VTS (Melbourne VTS or Lonsdale VTS as applicable).

When a vessel does not begin navigating within 15 minutes of having been given permission, the Master of the vessel must obtain further permission before the vessel begins to navigate within the VTS Area.

3.4. Passage plan and navigating within designated channels

The Master of a vessel transiting the VTS Area must have an intended passage plan which, as far as reasonably practicable, uses designated channels and fairways for all movements within the VTS Area.

The navigational content of the passage plan must be communicated to the VTS (Melbourne VTS or Lonsdale VTS as applicable) as required by the mandatory reporting requirements stipulated in HMD 3.5.

3.5. Vessel reporting requirements

All vessels to which this section applies are required to report to the VTS in accordance with the following tables.

- Table 3(a) Reporting when inbound to Melbourne/Geelong/Anchorage
- Table 3(b) Reporting when departing a berth
- Table 3(c) Reporting points within the Melbourne VTS
- Table 3(d) Reporting when departing an anchorage
- Table 3(e) Reporting when departing Geelong

Note: the Fawkner reporting point means anywhere along the line of latitude passing through Fawkner Beacon, i.e. **37° 56.9’ S**.

3.5.1. Vessel reporting requirements inbound

Table 3 (a) Vessel reporting requirements inbound

Mandatory VTS reporting point	Vessel's destination	Information required	Report to
4 hours before arrival at the PBG	PBG	• Vessel Name • Maximum draught • Maximum air draught • ETA PBG • Maximum sea speed • Any defects or circumstances that may hamper the vessel's ability to manoeuvre • Remarks (if any) Note: Not applicable to Coastal Vessels	Lonsdale VTS Send electronic notice of arrival (eNOA) to ArrivalNotifications@ports.vic.gov.au
2 hours before arrival at the PBG	PBG	• ETA at PBG • ETA at heads (Coastal vessel only) • Maximum draft (Coastal vessel only) • Any defects (Coastal vessel only)	Lonsdale VTS
1 hour before arrival at the PBG	PBG	• Lonsdale VTS will provide pilot ladder instructions and boarding speed • Pilot launch name and VHF working channel • Assign a traffic sequence number for entry Note: Not applicable to Coastal vessels	Lonsdale VTS
Reporting Point **India** (**38° 26'.90 S 144° 32'.60 E**)	PBG	• Seek permission to enter the VTS Area, must provide approach speed following recommended route Note: Coastal vessels shall report at VTS Area limit (10 nautical miles) to seek permission to enter the VTS Area	Lonsdale VTS

Mandatory VTS reporting point	Vessel's destination	Information required	Report to
3 nautical miles from Point Lonsdale	All destinations	• Seek permission to enter the Fairway Through Port Phillip Heads • Maximum draught • Advise the vessel's intended route, including the shipping channel to be used to transit the Heads • Advise if vessel is: i. constrained to the Great Ship Channel ii. requires 'one way passage through the Heads' iii. is a low powered vessel	Lonsdale VTS
On passing Port Phillip Heads	Melbourne	• Provide ETAs at: ♦ Hovell Pile ♦ Fawkner Beacon • The number of tugs required for berthing	Lonsdale VTS
	Geelong	• Provide ETAs at: ♦ Hovell Pile ♦ Point Richards Beacon	Lonsdale VTS
	Anchorage	• Provide ETAs at: ♦ Hovell Pile ♦ Fawkner Beacon or Outer Anchorage • Nominate preferred designated anchorage • If vessel will transit to the west of the Spoil Ground	Lonsdale VTS
On passage	All destinations	• Update any ETA that differs by more than 10 minutes from those previously advised • Update intended route if this should differ from the one previously advised	Lonsdale VTS or Melbourne VTS

Mandatory VTS reporting point	Vessel's destination	Information required	Report to
30 minutes south of Fawkner or 30 minutes from the nominated anchorage	Melbourne	• Obtain permission to pass north of Fawkner Beacon • Advise intended route, including the shipping channel (or combination of channels) to be used • Confirm the air draught of the vessel (if intending to pass under West Gate Bridge) • If berthing at Holden Dock or Appleton Dock, confirm where the vessel intends to swing	Melbourne VTS
	Anchorage	• Obtain permission to proceed to nominated anchorage • Advise intended route, including the shipping channel (or combination of channels) to be used	Melbourne VTS
On passing Fawkner	Melbourne / Anchorage	• Passing reporting point	Melbourne VTS
On passing any of the reporting points listed in Table 3(c)	Melbourne	• Passing reporting point	Melbourne VTS
At anchor	Anchorage	• Time of anchoring • Advise when vessel brought up and number of shackles used.	Melbourne VTS

3.5.2. Vessel reporting requirements departing a berth

Table 3(b) Vessel reporting requirements departing a berth

Mandatory VTS reporting point	Vessel's destination	Information required	Report to
Before departure	All destinations	• Maximum draught • Air draught (if intending to pass under West Gate Bridge) • Advise intended route, including the shipping channel (or combination of channels) to be used within the Melbourne VTS • Any defects or circumstances that may hamper the vessel's ability to manoeuvre • If going to anchor, nominate preferred anchorage • Request permission to proceed	Melbourne VTS
	All destinations	• Advise all shipping on VHF Channel 12 that vessel is about to depart.	All stations
On passing any of the reporting points listed in Table 3(c)	All destinations	• Passing reporting point	Melbourne VTS
At anchor (if vessel is anchoring in port waters)	Anchorage	• Time of anchoring • Advise when vessel brought up and number of shackles used	Melbourne VTS
Passing Fawkner (crossing latitude **37° 56.9' S**)	Proceeding to sea	• ETA at Hovell Pile and Port Phillip Heads • If vessel requires one-way transit of the Heads • If vessel requires the Deep Water Route • If vessel will be constrained to the Great Ship Channel • The vessel's type if a tanker or cruise vessel	Melbourne VTS
	Proceeding to Geelong	• ETA at Point Richards Beacon (if the vessel leaves the TOZ north of Fawkner, this information can be passed as soon as the vessel is clear of the TOZ)	
On passage	All destinations	• Update any ETA that differs by more than 10 minutes from those previously advised • Update intended route if this should differ from the one previously advised	Lonsdale VTS

Mandatory VTS reporting point	Vessel's destination	Information required	Report to
Hovell Approach	Proceeding to sea	• Confirm maximum draught • Confirm ETA to Port Phillip Heads • Confirm if vessel requires one-way transit of the Heads or is a low powered vessel • Confirm if vessel will be constrained to the Great Ship Channel • Advise the vessel's intended route, including the shipping channel to be used to transit the Heads • Request permission to enter South Channel	Lonsdale VTS
Passing South Channel Beacon 6	Proceeding to sea	• Passing reporting point • Confirm outbound exit channel • Pilot ladder side • Confirm vessel departure via recommended route to Reporting Point **Oscar** or alternative route with VTS approval	Lonsdale VTS
3 nautical miles from Point Lonsdale	Proceeding to sea	• Departing Port Limits	Lonsdale VTS
Reporting Point **Oscar** (**38° 23'.40 S 144° 26'.60 E**) or exiting VTS Area	Proceeding to sea	• Departing VTS Area	Lonsdale VTS

3.5.3. Vessel reporting points in Melbourne VTS Area (north of Fawkner Beacon)

Table 3(c) Vessel reporting points in Melbourne VTS Area (north of Fawkner Beacon)

All vessels, inbound or outbound, must report to Melbourne VTS whenever passing any of the following reporting points	
Breakwater Pier	37° 51' S 144° 55' E
Beacon 70 Port Melbourne Channel	37° 52' S 144° 56' E
West Gate Bridge	37° 50' S 144° 54' E
Bolte Bridge	37° 49' S 144° 56' E

3.5.4. Vessel reporting requirements departing an anchorage

Table 3(d) Vessel reporting requirements departing an anchorage

Departing an anchorage: reporting requirements			
Mandatory VTS reporting point	**Vessel's destination**	**Information required**	**Report to**
Before getting underway	All destinations	• Seek permission to get underway • Advise maximum draught • Advise intended route, including the shipping channel (or combination of channels) to be used. • Confirm air draught (if intending to pass under West Gate Bridge)	Melbourne VTS
Before leaving anchorage	All destinations	• Advise all shipping on VHF Channel 12 that vessel is about to depart the anchorage	All stations
	Geelong	• Advise ETA at Point Richards Channel beacon.	Melbourne VTS
Vessel should then make reports as required by Tables 3(a), 3(b), and 3(c), as applicable			

3.5.5. Vessel reporting requirements departing Geelong

Table 3(e) Vessel reporting requirements departing Geelong

Departing Geelong: reporting requirements			
Mandatory VTS reporting point	**Vessel's destination**	**Information required**	**Report to**
On passing Point Richards Beacon	To sea	• Maximum draught • Any defects or circumstances that may hamper the vessel's ability to manoeuvre • ETA at Hovell Pile and Port Phillip Heads • If vessel requires one-way transit of the Heads • If vessel requires the Deep Water Route • If vessel will be constrained to the Great Ship Channel • The vessel's type if a tanker or cruise vessel	Lonsdale VTS
	Melbourne	• Maximum draught • Any defects or circumstances that may hamper the vessel's ability to manoeuvre • ETA at Fawkner or Breakwater	Melbourne VTS

Departing Geelong: reporting requirements			
Mandatory VTS reporting point	**Vessel's destination**	**Information required**	**Report to**
		• Confirm air draught (if intending to pass under West Gate Bridge) • Vessel type if a tanker	
	Anchorage	• Maximum draught • Any defects or circumstances that may hamper the vessel's ability to manoeuvre • Nominate anchorage • ETA at nominated anchorage	Melbourne VTS or Lonsdale VTS (as applicable)
Vessel should then make reports as required by Tables 3(a), 3(b), and 3(c), as applicable			

3.5.6. Reporting serious injury or illness of a person on board a vessel to VTS

The Master must, in the first instance, contact VTS on VHF channel 12 to notify and/or request medical assistance.

The Master shall provide an Australian service mobile phone number to VTS to facilitate ongoing communications between the vessel and emergency services.

The VTS will contact emergency services which may include arranging a medical evacuation of the patient if necessary.

The vessel must continue to standby on VHF channel 12 for further information and/or directions from VTS, or the attending emergency services.

This Direction applies to all vessels whether underway, at anchor or moored at a berth.

3.6. Immobilisation

The Master or the shipping agent of a vessel within port waters of the port of Melbourne must not cause or permit any repairs to main engines, or other repairs that will immobilise the vessel, to be carried out without ensuring that prior and adequate notification is provided to Melbourne VTS.

The notification must be made using the *Application to immobilise* form which is available from the Ports Victoria website.

The completed form should then be emailed to EngineImmobilisation@ports.vic.gov.au.

If intending to immobilise the vessel while at anchor, the Master must make a full assessment of the environmental conditions and weather forecasts before starting, and then continue to closely monitor weather conditions throughout the period of immobilisation.

If intending to immobilise or conduct repairs for more than 12 hours while at anchor the Master must apply for a special permit.

If immobilising while alongside a leased berth the Master should also seek permission from the terminal operator.

The Master or shipping agent must advise Melbourne VTS when immobilisation has been completed, and of any resulting changes to the vessel's ability to manoeuvre.

3.7. Under keel clearance

3.7.1. Vessels with a draught of less than 11.6 m

Masters of vessels with a draught of less than 11.6 m shall ensure that the maximum static draught is such that the UKC is not less than the limits stated in Table 3(f), taking into account tide.

Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.

Table 3(f) Minimum permissible UKC for vessels with draughts less than 11.6 m

Channel reach	General description	Maintained depth (m)	Minimum UKC (m)	Maximum draught at zero tide (m)[1]
The Great Ship Channel (The Entrance)	From the (inner) pilot boarding ground to due south of Shortland Bluff	17.0	N/A	No restriction[2]
Entrance Fairway	From due south of Shortland Bluff to Popes Eye	16.5	N/A	No restriction[2]
Outer Western Channel	The westernmost secondary channel adjacent to the Great Ship Channel	10.3	2.4	7.9
Western Ship Channel	The secondary channel to the immediate west of the Great Ship Channel	11.4	2.4	9.0
Eastern Ship Channel	The secondary channel to the immediate east of the Great Ship Channel	11.9	2.4	9.5
Outer Eastern Channel	The easternmost secondary channel adjacent to the Great Ship Channel	10.1	2.4	7.7
South Channel-West	From Popes Eye to the South Channel Cut	15.5	1.5	No restriction[2]
South Channel-East	The South Channel Cut	15.5	1.5	No restriction[2]
Hovell Pile	The waters about Hovell Pile	16.0	1.5	No restriction[2]
Hovell Pile Secondary Channel	A 400 m wide channel located north east of the Hovell Pile and due west of the defined channel, with its south western edge marked by Beacon 22 (Fl(3)R.10s 8M).	13.1 (least depth)	1.5	11.6[6]
Port Phillip Bay Shipping Fairway	From South Channel Beacons 24 and 25 to the Transit Only Zone entrance beacons, T1 and T2	15.5	1.5	No restriction[2]
TOZ - south	From Transit Only Zone entrance beacons, T1 and T2, to Port Melbourne Channel entrance beacons, E1 and E2	15.5	1.5	No restriction[2]
Port Melbourne Channel-South	From Port Melbourne Channel Entrance Beacons E1 and E2 to Williamstown Channel-Port Melbourne Channel junction	15.5	1.5	No restriction[2]

Channel reach	General description	Maintained depth (m)	Minimum UKC (m)	Maximum draught at zero tide (m)[1]
Eastern By-Pass Channel	The one-way secondary approach channel to the east of, and parallel to, Port Melbourne Channel-South extending south from Beacon 71 to Beacon 5	8.5	1.5	7.0
Western By-Pass Channel	The two-way secondary approach channel to the west of, and parallel to, Port Melbourne Channel-South extending north from Beacon 6 towards Breakwater Pier	9.1	1.5	7.6
Port Melbourne Channel-North	From north of Williamstown Channel-Port Melbourne Channel junction to Station Pier	10.9	0.6	10.3
Williamstown Channel	From Williamstown Channel-Port Melbourne Channel junction to Webb Dock Entrance (Beacons 23 and 24)	15.5	1.2	No restriction[2]
Yarra River Channel-South	From Webb Dock Entrance (Beacons 23 and 24) to Beacons 33 and 34	15.5	1.2	No restriction[2]
Yarra River Channel-Centre	From Beacons 33 and 34 to the entrance of Maribyrnong River	15.2	1.2	No restriction[2]
Yarra River Channel-North	From the entrance of Maribyrnong River to the entrance of Swanson Dock	14.6	0.6	No restriction[2]
Between Swanson Dock and Appleton Dock	Between Swanson Dock and Appleton Dock	14.6	0.6	No restriction[2]
Between Appleton Dock and Bolte Bridge	Between Appleton Dock and Bolte Bridge	11.0	0.6	10.4
All swing basins	See Table 3(k)	See Table 3(k)	0.6	See Table 3(k)
All berths - manoeuvring alongside	See Table 3(j)	See Table 3(j)	0.6[3,4]	See Table 3(j)
Hobson's Bay, Anchorage, Shortland Bluff Anchorage, Quarantine Anchorage	See Table 3(p)		0.6	
Inner Anchorage	See Table 3(n)	See Table 3(n)[5]	1.5	See Table 3(n)
Outer Anchorage	See Table 3(o)	See Table 3(o)[5]	1.5	See Table 3(o)

Channel reach	General description	Maintained depth (m)	Minimum UKC (m)	Maximum draught at zero tide (m)[1]

[1] To determine the actual maximum permissible draught, tide height above or below the Chart Datum will need to be incorporated, and the values in this column are given for example purposes only. Note that if there is a negative tide height the maximum permissible draught will need to be reduced accordingly.

[2] There is no restriction on a vessel which has a draught of less than 11.6 m in these channels except when the tide falls below the Chart Datum.

[3] At Holden Dock a vessel must maintain a minimum UKC of 1.0 m at all times, whether manoeuvring off the berth or moored alongside.

[4] At Webb Dock 1 East the minimum UKC is 0.5 m for vessels operated by Toll Shipping.

[5] The depth quoted in this table is 'least depth', not 'maintained depth'

[6] Deep draught vessels are not to use this channel, even with tidal assistance.

3.7.2. Vessels with a draught of 11.6 m or greater

The under-keel clearance of deep draught vessels is subject to the operating parameters of the DUKC system.

Once the vessel's details have been entered into the system, the DUKC program will calculate a suitable Specific Transit Window that will incorporate sufficient under keel clearance throughout the passage.

For areas of port waters not covered by the DUKC system, including the anchorages, deep draught vessels should maintain a minimum static under keel clearance of 1.5 m.

When shifting from one location to another within the same dock basin, a minimum static under keel clearance of 0.6 m must be maintained at all times.

Vessels with draughts over 14.0 m are not permitted to enter port waters of the port of Melbourne without the express permission of the Harbour Master.

For further information regarding the requirements for participating in the DUKC system, refer to HMD 3.9.

3.8. Deep draught vessels – participation in the DUKC system

DUKC applies to vessels with a draught of 11.6 m or greater.

The movement of a deep draught vessel (including movements to and from the Port of Geelong) is required to conform to the following DUKC requirements.

Participation in the DUKC system is mandatory whenever the vessel is transiting any part of:

- the Fairway Through Port Phillip Heads
- the South Channel
- the Port Melbourne Channel
- the Williamstown Channel
- the Yarra River.

The Master of a deep draught vessel must:

- apply to use the DUKC system by downloading form *DUKC 01 - Application to use the DUKC system* from the Ports Victoria website
- email the completed form DUKC 01 to: DUKC@ports.vic.gov.au:
  - ♦ when inbound: no more than 24 hours and no less than 12 hours before arrival at the pilot boarding ground

- when outbound or shifting: at least 6 hours before departure from the berth or anchorage

- use the Great Ship Channel when transiting the Fairway Through Port Phillip Heads
- follow the Deep Water Route when transiting the South Channel
- when arriving at or departing from a berth at the port of Melbourne, use the full length of the Port Melbourne Channel that is contained between Beacons E1/E2 and the Junction (the intersection with the Williamstown Channel)
- not permit the vessel to transit that section of the Port Melbourne Channel between Beacons E1 and E2 and Beacons 1A and 2A at a speed greater than 12 kt, to minimise the scouring effect over the ethane pipeline
- make use of the Ports Victoria DUKC system if it is available.

If the PPU is not operational or unable to connect to the DUKC system, the Master must immediately advise the VTS and refer to the backup copy of the DUKC passage plan for the remainder of the vessel's transit.

3.8.1. Unavailability of DUKC system

If the DUKC system is not available, and the Master has not been supplied with a hard copy of a valid DUKC Specific Transit, Melbourne VTS will determine the operating parameters for the vessel's transit based on static under keel clearance calculations, and advise the Master accordingly.

3.9. Vessels with a draught greater than 14.0 m – additional requirements

The Master of a vessel arriving at Melbourne with a draught greater than 14.0 m should provide the vessel's shore-side operations department with output from the vessel's loading computer. This information should reflect the vessel's anticipated Melbourne arrival condition for validation by the operator's subject matter experts. The loading computer output should be transmitted to the operator no later than 24 hours before the vessel's scheduled arrival at Melbourne (pilot boarding ground), and should accurately reflect:

- the liquid level and density in all of the vessel's tanks at time of transmission, with adjustments made to reflect any anticipated changes (e.g. fuel consumption) between the time of transmission and the time of vessel arrival
- the water density in Port Phillip Bay, to be confirmed by the Master from operator's local agent.

Upon completion of the validation to confirm accuracy, the operator should provide the port authorities and the operator's local agent in Melbourne with a copy of the loading computer output showing the vessel's anticipated arrival draughts for Melbourne. This should also contain details of the deadweight of the vessel and the value of water density used in the calculations.

Permission of the Harbour Master to proceed should be sought subject to the above conditions being met.

Also refer to HMDs 3.12.3 and 3.12.6.

3.10. Speed limits

3.10.1. Vessels with a draught of less than 11.6 m

The Master of a vessel with a draught of less than 11.6 m shall ensure that the speed limits in Table 3(g) are not exceeded.

In the South Channel due to tidal streams, the speed measured will be 'through the water'.

In the Port Melbourne Channel, Williamstown Channel and Yarra River where the tidal streams are considered negligible, speed over the ground will equal speed through the water.

Table 3 (g) Speed limits for vessels with draughts less than 11.6 m

Speed limits for vessels with draughts less than 11.6 m	
Channel reach	**Limiting speed (kt)**
Yarra River Channel upstream of West Gate Bridge	6
Yarra River Channel downstream of West Gate Bridge and in Williamstown Channel north of Breakwater Pier	8
While transiting within port waters of the port of Melbourne between Breakwater Pier and Port Melbourne Channel Beacon 9 and in the Port Melbourne Channel north of the Junction	10
While transiting port waters of the port of Melbourne south of Port Melbourne Channel Beacon 9 and north of Beacons E1 and E2	14
While transiting within port waters of the port of Melbourne between Beacons E1 and E2 and Beacons T1 and T2	18
While transiting the South Channel between Beacons 1 and 2 through to Beacons 24 and 25.	18

3.10.2. Vessels with a draught of 11.6 m or greater

The transit of a deep draught vessel is subject to the under keel calculations performed by the DUKC system. These calculations will include an assumed vessel speed. The Master should ensure that the actual vessel speed does not exceed the maximum speed quoted in the DUKC calculations.

Details of vessel speed for each stage of the DUKC transit are listed in the DUKC Specific Transit Tidal Window.

The vessel speed used in DUKC calculations is ‘speed through the water’.

In the Port Melbourne Channel, Williamstown Channel and Yarra River where the tidal streams are considered negligible, speed through the water will equal speed over the ground. In the South Channel, the effect of the actual tidal stream will need to be considered when determining the vessel’s speed through the water.

If the DUKC system is not available, and the Master has not been supplied with a hard copy of a valid DUKC Specific Transit, Melbourne VTS will determine the maximum speed applicable for the various stages of the vessel’s transit and advise the Master accordingly.

3.11. VHF radio communications

The Master of a vessel while underway or at anchor in port waters of the port of Melbourne must ensure that the vessel maintains VHF radio communications through Lonsdale VTS when south of latitude 38° 05’ S, and through Melbourne VTS when north of latitude 38° 05’ S.

3.11.1. Requirement to maintain a continuous listening watch

The Master must ensure that a listening watch on VHF Channel 12 is maintained for the entire period the vessel is in port waters, whether underway, at anchor or moored alongside a berth at the port of Melbourne.

3.11.2. Requirement to switch VHF radio to 1 Watt power while berthed

When the vessel is berthed, the Master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.

3.12. Lonsdale VTS

3.12.1. Fairway Through Port Phillip Heads

The Master of a vessel planning to transit the fairway at Port Phillip Heads must advise Lonsdale VTS if the vessel is constrained to the Great Ship Channel.

A vessel with an LOA of 50 m or greater is not permitted to overtake another vessel with an LOA of 50 m or greater while transiting the Fairway Through Port Phillip Heads.

The following types of vessel must not pass another vessel with an LOA of 50 m or greater in the Fairway Through Port Phillip Heads:

- Tanker*
- Cruise vessel*
- Vessel constrained to the Great Ship Channel (which includes all DUKC vessels)*
- Hampered vessel
- Vessel that has requested a one-way transit

*Those vessel types marked with an asterisk may be passed in the Fairway Through Port Phillip Heads by permitted coastal vessels listed below, provided:

- the coastal vessel is inbound
- the coastal vessel remains to the east of the Great Ship Channel and uses the Eastern Coastal Channel
- there is prior agreement from both the Master of the other vessel and Lonsdale VTS.

The coastal vessels to which this exception applies are: *Tasmanian Achiever II, Victorian Reliance II, Liekut, Searoad Mersey II, Spirit of Tasmania I* and *Spirit of Tasmania II*.

If an inbound vessel and an outbound vessel are converging at the Fairway Through Port Phillip Heads and one or both are a vessel type listed above:

- the outbound vessel will have priority to proceed, and
- the inbound vessel must not enter the Fairway until the outbound vessel has exited the Fairway.

3.12.2. Night time signals

The Master of a vessel planning to transit the fairway at Port Phillip Heads must obey the following night time signals when displayed from Point Lonsdale Signal Station, as detailed in Table 3(h).

Table 3(h) Night time signals

Signal		Meaning	Vessels affected
Fixed red-green-red lights in a vertical line		Do not enter the Fairway Through Port Phillip Heads	All vessels inbound and outbound
Flashing green light		Do not enter the Fairway Through Port Phillip Heads	Inbound vessels only

Signal		Meaning	Vessels affected
Flashing red light		Do not enter the Fairway Through Port Phillip Heads	Outbound vessels only

3.12.3. Tidal stream restrictions

Masters of vessels are advised that tidal stream limits apply to vessels when transiting the Fairway Through Port Phillip Heads. Transit restrictions relate to the periods of strong tidal flows and apply as follows:

- for low-powered vessels transit is restricted to an adverse tidal stream ≤3 kt. This restriction may be amended subject to the approval of the Harbour Master for an individual vessel. Pilots are to assess the vessel on her first arrival and departure to the port prior to requesting dispensation.
- for tankers with a draught of 11.6 m to 14.0 m, transit is restricted during periods when the flood and ebb tidal streams are over 3 kt
- tankers with a draught >14.0 m are to transit the Heads at slack water ebb with a tidal stream of <1 kt and swell height <2 m
- all vessels (except tankers) with a draught deeper than 12.1 m
  - inbound transit restricted during periods when the flood and ebb tidal streams are 5 kt and over
  - outbound transit restricted during periods when the flood tidal stream is 5 kt and over, or the ebb tidal stream is 4 kt and over
- container vessels with an LOA >310 m and ≤337 m and/or with a beam >42.9 m and ≤45.6 m:
  - inward and outward transit is restricted to tidal stream <2.0 kt
  - tidal stream limit can be increased to 2.5 kt for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from the VTS.

These restrictions are summarized in Table 3 (i).

Table 3(i) Tidal Stream Limits

Tidal stream limits The designated vessel type is not permitted to transit the Fairway Through Port Phillip Heads during periods when the rate of the tidal stream reaches the following limits.			
Vessel type	**Inbound or outbound**	**Tide flooding**	**Tide ebbing**
Low powered vessels[1]	**In**	**5 kt**	**3 kt**
	Out	**3 kt**	**5 kt**
Tanker draught ≥11.6 m to ≤14.0 m	**In and Out**	**3 kt**	**3 kt**
Tanker draught >14.0 m	**In**	**1 kt**	**1 kt**
Non-tanker draught >12.1 m	**In**	**5 kt**	**5 kt**
	Out	**5 kt**	**4 kt**
Oversize vessels	**In and Out**	**2.0[2] kt**	**2.0[2] kt**

[1] Subject to Pilot's assessment and adverse tidal stream

[2] Tidal stream limit can be increased to 2.5 kt for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from the VTS.

3.12.4. Vessels converging at the Fairway Through Port Phillip Heads and Hovell Pile transit

The Master of a vessel inbound or outbound who has a similar time of transit with another vessel within the following zones must, prior to entering the respective zone, communicate with the other vessel and agree on the passing arrangements on VHF Channel 12:

Zone 1: Hovell Pile/South Channel – between Beacon 16 and Beacon 24

Zone 2: The Fairway Through Port Phillip Heads

3.12.5. Navigating in the South Channel

The Master of a vessel, whether inbound or outbound, must not allow the vessel to pass or overtake a hampered vessel within the South Channel between Hovell Pile and South Channel Beacon 10.

All vessels, including those proceeding to or from the Outer Anchorages and Geelong, must pass to the east of South Channel Beacon 24.

The 400 m wide Secondary Channel with least depth of 13.1 m located north east of the Hovell Pile and due west of the defined channel, with its south western edge marked by Beacon 22 may be used for the transit of vessels with a draught less than 11.6 m. All deep draught vessels must transit via the defined deep water channel where the maintained depth is 16.0 m (which forms the eastern section of the Deep Water Route).

3.12.6. Vessel with a draught greater than 14.0 m

A vessel with a draught greater than 14.0 m must not be passed or overtaken by another vessel with an LOA of 50 m or greater in the following areas:

- From the Fairway Through Port Phillip Heads up to South Channel Beacon 6.
- In the South Channel between Beacon 12 and Beacon 24.

3.12.7. Coastal vessels arriving (from sea) and departing (to sea)

The inbound and outbound recommended routes for the Pilot boarding ground (PBG) apply only to vessels requiring pilotage and do not apply to coastal vessels with a Pilot Exempt Master. However, should a coastal vessel wish to use the recommended routes or require pilotage, vessel shall report the same as a vessel requiring pilotage.

Coastal vessels must not impede the passage of inbound and outbound vessels using recommended routes and embarking or disembarking Pilots at the PBG Precautionary Area.

3.13. Melbourne VTS

3.13.1. Restrictions on passing and overtaking

The Master of a vessel 50 m or greater in length must not allow that vessel to pass or overtake another vessel 50 m or greater in length within the following shipping channels:

- Port Melbourne Channel
- Eastern By-Pass Channel
- Williamstown Channel (except in the circumstances stated in HMD 3.13.2)
- Yarra River

3.13.2. Passing in the Williamstown Channel

Passing in the Williamstown Channel is permitted between Beacon 15 and Yarra River Beacon 24 provided:

- neither of the 2 vessels is a tanker
- the combined length of the 2 vessels does not exceed 400 m and the combined beam does not exceed 50 m
- there is prior agreement between the vessels' Masters and Melbourne VTS.

3.13.3. Passing Holden Dock

The Master of an inbound or outbound vessel in the Yarra River, when passing another vessel that is moored at Holden Dock must:

- pass the moored vessel with as wide a berth as is safe and practicable
- if the passing vessel is a deep draught vessel and unable to maintain a speed of 6 kt or less, have a tug in attendance to assist in maintaining a speed of 6 kt or less.

3.13.4. Conduct of inbound vessels

The Master of an inbound vessel must not:

- impede the safe passage of another vessel using the Port Melbourne Channel or Williamstown Channel
- impede the safe passage of an outbound vessel which is about to enter the Western By-Pass Channel
- go beyond Fawkner Beacon if intending to proceed upstream of the West Gate Bridge before:
  - the intended berth is available
  - confirming that suitable tugs will be available at the designated meeting place.

3.13.5. Air draught requirements

West Gate Bridge

Vessels intending to pass under West Gate Bridge must declare an air draught.

Vessels with an air draught of less than and equal to 50.1 m can normally transit under the bridge at any state of tide up to highest astronomical tide (HAT is 1.04 m above Chart Datum).

Air draughts **in excess of 50.1 m will not be permitted at any time**.

Bolte Bridge

Vessels with an air draught of less than 24.36 m can normally transit under the Bolte Bridge at any state of tide up to highest astronomical tide (HAT is 1.04 m above Chart Datum).

In the case of a vessel exceeding this air draught the Master of the vessel must contact the CityLink Operations Room (Tel: +61 3 9674 2001). More information regarding the clearance under Bolte Bridge can also be obtained by contacting Parks Victoria.

3.14. Berth information, berthing and unberthing

Table 3(j) contains berth dimensions and associated ship limits and restrictions. Vessels which exceed the limits in Table 3(j) must obtain the approval of the Harbour Master to berth. **Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.**

Table 3(j) Berth information, berthing and unberthing

Berth		Maintained depth (m)	Ship's limits at berth (m)		Wharf height (m) above Chart Datum	General remarks
Name	Length (m)	Berth	Max. draught	Max. length		
Swanson Dock East	884	14.6	14.0	*Less than 337 m*[1]	2.7	Dedicated container berths LOA >250 m must berth head out **Maximum displacements**: Swanson Dock East Berth 1: 98,000 t (*refer to 3.16.14)* Swanson Dock East Berth 2 and 3: 140,000 t (*refer to 3.16.14)* Swanson Dock West Berths 1 to 3: 98,000 t *(refer to 3.16.14)* Maximum beam: *45.6 m*[1] For arrivals with LOA ≥ 290 m, the southernmost 50 m at West Swanson should be unoccupied (*refer to 3.16.8)* At East Swanson vessel with a draught <12.0 m can berth and unberth no more than 880 m chainage while vessel with draught ≥ 12.0 m can berth and unberth no more than 865 m chainage. *At West Swanson vessel with a draught <12.0 m can berth and unberth no more than 925 m chainage while vessel with draught ≥ 12.0 m can berth and unberth no more than 915 m chainage 1.* [1] *Contact Ports Victoria for LOA >310 m, OR if beam >45.6 m and refer to 3.16.17*
Swanson Dock West	944					

Berth		Maintained depth (m)	Ship's limits at berth (m)		Wharf height (m) above Chart Datum	General remarks
Name	Length (m)	Berth	Max. draught	Max. length		
Appleton Dock B	192	10.7	10.1	250[2]	3.7	General cargo and Ro/Ro berths **Maximum displacement**: 50,000 t [2] *Appleton Dock B - E can accommodate vessels of LOA ≤270 m with prior arrangement*
Appleton Dock C	192					
Appleton Dock D	200					
Appleton Dock E	137					General cargo berth
Appleton Dock F	246	11.6	11.0	230		Common user berth Head in berthing if using shiploader **Maximum displacement**: 70,000 t Vessel may warp beyond chainage mark 966 m to 983 m provided vessel's maximum forward draft remains less than or equal to 10 m
Victoria Dock	315	9.4	8.8	250	4.0	General cargo berth; sub-leased **Maximum displacement**: 65,000 t
South Wharf 26	266	11.0	10.4	215	3.5	Bulk cement berth **Maximum displacement**: 58,000 t
South Wharf 27	211	10.4	9.8	185	3.5	Bulk cement and common user berth Controlled cargo operations over the wharf apron due to low load limits
South Wharf 29	311	9.4	8.8			Lay-up and common user berth (wharf apron only) Cargo only direct to road transport with PoMO permission
South Wharf 30 & 31	Tug berths. Not used for shipping.					

Berth		Maintained depth (m)	Ship's limits at berth (m)		Wharf height (m) above Chart Datum	General remarks
Name	Length (m)	Berth	Max. draught	Max. length		
South Wharf 33	210	11.6	11.0	185	2.7	Common user berth - bulk cement terminals
Maribyrnong No. 1	–	10.0	9.4	180	2.9	Bulk liquid terminal Head out only Vessels with beam >25 m require permit **Maximum displacement**: 40,000 t
Yarraville 5	148	9.5	8.9	180[4]	3.5	Bulk sugar/gypsum Beam >28.6 m: vessel to move clear of Maribyrnong River channel for all movements to/from Maribyrnong No. 1 berth (vessel must shift as directed by Melbourne VTS) *[4] Maximum 16 m overlap allowed at each end*
Yarraville 6	235	10.2	9.6	160	3.4	Maximum beam: 26 m Only chemical tankers **Maximum displacement**: 30,000 t

Berth		Maintained depth (m)	Ship's limits at berth (m)		Wharf height (m) above Chart Datum	General remarks
Name	Length (m)	Berth	Max. draught	Max. length		
Holden Dock		13.1	12.1[5]	200	3.6	Oil terminal. Head out only. LOA 185-200 m Ship/Shore manifolds must be aligned Minimum LOA 100 m Vessel with a beam >32.5 m requires a permit to berth LOA >130 m not permitted to swing off the berth, must swing at Yarraville or Swanson swing basins **Maximum displacement:** 64,000 t *[5] Maximum draught of 12.1 m must not be exceeded, regardless of tide*
Gellibrand Pier		15.5	14.7	287[6]	4.9	Oil terminal Head out only Beam no greater than 50.1 m Maximum distance manifold-stern 145 m **Maximum displacement**: 162,000 t *[6] Minimum length 170 m*
Breakwater Pier	120	6.5	6.0	75	3.9	Berthing only allowed between chainage 30-120 m **Maximum displacement:** 5,287 t
Webb Dock 1 East	210	8.2	7.6	210	3.0	Coastal Ro/Ro berths
Webb Dock 2 East	150	7.0	6.4	210		
Webb Dock 3 East	Under construction					

Berth		Maintained depth (m)	Ship's limits at berth (m)		Wharf height (m) above Chart Datum	General remarks
Name	Length (m)	Berth	Max. draught	Max. length		
Webb Dock 4 East	660	14.6	14.0	347[7,8]	3.05	Container terminal berths Preferred, head out berthing only **Maximum displacement**: 140,000 t *(refer to 3.16.14)* [7] *Contact Ports Victoria for LOA>310m to 337m and refer to 3.16.17(c)* [8] *Contact Ports Victoria for LOA>337m*
Webb Dock 5 East						
Webb Dock 1 West	890	12.4	11.8	265	3.4	Ro/Ro car terminal berths **Maximum displacement:** 60,000 t
Webb Dock 2 West						
Webb Dock 3 West						
Station Pier Inner East	220	10.0	9.4	195	3.4	Not in use
Station Pier Outer East	223	10.9	10.3	240[9]	3.4	Cruise ship terminal Berthing also subject to passenger capacity and security requirements [9] *Vessels with LOA >240 m may be accommodated on request*
Station Pier Inner West	95	8.8	8.2	105[10]	3.4	Cruise ship terminal Berthing also subject to passenger capacity and security requirements [10] *Vessels with LOA >105 m may be accommodated on request*

Berth		Maintained depth (m)	Ship's limits at berth (m)		Wharf height (m) above Chart Datum	General remarks
Name	Length (m)	Berth	Max. draught	Max. length		
Station Pier Outer West	400	10.9	10.3	345[11]	3.4	Cruise ship terminal Berthing also subject to passenger capacity and security requirements *[11] Vessels with LOA >345 m may be accommodated on request*

3.15. Swinging basins

Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.

Table 3(k) Swinging basin dimensions

Swinging basin dimensions			
Swinging basin	**Diameter (m)**	**Maintained depth (m)**	**Max. draught at zero tide (m)**
Appleton	339	14.6	14.0
Swanson	342	14.6	14.0
Yarraville	274	11.0	10.4
Station Pier	450[1]	10.9	10.3
Gellibrand	371	15.5	14.7
Webb	450 (NW-SE axis) 420 (NE-SW axis)	14.6	14.0
Channel Junction (Port Melbourne and Williamstown Channels)	420	10.9	10.3
[1] *When Station Pier Outer West berth is occupied this diameter is reduced*			

3.16. Ships at berths

3.16.1. General requirements

The Master of a vessel must ensure the vessel is appropriately and effectively secured to the berth and that the vessel's moorings are tended at frequent intervals to prevent vessel movement in all weather conditions.

In addition, the Master of a berthed vessel must:

- ensure that the ship or shore gangways are positioned correctly, and adequately tended for the duration of the vessel's stay in port
- ensure that the vessel remains afloat while alongside a berth
- immediately notify Melbourne VTS if mooring lines part
- obtain clearance from Melbourne VTS to change the vessel's position on the berth
- monitor weather conditions and forecasts throughout the vessel's stay.

3.16.2. Testing propulsion units alongside a berth

The Master of a vessel must:

- obtain clearance from Melbourne VTS to allow a propeller to be worked, other than for testing the engines before departure
- notify the Masters of vessels at adjacent berths of the intention to work the propeller
- before testing, visually confirm the waters are clear of all persons and any obstructions such as work pontoons or other small craft.

3.16.3. Precautions to be taken at container terminals with regard to portainer cranes

To minimise the risk associated with the berthing or unberthing of a vessel at a berth with portainer cranes, the following requirements have been established to assist terminal operators in planning the safe placement and management of portainer cranes.

At Swanson Dock and Webb Dock for vessels of LOA less than 250 m:

- a minimum distance of 20 m ahead or astern must be maintained at all times between the closest portainer crane leg and the bow and stern of the arriving/departing vessel
- a maximum of 2 portainer cranes may, at times, be positioned in way of the parallel body of the vessel, alongside each other, as close as possible amidships and with a minimum 30 m clearance from the nearest crane leg to the vessel's accommodation.

At Swanson Dock and Webb Dock for vessels of LOA of 250 m and greater:

- a minimum distance of 20 m ahead/astern must be maintained at all times between the nearest portainer crane leg and the bow and stern of an arriving/departing vessel
- a maximum of 3 portainer cranes may, at times, be positioned in way of the parallel body of the vessel, alongside each other, as close as possible amidships and with a minimum 30 m clearance from the nearest crane leg to the vessel's accommodation.

When the terminal is unable to comply with any of the above requirements this must be reported to Melbourne VTS as soon as possible before any scheduled vessel movements that may be affected. Melbourne VTS, in consultation with the vessel's Master, will then determine whether:

- additional tug assistance is required to assist berthing or unberthing (the movement will then be subject to tug availability)
- the vessel can proceed to or from the berth
- berth marks are adjusted accordingly
- berthing is aborted and the vessel proceeds to the anchorage
- departure is aborted and the vessel remains alongside.

Portainer cranes must not be traversed along the wharf or boomed down while vessels are berthing or unberthing.

When portainer booms are lowered for maintenance/repair, Melbourne VTS must be advised as soon as possible and provided with the chainage position of the crane legs. In addition the form *Notification of booming down a portainer crane or grain loader* is to be completed. In such situations, movements may be delayed should additional tugs be required. Movements at West Webb may also be impacted when portainers are in the lowered position at East Webb.

When in the lowered position over open water (i.e. with no vessel at the berth), no personnel should be anywhere on a portainer boom when a vessel is passing.

When portainer booms are lowered for maintenance/repair they must remain adequately lit during the hours of darkness.

When not being used for cargo operations or lowered for maintenance/repair, portainer booms must always be stowed in the raised position.

3.16.4. Minimum clearance between berthed vessels

For safety and operational reasons, minimum clearances between berthed vessels apply as follows:

- At Swanson Dock East and Swanson Dock West: 22 m
- Webb Dock East (berths 4 and 5): 30 m
- At all other berths: 15 m

If a vessel is using a stern ramp, the minimum clearance is to be measured from where the outboard edge of the lowered ramp crosses the wharf face.

Note that these are minimum clearances and there may be occasions when the separation between vessels needs to be increased due to such factors as the arrangement of mooring lines leading from vessel to wharf, the availability and disposition of bollards, the presence of shore-side infrastructure such as container cranes, or to facilitate cargo operations.

3.16.5. Topping of portainer booms/ships' cranes

Before arriving at or departing from a container terminal, the Master may require portainer crane boom(s) to be raised or the jibs of ships' cranes on vessels at other berths be topped/swung clear of the dock. The Master should advise Melbourne VTS which, in turn, will request the operator of the relevant terminal either to raise the portainer crane boom(s) or ask the vessel's crew to reposition the ship's crane(s). The request must be made in adequate time, to allow for its implementation.

Vessels equipped with cranes and berthing at Swanson Dock must ensure that the ship's cranes are slewed such that all parts of the crane are within the ship's sides at all times.

Vessels unable to comply with this requirement or requiring to swing cranes outboard are required to gain permission from Melbourne VTS and to do so by calling Tel: +61 3 9644 9789.

If VTS considers it safe to do so, VTS will grant permission for cranes to be swung outside the ship's side boundary, only if the vessel provides a phone number to VTS that will be monitored at all times that the crane is outboard.

3.16.6. Mooring service provider operations

Terminal operators must ensure that mooring service providers have safe access to and from the berth and that the areas in proximity to bollards, mooring hooks and capstans are clear of obstructions and adequately illuminated.

If safe access to the mooring bollards and a safe working area to the mooring service provider is not maintained, the scheduled ship movements will be deferred until such time as the mooring service provider can safely operate in the area.

Operations for arrivals: mooring service providers must remain in attendance at the berth on vessel arrival until such time the Master/Pilot is satisfied that the vessel is safely secured to the berth (all fast). Mooring service providers are to be contacted on the appropriate VHF working channel by the Master/Pilot of the vessel when no longer required to stand by at the berth.

Operations for departures: mooring service providers must remain in attendance at the berth on vessel departure until such time the Master/Pilot is satisfied with the manoeuvrability of the vessel. Mooring service providers are to be contacted on the appropriate VHF working channel by the Master/Pilot of the vessel when no longer required to stand by at the berth.

3.16.7. Swanson Dock – restriction on the movement of vessels with beam >32.5 m

If the total available lateral distance between the 2 ships moored at the berth is less than 3 times the beam of the passing ship and provided there is a minimum of 40 m distance available on either side of the passing ship, the following additional conditions will apply subject to the approval by the Harbour Master:

a. A maximum steady wind speed of:
   - 15 kt for wind in the North or South quadrant (45 degrees either side of True North or South) OR
   - 10 kt for wind from the East or West quadrant (45 degrees either side of True East or West).

b. No vessel shall be berthed to the South of +20 m chainage mark at Swanson Dock 1 East.

c. The Pilot shall use a Portable Pilot Unit (PPU) approved by the Harbour Master.

d. Master/Pilot to assess risk and advise Melbourne VTS if any specific Portainer crane boom(s) need to be raised. This request must be made in adequate time to allow for its implementation.

Note: for the purpose of this section, the lateral distance between the fenders of East Swanson and West Swanson is 210 m.

3.16.8. Swanson Dock – the southernmost 50 m at West Swanson to be unoccupied for arriving vessels with LOA ≥ 290 m

When a vessel with an LOA of 290 m or greater is to berth at Swanson Dock, the southernmost 50 m of the berth at Swanson Dock 1 West should be unoccupied.

If it is not, the arriving vessel must be advised (Melbourne VTS to provide the chainage of the vessel occupying the berth) in sufficient time to allow the Master to undertake an appropriate risk assessment and so decide whether:

- the vessel will berth as planned
- the vessel will berth subject to the application of additional risk control measures
- the vessel's berthing will be delayed until such time as the southernmost 50 m is unoccupied.

3.16.9. Webb Dock West – use of storm bollards

When a Strong wind warning or greater is issued by the Bureau of Meteorology for Port Phillip waters from the South through to North-West quadrant, a car carrier moored alongside any of the berths at West Webb must make use of the storm bollards provided, otherwise a tug will be mandated to standby the vessel for the expected duration of strong winds.

If a Strong wind warning or greater has not been issued and the Master/Pilot intend to use the storm bollards, this information is to be conveyed to the VTS at the time of ordering the tugs. This gives the VTS, the mooring gang and the stevedores sufficient time to ensure that the storm bollards are accessible and clear of any wharf cargo.

3.16.10. Holden Dock – minimum mooring requirements

To counteract the surge effect caused by vessels transiting the Yarra River, vessels berthed at Holden Dock must comply with the following mooring requirements:

- Vessel with LOA equal to or less than 140 m, with mooring lines of any type:
  - 2 head and 2 stern lines
  - 2 breast lines at each end
  - 2 spring lines at each end
- Vessel with LOA greater than 140 m, with mooring lines of wire or high modulus synthetic fibre (HMPE/HMSF), e.g. Dyneema:
  - 2 head and 2 stern lines
  - 2 breast lines at each end
  - 2 spring lines at each end
- Vessel with LOA greater than 140 m, with synthetic fibre lines such as nylon, polyester and polypropylene:
  - 2 head and 2 stern lines
  - 2 breast lines at each end
  - 3 spring lines at each end or 1 spring plus 1 spring on the bight at each end with the eye on the bitts
  - All mooring lines must pass through the mooring leads directly in front of the winch
  - All spring lines must be on a winch, not turned up on bitts
  - Sharing a load between lines of the same type and size but of different lengths is undesirable

To avoid potential damage to cargo transfer equipment, shore gangway and gangway tower, moorings are to be frequently monitored and carefully tended throughout the vessel's time alongside and particularly prior to the passing of other vessels.

3.16.11. Holden Dock – maximum draught and minimum under keel clearance

The maximum permissible draught for a vessel berthed at the Holden Dock terminal is 12.1 m. This maximum must not be exceeded at any time, even with tidal assistance.

A vessel manoeuvring alongside Holden Dock must maintain a minimum under keel clearance of 1.0 m.

3.16.12. Gellibrand Pier – commencement of discharge and minimum wash requirement

Vessel with draught >14.0 m to commence discharging immediately on berthing.

Outbound vessels to pass Gellibrand Pier with minimum wash when a vessel with a maximum draught of over 14.0 m is alongside the berth.

3.16.13. Station Pier – use of shore gangways for cruise vessels

Shore gangways will be disconnected by the port gangway attendant if the vessel's crew/safety officer or the gangway attendant considers there is a risk of damage to the gangway due to the vessel surging or moving away from the berth.

The gangway will be reconnected once all the risks are mitigated and it is declared safe to do so by both the gangway attendant and the vessel's safety officer.

3.16.14. Webb Dock East and Swanson Dock 2 & 3 East – berthing with displacement greater than 118,000 t

As a result of the upgrades to Webb Dock 4 East, 5 East and Swanson Dock 2 East, 3 East - vessels with a displacement greater than 118,000 t but less than or equal to 140,000 t can berth at these berths only with a berthing speed of 0.11 m/s and the use of a Docking Aid (PPU) approved by the Harbour Master.

Pilots will be required to ensure that their (PPU) units are approved by the Harbour Master and that the berthing speed does not exceed 0.11 m/s.

3.16.15. Swanson Dock – conditions for berthing/unberthing vessels at Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson

The following minimum conditions apply for arriving and departing vessels with a beam >32.5 m to ≤42.9 m:

- Maximum steady wind speed:
  - ♦ 15 kt from the East or West quadrant (45 degrees either side of True East or West) OR
  - ♦ 20 kt from the North or South quadrant (45 degrees either side of True North or South).

For the arrival or departure of any vessel with LOA >280 m (irrespective of her beam), the southernmost 20 m of the berth at Swanson Dock 1 East should be unoccupied.

3.16.16. Swanson Dock – conditions for berthing/unberthing vessels at Swanson Dock when a vessel is berthed at 1 East Swanson and overhanging the 0 m mark

This applies to all vessels arriving and departing from Swanson Dock when a vessel is berthed at 1 East Swanson and overhanging the 0 m mark.

- For the arrival or departure of any vessel with LOA >280 m (irrespective of her beam), the vessel berthed at 1 East Swanson shall shift back to chainage 0 m.
- HMD 3.16.7 will apply when applicable.

3.16.17. Requirements for container vessels with an LOA >310 m to ≤337 m and/or vessels with a beam >42.9 m to ≤45.6 m

This section applies to container vessels arriving and departing the port with

- a length overall >310 m but ≤337 m and/or
- a beam >42.9 m, but ≤45.6 m.

a. For first visit vessels that this notice applies, Shipping lines/Agents shall supply the vessel details a minimum 48 hours prior to arrival of the vessel to the Berth Allocator (BerthAllocator@ports.vic.gov.au) for consideration.

b. If approved under permit, each new vessel will be observed for a minimum of two entry/exits to ensure suitability for exemption from permits in accordance with the conditions detailed below and reviewed by the Harbour Master for approval as a compliant vessel in accordance with this section. The Ports Victoria Berth Allocator will maintain a database of compliant vessels.

c. In addition to the requirements specified in the Harbour Master's Directions, the following minimum conditions shall apply to container vessels which fall in this category, irrespective of the terminal they are calling:

- A maximum trim of 2.5 m by the stern. Vessels shall not be trimmed by the head.
- The Pilot must have a clear view both ahead and astern as per SOLAS Regulation 22 of Chapter V and meet the IMO navigation visibility requirements.
- Vessels shall berth head out only.
- Vessel must have an effective bow thruster capable of being operated at 100% of the rated capacity.
- Vessel must have bollards suitable for 68 t tugs.
- Tidal streams: inward and outward transit through the Fairway Through Port Phillip Heads is restricted to:
  - Tidal stream <2.0 kt
  - Tidal stream limit can be increased up to 2.5 kt for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from VTS.

d. Container vessels calling at Swanson Dock, in addition to the above and noting the additional risk profile of these vessels transiting the Yarra River and Swanson Dock approaches/entry and exit, must also comply with the following:

i. Pilotage requirements:

- For vessels with LOA equal to or greater than 325 m but less than 337 m:
  - Two Pilots (both Class 1O) must be onboard for arrival and departure (i.e. from Breakwater to berth and vice versa)
  - The Pilot shall use a Portable Pilot Unit approved by the Harbour Master
  - The Pilot with the conduct of the vessel must have conducted simulator training for this size of vessel, or
  - Must have observed two transits in and two out, and undertaken a check pilotage of a vessel of this size
- Pilot endorsement for these size vessels is subject to the conditions detailed above, to the satisfaction of the Harbour Master

ii. Maximum steady wind restrictions:

- For vessels with LOA less than 325 m:
  - 20 kt for the river transit (Breakwater gauge) and
  - 15 kt for berthing and unberthing (South Wharf gauge)
- For vessels with LOA equal to or greater than 325 m but less than 337 m:
  - 15 kt for the river transit (Breakwater gauge) and
  - 15 kt for berthing and unberthing for wind in North or South quadrant (45 degrees either side of True North or South).
  - 10 kt for berthing and unberthing for wind in East or West quadrants (wind 45 degrees either side of True East or West)

iii. Swanson Dock configuration for vessels of this size berthing and unberthing:

- Vessels with a beam greater than 32.5 m are not permitted to berth at 1 West Swanson
- Vessels with a beam greater than 42.9 m are not permitted to berth at 1 East Swanson
- Vessels with a beam greater than 45.6 m must berth at 3 East/West Swanson

- East Swanson southernmost 160 m is to be unoccupied for Arrival and Departure, crane booms up
- West Swanson southernmost 50 m (for vessel with LOA less than 325 m) or southernmost 200 m (for vessels with LOA equal to or greater than 325 m) is to be unoccupied for arrival and departure, crane booms up
- Vessels with an air draught greater than 43 m, arriving and departing East Swanson Dock, when passing between 2 vessels, all crane booms being passed are to be raised at East Swanson Dock
- Vessels with an air draught greater than 43 m, arriving and departing West Swanson Dock, when passing between 2 vessels, all crane booms being passed are to be raised at West Swanson Dock
- For the departure from Swanson Dock, SW 33 is to be unoccupied

e. For vessels that do not meet the criteria above, Shipping lines/Agents may apply for an Over Dimension permit by email to the Berth Allocator (BerthAllocator@ports.vic.gov.au). Applications will be considered on their merit.

3.17. Ship's telephone number

The Master or the shipping agent should ensure that arrangements are made to supply the vessel with an Australian service mobile phone for the duration of the vessel's stay in port and that the telephone number is inserted in PortVIEW.

3.18. Securing of cargo prior to departure

All cargo must be secured to the Master's satisfaction, and in compliance with the requirements of Marine Order 42, before the vessel departs the berth.

Melbourne VTS will not grant permission for the lashing of cargo to be completed while the vessel is transiting Port Phillip Bay.

If lashing is still ongoing at the scheduled time of departure the vessel will not be given clearance to depart and it must remain alongside until all cargo securing is completed.

3.19. Navigation bridge visibility

SOLAS Regulation 22 of Chapter V stipulates minimum requirements regarding Navigation Bridge Visibility. It is the Master's responsibility to ensure these minimum requirements are maintained.

If, due to the design of the vessel or the stowage of cargo, these requirements cannot be met, the Harbour Master may declare the vessel a 'hampered vessel' and/or require additional measures to be implemented to ensure the safe transit of the vessel through port waters. Such additional measures may include the posting of extra lookouts forward or on the monkey island, the provision of a second Pilot, a daylight-only transit, the presence of an escort vessel or a reduction in stern trim through re-ballasting.

If the Master of a vessel is aware that navigation bridge visibility is restricted, Melbourne VTS must be notified of the situation at least 24 hours before the start of the vessel's transit of the port or, if this is not possible, as soon as the Master is made aware that the vessel will be unable to comply with the requirements of SOLAS V/22.

This SOLAS regulation is given effect in Australian Waters through *Marine Order 21 (Safety and emergency arrangements)*, 2016.

3.20. Limiting wind speeds for berthing/unberthing manoeuvres

The Master of a vessel must ensure that a berthing or unberthing manoeuvre, with or without tug assistance, does not start if the prevailing steady wind and/or wind gusts exceed the **Wind Limits** as contained in Table 3(l).

3.21. Towage and minimum requirements

Tugs must be ordered to meet the towage and minimum tug requirements listed in this section - see Table 3(l) - unless the Master requests tugs additional to those identified. Masters of vessels on inward transits must discuss with the Pilot the tug requirements for departure.

The ship's nominated towage provider will be responsible for providing the required number of tugs and advising Melbourne VTS of the name(s) of tug(s) allocated.

If a vessel experiences main engine or steering failure while transiting port waters of the port of Melbourne, the vessel shall be directed to a designated anchorage until the defect has been rectified to the satisfaction of AMSA and the vessel's classification society. The Harbour Master may impose additional mitigations for the vessel's onward transit.

Ordered tugs must meet a vessel inward bound for:

- berths upstream of West Gate Bridge, at Breakwater
- Station Pier, in the vicinity of Port Melbourne Channel Beacon 70
- other Hobsons Bay berths, in the vicinity of Port Melbourne Channel Beacons 11 and 12

Ordered tugs must attend vessel outbound from:

- Berths upstream of West Gate Bridge:
  - At least 1 tug to be tethered until Yarraville Swing basin
  - At least 1 tug in attendance until Breakwater
  - If applicable, second tug in attendance until Yarra River Beacons 23/24
  - If applicable, third tug maybe dismissed at Pilots discretion
- Station Pier, at least until Port Melbourne Channel Beacon 70
- Other Hobsons Bay berths, at least 1 tug until Breakwater

Towage requirements for all movements will be subject to a risk assessment conducted by the Master and, if one has been engaged, the Pilot, but in any event will not be less than those specified in Table 3(l).

The minimum towage requirements are contained in the Table 3(l) and are based on tugs complying with at least Tier 2 standard (as defined in the Towage Requirements Determination), except where Tier 1 is mandated within the table.

Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)

Towage category	Arrival	Departure	Wind limits	Additional remarks
Car Carriers: Appleton Dock	2	2	Steady wind >20 kt or gusts >25 kt: movements suspended	During periods when the wind is from the north through to west and forecast to be greater than 30 kt, the Master should order a tug to standby to assist in keeping the vessel safely alongside the berth. This can be arranged through the ship's agent or by contacting Melbourne VTS. At least 1 x Tier 1 tug
Car Carriers: Webb Dock	2	2	Steady wind >20 kt or gusts >25 kt: movements suspended	When a Strong wind warning or greater is issued by the Bureau of Meteorology for Port Phillip waters from the South through to North-West quadrant, a car carrier moored alongside any of the berths at West Webb must make use of the storm bollards provided, otherwise a tug will be mandated to standby the vessel for the expected duration of the warning. At least 1 x Tier 1 tug
Coastal vessels with Pilot Exempt Master: at dedicated berths 1 & 2 Webb Dock East, South Wharf	1	1	Steady wind >30 kt or gusts >35 kt: movement subject to risk assessment carried out by the Master.	The following coastal vessels are exempt from the minimum towage requirements.: *Tasmanian Achiever II, Victorian Reliance II, Liekut, Searoad Mersey II.*
Container vessels: **Swanson Dock & Webb Dock** LOA >130 m to <290 m	2	2	Steady wind >30 kt or gusts >35 kt: movements suspended	
Container vessels: **Swanson Dock & Webb Dock** LOA ≥290 m to <295 m	2	2	Steady wind >25 kt: movements suspended	Tier 1 tugs only
Container vessels: Swanson Dock & Webb Dock LOA ≥ 295 m to ≤ 310 m	2	2	Steady wind >20 kt: movements suspended	Tier 1 tugs only

Towage category	Arrival	Departure	Wind limits	Additional remarks
Container vessels: **Swanson Dock only** LOA >310 m to ≤ 337 m	3	3	Refer 3.16.17	Refer 3.16.17 Tier 1 tugs only
Container vessels: **Webb Dock only** LOA >310 m to ≤ 337 m	3	3	Movements suspended when steady wind >15 kt.	Refer 3.16.17 Tier 1 tugs only
Cruise vessels	See Remarks	See Remarks	Steady wind >20 kt and gusts >25 kt: movement subject to specific risk assessment between Master and Pilot. A movement must not commence if the steady wind >35 kt.	Refer to **Operational Instruction** in force for navigational controls for cruise shipping at Station Pier.
Other than large tanker: **Gellibrand Pier** (displacement <100,000 t)	2	2	Steady wind >30 kt or gusts >35 kt: movements suspended	Tier 1 tugs only
Other than large tanker: **Gellibrand Pier** (displacement >100,000 t)	3	2		
Large tankers: **Gellibrand Pier** (displacement <70,000 t)	2	2	Steady wind >20 kt if from the South East to the South West quadrant or steady wind >25 kt: movements suspended	**Large tanker** = vessel with a LOA >260 m and beam >45 m Tier 1 tugs only
Large tankers: **Gellibrand Pier** (displacement >70,000 t)	3	2		
General minimum towage requirements (for all berths and vessel types not specified elsewhere in this table)				
Other: LOA 100 m to <130 m	1	1	Steady wind >30 kt or gusts >35 kt: movements suspended	
Other: LOA ≥ 130 m to ≤ 270 m	2	2		

3.21.1. Notes on the minimum towage table

The towage table has been developed by Ports Victoria in consultation with port stakeholders and incorporates the results of extensive ship handling simulations conducted at the Australian Maritime College.

Port requirements: The table contains the Port Requirements (PR) for towage in standard conditions (based on winds of up to 15 kt and vessel not hampered in its ability to manoeuvre). Tug requirements for other than standard conditions will be subject to a risk assessment by the Master of the vessel and the pilotage service provider, provided that any such assessment shall not result in a lowering of the minimum requirements stipulated in the towage table.

LOA means length overall.

Wind gauges: Masters and Pilots must use wind speed readings from Ports Victoria wind gauges and take into account prevailing weather forecasts to determine compliance with Harbour Master's Directions, referencing the nearest available wind gauge appropriate to the planned manoeuvre.

SWL of bitts: It is important that the Master/Pilot exchange includes the Safe Working Load (SWL) of the vessel's equipment used for towing and that this information is then passed on to attending tugs, as it is now common for tugs to have a bollard pull capacity in excess of the rated SWL of the ship's bitts.

3.22. Lines boat requirements

Table 3(m) identifies minimum lines boat requirements which must be adhered to by the vessel's Master/shipping agent when ordering lines boats.

Table 3(m) Lines boat requirements

Arrivals	Requirements
• All vessels mooring at **Gellibrand Pier**, **Holden Dock**, and **Maribyrnong No. 1** • All vessels with LOA >150 m berthing at **Yarraville 5** when using bollards off the wharf at which the vessel is berthed	2 lines boats
• All vessels mooring at **South Wharf** 26 and 33.	1 lines boat
• All vessels mooring within 20 m of the outer end of the berth at **Swanson Dock East 1** • Vessels berthing at **Swanson Dock East 3** with the stern or stem beyond the 870 m mark • Vessels berthing at **Swanson Dock West 3** with the stern or stem beyond the 921 m mark • Vessels berthing at **Webb Dock East 5** with the stern or stem beyond the 713 m mark • All vessels berthing at **Yarraville 6** when using bollards off the wharf at which the vessel is berthed • All vessels with LOA <150 m berthing at **Yarraville 5** when using bollards off the wharf at which the vessel is berthed	1 lines boat
• **Warping** along a wharf over a distance greater than 100 m (refer 3.23.1)	1 lines boat

For ships of more than 220 m LOA, vehicle carriers, and container vessels with a beam of 40 m or more not identified in the table, shipping agents are strongly advised to:

- consult with the ship's Master
- consider the ship's design, size, type of mooring lines and proposed position on the berth

- consider the requirements of the contracted mooring service provider before deciding whether a lines boat is required or not.

3.23. Shifting ship

If at any time during a shifting operation the vessel will be underway, standard pilotage and minimum towage requirements will apply.

To determine the minimum towage requirements the movement from the original location should be considered a ‘departure’ and manoeuvring at the second location an ‘arrival’.

3.23.1. Warping

A vessel may be warped along a straight-line wharf for a distance of up to 200 m without the need for tugs or a Pilot but such a movement must comply with the following provisions:

- The Master must be proficient in the English language to allow effective communication with the mooring gang.
- A mooring service provider must attend the shift.
- If the distance of the shift is more than 100 m, a lines boat must also attend.
- At Webb Dock East (berth 4 and berth 5), if the distance is more than 30 m, a lines boat must also attend.
- A minimum of 1 head line and 1 stern line must remain fast at all times throughout the shifting operation.

If the Master requires a tug to assist, then a Pilot must also be engaged.

The Master must consider the following when determining whether warping is an appropriate option for shifting ship:

- Type of mooring lines in use
- Weather conditions
- Potential language issues
- Possible time constraints

The vessel’s Master or agent must advise the terminal operator of the intention to warp the ship along the wharf so that potential obstructions such as portainer cranes, gantry loaders and other shore installations are not at risk of damage and can be moved if likely to create a hazard for the mooring gang.

Before warping, the Master must obtain clearance from Melbourne VTS.

Melbourne VTS will advise the Master the VHF channel to use when communicating with the mooring gang.

A vessel is not permitted to warp along the wharf if the planned distance of the shift is greater than 200 m.

3.23.2. Dead ship movements

Management of dead ship movements will be subject to a risk assessment by the Harbour Master, the pilotage service provider and the towage provider.

3.24. Restricted visibility

All vessels transiting port waters of the port of Melbourne shall proceed in accordance with Rule (19) of the International Regulations for Preventing Collision at Sea.

Overtaking is not allowed in any designated shipping channel. Overtaking in open water is permitted subject to the prior agreement between the Masters of the vessels involved.

All vessels proceeding in the same direction shall maintain a minimum 2 nautical mile separation from the vessel ahead, unless overtaking.

3.24.1. Lonsdale VTS

Tankers, hampered vessels, vessels constrained to the Great Ship Channel (which includes all DUKC vessels) and vessels that have requested a one-way transit shall not enter the Fairway Through Port Phillip Heads when visibility at the Heads is less than 2 nautical miles.

Vessels other than those listed above may transit the Heads during periods of restricted visibility but the passing of another vessel with an LOA of 50 m or greater in the Fairway Through Port Phillip Heads is not permitted at such times and vessels must abide by the following restricted visibility protocols.

- Transits of the Fairway Through Port Phillip Heads - outbound vessels will have priority.
- Transits of the South Channel Cut - inbound vessels will have priority.
- An outbound vessel:
  - shall, if necessary, adjust its time of passing the Hovell Pile to ensure that it does not pass an inbound vessel between Hovell Pile and South Channel Beacon 12
  - if conditions are considered unsafe for transiting the Heads, may, depending on draught, proceed to the Quarantine Anchorage or Shortland Bluff Anchorage until visibility improves.

3.24.2. Melbourne VTS

Vessels inbound to Melbourne shall not proceed past a safe abort point* unless visibility is greater than 0.5 nautical mile for the entire transit.

*A safe abort point shall be established by the Master and will be considered as the last point that the vessel is able to turn away into open water and not proceed to the berth.

Vessels outbound shall not proceed unless visibility for the entire transit from berth to a safe exit point from the channel is greater than 0.5 nautical mile.

Movement of coastal vessels in restricted visibility is subject to a risk assessment carried out by the Master.

3.25. Anchorages and anchoring

3.25.1. Designated anchorages within port waters of the port of Melbourne

Due to confined shipping traffic, pilot boarding location, tidal streams, the ground swell, the dangers of a lee shore and general foul ground in the area, there is no recommended safe anchorage in the vicinity of Port Phillip Heads.

Anchorages have been defined in the port of Melbourne and are designated as follows in Tables 3(n), 3(o) and 3(p).

The **Inner Anchorage** has 3 designated anchorage berths centred on the positions listed in Table 3(n), below. Each designated anchorage berth maintains a radius of 0.4 nautical mile (740 m).

Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.

Table 3(n) Inner Anchorage berth locations

Anchorage name	Latitude	Longitude	Least depth (m)	Max. draught (m)	Max. LOA (m)
A1	37° 53.36' S	144° 54.56' E	9.8	8.3	240
A2	37° 54.25' S	144° 54.50' E	11.0	9.0	
A3	37° 55.13' S	144° 54.64' E	12.0		

The **Outer Anchorage** has 17 designated anchorage berths centred on the positions listed in Table 3(o), below. Each designated anchorage has a radius of 0.5 nautical mile (926 m).

Anchorages S7, S11, S12 and G3 are prioritised for vessels with a draught of 14.0 m and over.

Table 3(o) Outer Anchorage berth locations

Anchorage name	Latitude	Longitude	Least depth (m)	Max. draught (m)
S1	37° 58.209' S	144° 54.298' E	15.3	13.8
S2	37°57.556' S	144° 53.248' E	14.6	13.1
S3	37° 56.902' S	144° 52.198' E	15.9	14.4
S4	37° 56.235' S	144° 51.166' E	13.1	11.6
S5	37° 57.166' S	144° 50.318' E	12.7	11.2
S6	37° 57.795' S	144° 51.386' E	15.6	14.1
S7	37° 58.424' S	144° 52.454' E	16.2	14.7
S8	37° 58.812' S	144° 50.882' E	15.5	14.0
S9	37° 58.096' S	144° 49.666' E	13.7	12.2
S10	37° 59.026' S	144° 49.014' E	14.7	13.2
S11	37° 59.742' S	144° 50.230' E	16.9	14.7[1]
S12	38° 00.672' S	144° 49.578' E	16.8	14.7[1]
S13	37° 59.955' S	144° 48.362' E	14.7	13.2
G1	38° 01.601' S	144° 48.926' E	15.3	13.8
G2	38° 01.815' S	144° 47.057' E	15.3	13.8
G3	38° 02.531' S	144° 48.273' E	17.2	14.7[1]
G4	38° 02.744' S	144° 46.404' E	15.3	13.8

[1] Max. draught governed by max. draught that may be permitted to operate in port waters subject to HMD 3.9

Table 3(p) Other anchorages

Anchorage name	Latitude	Longitude	Max. LOA (m)
Hobsons Bay Anchorage	37° 51.75' S	144° 55.50' E	100
Quarantine Anchorage	38° 18.21' S	144° 41.75' E	–
Shortland Bluff Anchorage	38° 16.43' S	144° 40.30' E	–

3.25.2. Anchoring

The Master of a vessel which is anchored within port waters of the port of Melbourne must ensure that:

- permission is sought from the VTS before anchoring
- if the vessel's LOA is >50 m, that it anchors in a designated anchorage and as close to the centre of the anchor circle as possible
- sufficient cable is paid out, having regard to the holding ground, depth of water, the prevailing and forecast weather conditions
- Melbourne VTS or Lonsdale VTS is notified of the time and position of anchoring and when the vessel is brought up
- permission is obtained from Melbourne VTS or Lonsdale VTS to immobilise main engines
- the vessel does not change its position without clearance from Melbourne VTS or Lonsdale VTS
- Melbourne VTS or Lonsdale VTS is notified immediately if the vessel parts from its anchor or drags from its anchoring position
- the vessel is not allowed to drag an anchor cable over:
  - a cable or other subsurface service
  - the underwater gas pipeline between Mordialloc and Altona
- at least 1 competent person is on watch at all times to ensure security and safety
- the vessel is capable of being safely moved and navigated at all times
- sufficient crew or other competent persons are readily available to comply with any directions given by the Harbour Master for the removal or shifting of the vessel and, so far as reasonably practicable, can deal with any emergency that may arise
- permission to vary these requirements is obtained from the Harbour Master.

Unless the safety of the vessel is at imminent risk, the Master of a vessel must:

- not anchor:
  - within 0.5 nautical mile (approximately 900 m) of another vessel, or in a position which may endanger the safety of other vessels
  - within 0.1 nautical mile (approximately 200 m) from any wharf except for the purpose of swinging the vessel or immediately hauling alongside that wharf
  - within prohibited anchorage as delineated on charts Aus143, Aus144, Aus155 or relevant official ENCs
  - in the Yarra River, between an imaginary line joining Beacons 33 and 34 and an imaginary line joining Beacons 35 and 36
  - in port waters of the port of Melbourne, within 0.17 nautical mile (approximately 300 m) of where a cable or other subsurface service has been laid
  - within 0.8 nautical mile, (approximately 1500 m) of the underwater gas pipeline between Mordialloc and Altona, as delineated on chart Aus143 and Aus155, or relevant official ENCs
  - within any shipping fairway, channel and the Transit Only Zone (TOZ)
- obtain the permission of the Harbour Master to allow:
  - the vessel to anchor or lie in any shipping fairway or channel
  - any cable, chain, hawser, rope or other obstruction across, through or above any shipping fairway or channel.

When imminent risk to the safety of the vessel has compelled a Master of a vessel to anchor or allow the vessel to lie in any shipping fairway or channel, the Master must:

- immediately notify the position of the vessel to Melbourne VTS or Lonsdale VTS
- as soon as possible, move the vessel to a place where it does not impede the safe passage of other vessels
- immediately after the vessel has cleared the shipping fairway or channel, notify Melbourne VTS or Lonsdale VTS.

3.25.3. Permits required at anchor

Permits are required in the following circumstances:

- To immobilise or conduct repairs for more than 12 hours (this is in addition to the notification required by HMD 3.6).
- To carry out tank washing.
- When carrying explosives.
- When ship-to-ship transfer operations are to be carried out.

3.25.4. Tank cleaning or gas freeing at anchor

A vessel intending to engage in tank cleaning or gas freeing while at anchor must use one of the designated Outer Anchorage locations and:

- document in full all operations to be carried out
- comply fully with on board operational procedures
- follow the requirements of the appropriate ICS and OCIMF guides, namely:
  - ♦ International Safety Guide for Oil Tankers and Terminals (ISGOTT)
  - ♦ Tanker Safety Guide (Chemicals)
  - ♦ Tanker Safety Guide (Liquefied Gases)
- retain all tank washing slops on board the vessel.

3.25.5. Vessels equipped with dynamic position (DP) systems

The Master of a vessel with dynamic positioning capability may elect to maintain position within a designated anchorage by means of its DP systems instead of using conventional ground tackle.

If this is the case and the Master is not Pilot exempt, the Pilot may disembark once the vessel is in position provided the following conditions are satisfied:

- Notification of the vessel's intentions is given to, and express permission received from, the relevant VTS.
- The vessel remains within the designated anchorage circle.
- The Master ensures compliance with the relevant requirements of HMD 3.25.2.
- A qualified DPO maintains a bridge watch at all times while the vessel is in DP mode.

While at the Anchorage, the Master of the vessel must also ensure that any attending vessels (e.g. Pilot launch, bunker vessel, crew support vessel) are advised whenever DP equipment is in operation so that such vessels are not caught unawares by sudden fast moving water from thrusters as they make their approach.

3.25.6. Anchoring in the bay of vessels with a high windage area

Vessels with a high windage area should avoid anchoring in the Inner Anchorages A1 - A3, or the Outer Anchorages S1 - S4 when a strong wind/gale force winds warning is forecast or in force.

The following categories of vessels are considered as high windage vessels:

- Car carriers
- Passenger vessels

- Tankers in ballast (LOA >240 m OR Beam >42 m)
- Container vessels (LOA >240 m OR Beam >42 m)

3.26. Bunkering

When bunkering from a bunker vessel or road tanker all bunker transfers must comply with Ports Victoria's *Bunker & (non-cargo) Liquid Transfer Management Guideline*, which is available from the Ports Victoria website.

The Master of a vessel must ensure that bunkering operations are not carried out:

- if weather conditions are not suitable
- if the anchorage has not been approved for bunkering (Quarantine Anchorage).

3.26.1. Master of a bunker vessel to notify VTS

The Master of a bunker vessel must:

- seek clearance from Melbourne VTS before moving from one location to another within the port
- if moving to bunker another vessel, notify Melbourne VTS of the following:
  - ♦ name of vessel to be bunkered
  - ♦ name of anchorage or berth where bunkering will take place
  - ♦ anticipated start and completion date and time
- once alongside the vessel to be bunkered, notify Melbourne VTS before the start and on completion of bunkering operations.

3.26.2. In the event of a spill

If a bunker spillage occurs the following actions are to be implemented immediately and jointly by the Master of the bunker vessel and the Master of the vessel taking bunkers:

- Cease bunkering operations.
- Take measures to stop or limit the spillage.
- Notify Melbourne VTS (VHF Channel 12).

3.26.3. Bunkering alongside a vessel at a river berth, Station Pier or Webb Dock

A bunker barge alongside a vessel at a river berth, Station Pier or Webb Dock must stop pumping when a vessel passes and, in certain circumstances (vessel size, manoeuvrability, weather conditions etc.), the Master on board the passing vessel may require disconnection and/or removal of the bunker barge.

3.26.4. Bunkering alongside a vessel at Swanson Dock

To reduce the risk of interaction between vessels engaged in bunkering and vessels manoeuvring to or from a berth, a bunker vessel may not remain alongside a vessel in Swanson Dock if this will result in it being passed by another vessel.

3.27. Bulk liquid cargo ship to ship transfers

The Master of a vessel in port waters of the port of Melbourne must not allow a ship to ship transfer of bulk liquid cargoes, other than bunkering operations, to or from the vessel unless:

- a written application is made to the Harbour Master and permission has been obtained including an authority to conduct the bulk liquid transfer
- the ship is anchored at the Outer Anchorage, or is within a temporary restricted area declared by the Harbour Master for the planned transfer operation
- the vessels involved in the operation are compatible

- pre-planning to cover navigational, operational and safety aspects is done between representatives of the Harbour Master, the pilotage service provider and operators of both vessels
- the requirements of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), the Ship to Ship Transfer Guide (Petroleum), and Ports Victoria's Bulk Liquid Cargo Management Guidelines are followed
- the receiving vessel is in all respects ready to load before coming alongside the other vessel
- pre-washing and/or flushing of tanks is done once vessels are secured alongside each other
- the language communication skills, along with the competence and experience of the crew, are acceptable.

3.28. The lowering/launching of survival craft and rescue boats

The requirements of this HMD apply to a vessel located anywhere within port waters of the port of Melbourne, whether the vessel is underway or at anchor or berthed.

The Master of a vessel intending to lower or launch survival craft or a rescue boat must:

- contact Melbourne VTS on VHF Channel 12 to:
  - obtain permission to lower or launch a survival craft or rescue boat
  - notify when the survival craft/rescue boat has been recovered and secured on board
- maintain a listening watch on VHF Channel 12 for VTS communications
- remain in VHF contact with the survival craft/rescue boat at all times.

Additional requirement for a vessel not registered in Australia

Prior to the launching of any survival craft/rescue boat, the Master or the ship's agent must first obtain permission from the Shipping Operations/Maritime Operations division in Australian Border Force by emailing shippingvic@border.gov.au.

Once permission has been granted by Australian Border Force, the Master must then comply with the provisions of **HMD 3.28**.

3.29. Vessels licensed to carry passengers

3.29.1. In the event of an emergency

In the event of an emergency situation involving a vessel licensed to carry passengers, the operator of the vessel must be able to advise Melbourne VTS of the total number of people on board the vessel at that time.

3.29.2. Emergency contact number

The operator of a Domestic Commercial Vessel licensed to carry passengers is recommended to register a designated mobile telephone number with Melbourne VTS and the Water Police for emergency contact purposes.

3.29.3. Use of AIS

It is strongly recommended that Domestic Commercial Vessels licensed to carry passengers are fitted with AIS.

3.29.4. Entering Swanson Dock or Webb Dock

A vessel must not enter Swanson or Webb Docks without clearance from Melbourne VTS.

Notwithstanding the granting of clearance, the Master of a vessel entering these docks while undertaking a port cruise with passengers on board must be mindful the vessel is entering a work area. The vessel must avoid passing under the lowered booms of portainer cranes, even if there is no ship alongside the berth, and remain as close as practicable to the centreline of the dock.

3.30. Incident reporting

The Master, owner, shipping agent, or person having the conduct of the navigation of a vessel in port waters of the port of Melbourne must:

- report an incident as soon as reasonably practicable to Melbourne VTS or Lonsdale VTS
- thereafter, as soon as reasonably practicable, provide the Harbour Master with full details in writing
- in the case of an obstruction, unless otherwise directed by the Harbour Master, take the necessary steps for its removal
- complete AMSA Form 18 – Incident Alert and AMSA Form 19 – Incident Report and send to all relevant stakeholders.

Incidents which must be reported include those when a vessel:

- has been involved in a collision with another vessel, a floating object, a fixed object, a submerged object or property
- by reason of fire, explosion, capsizing, flooding, sinking, loss or presumed loss of vessel, loss of stability, structural failure, or any other defect or otherwise in such a condition as to affect its safe navigation or give rise to danger or damage to other vessel's property
- is at a quay which is on fire
- has been involved in any incident or occurrence which causes or threatens contamination or pollution of the environment by any means or observes such an incident happening
- has been involved in a grounding in any part of the port waters of the port of Melbourne
- has been involved in a close quarters situation
- has experienced a failure of hull, machinery or navigational equipment
- has been involved in the death of, or serious injury to, any person on board a vessel, or caused by a vessel
- has had a person overboard
- has caused or observed a vessel or any other object to strand, collide, sink, or cause damage to any vessel, wharf or property within port waters of the port of Melbourne, or in any way obstruct the use of port waters of the port of Melbourne
- observes any other situation that has the potential to cause a near miss, accident, damage to property, personnel or equipment.

3.31. Management of storing operations by Domestic Commercial Vessel (DCV)

- The agent of a vessel is to notify Port Safety, Berth Allocator, PoM Security and the terminal 24 hours in advance of the operations via email.
- For international vessels the agent is to gain Australian Border Force (ABF) approval via the appropriate ABF Form gaining permission to transfer goods between certain vessel and submit the form to port safety and Melbourne VTS
- For coastal vessels the operator should advise the quantity, type and classification under the IMDG of any stores being loaded.

3.32. Instructions to vessels and service providers when a strong wind, gale force or squall warning is issued

This applies to vessels in the port when Marine Wind Warnings are issued by the Bureau of Meteorology for Port Phillip waters.

STRONG WIND WARNING:

Station Pier

When the wind is forecast from a direction which would potentially cause vessel movement “off the berth”:

- A listening watch on VHF Ch 12 is maintained
- Thrusters are to be operational for immediate use
- Mooring lines are to be tended to ensure equal weight on all lines
- Outboard anchor is to be lowered to the seabed with no weight on the anchor cable (for Spirit of Tasmania, this is not mandatory but should be considered/risk assessed by the Master)

Webb Dock

For car carriers at Webb Dock West when the wind is forecast from the South to the North West quadrant:

- A listening watch on VHF Ch 12 is maintained
- Thrusters are to be operational for immediate use
- Mooring lines are to be tended to ensure equal weight on all lines, and additional mooring lines as required, including running lines to the storm bollards
- Stern ramp is to be lowered and kept on the wharf
- Outboard anchor is to be lowered to the seabed with no weight on the anchor cable

For container vessels and other vessels at Webb Dock East when the wind is forecast from the North to the South East Quadrant:

- A listening watch on VHF Ch 12 is maintained
- Additional mooring lines as required
- The Master is to consider lowering the outboard anchor to the seabed, with no weight on the anchor cable and for thrusters to be ready for immediate use

Swanson Dock

When the wind is forecast from a direction which would potentially cause vessel movement “off the berth” (i.e. Westerly wind quadrant for vessels at SDW, and Easterly wind quadrant when vessels at SDE):

- A listening watch on VHF Ch 12 is maintained
- Additional mooring lines as required
- The Master is to consider lowering the outboard anchor to the seabed, with no weight on the anchor cable and for thrusters to be ready for immediate use.

Gellibrand Pier

When the strong winds are forecast from the South Westerly to Northly quadrant, and more than 50% of the cargo has been discharged:

- A listening watch on VHF Ch 12 is maintained
- Mooring lines are to be tended to ensure equal weight on all lines, and additional mooring lines as required
- Manifold is to be manned and ready to stop pumping as per the terminal guidelines or disconnected as required

GALE / STORM / SEVERE WEATHER WARNINGS:

- As above for the berths and directions detailed above
- Station Pier, Webb Dock East 4 and 5: Vessels with wind “off the berth” - anchor is to be lowered to the seabed with no weight on the anchor cable

- All berths: Masters to consider risk mitigations for their vessels, which may include extra lines, bow thrusters available, anchor lowered to seabed or having engines on standby and ready for immediate manoeuvring

OTHER

Masters must ensure that arrangements are made with port service providers (agents, Pilots, towage, mooring service providers) to provide additional services for the duration of the warnings in an emergency if required. Such arrangements should be made with as much advance notice as possible.

If anchors are deployed, Masters must ensure the anchor is recovered prior to vessel departure and inform VTS (and attending Pilot if applicable).

If a Master is in any doubt, or if the Harbour Master requires, a tug shall be ordered to stand by the vessel for the duration of high wind/storm conditions

3.33. Exhaust Gas Cleaning Systems (EGCS)

As per the AMSA/EPA meeting on Exhaust Gas Cleaning Systems (EGCS), EPA Vic have confirmed that they will not set any additional limits on wash water discharge above the AMSA stated limits.

- Australia permits the use of Exhaust Gas Cleaning Systems (EGCS), provided:
- The EGCS has been approved by the vessel's flag State, or a recognised organisation appointed by the flag State.
- The EGCS is operated in accordance with IMO requirements, including the IMO 2015 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.259(68)).
- Crew are trained on the use of the EGCS, and the system is kept in good working order, with maintenance up to date and monitoring devices fully operational.
- EGCS approval documents, as well as operational and maintenance records for the EGCS, are maintained on board the vessel and made available for inspection upon Port State Control Officer (PSCO) request.

The following information is provided to AMSA before arrival at the first Australian port:

- Ship name (in email subject title)
- IMO number
- Arrival port
- Arrival date
- EGCS Scheme A or Scheme B approval
- Make and model of EGCS
- Open-loop, closed-loop or hybrid-type system
- Results of all wash water testing that has been undertaken in accordance with Appendix 3 of the IMO 2015 Guidelines for Exhaust Gas Cleaning Systems - testing should be conducted upon commissioning of the EGCS and repeated every twelve months, as a minimum, for a period of two years.

General guidance on the use of EGCS in Australian waters can be found on the AMSA website and in the EGCS Marine Notice. Detailed requirements for compliance with the global low sulphur fuel oil requirements can be found in MARPOL Annex VI, the *Protection of the Sea (Prevention of Pollution from Ships) Act* 1983 and Marine Order 97.

Section 4: Non-recreational vessels with LOA <50 m

4.1. Application

This section applies to:

- Domestic commercial vessels <50 m LOA
- Port working vessels <50 m LOA
- Volunteer marine rescue vessels <50 m LOA
- Government vessels <50 m LOA

4.2. VTS participation

The requirements of VTS participation are:

- Comply with the requirements of Sections 2 and 4 of these Harbour Master's Directions
- Maintain a continuous listening watch on the VTS working frequency, VHF Channel 12
- Respond immediately when hailed by the VTS and comply with any directions given
- Abide by the International Regulations for Preventing Collisions at Sea
- Observe all other practices of safe navigation and prudent seamanship
- The Harbour Master may impose special conditions on vessels of less than 50 m LOA requiring further reporting requirements

4.3. Vessels with an LOA of 35 m or greater and less than 50 m, mandatory reporting requirements

4.3.1. Lonsdale VTS – inbound

The Master of a vessel with an LOA of 35 m or greater but less than 50 m intending to enter port waters from seaward must contact Lonsdale VTS at least 2 hours before arrival at the pilot boarding ground (or port limits, if the Master is Pilot exempt) and provide the following information:

- Name of the vessel
- Vessel's maximum draught
- ETA at the pilot boarding ground (or port limits if the Master is Pilot exempt)
- Any defects or circumstances that may hamper the vessel's ability to manoeuvre

When 3 nautical miles from Point Lonsdale the Master must contact Lonsdale VTS and seek clearance to enter port waters and advise:

- the vessel's intended route, including the shipping channel to be used to transit the Heads
- the vessel's intended destination.

If the Master does not intend to engage the services of a licensed Pilot, the following additional information is required:

- The name of the Master.
- Verbal confirmation that the Master either has an applicable Pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Safe Transport Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a Pilot. (Verbal confirmation is acceptable but the Master must provide documentary proof upon request.)

4.3.2. Lonsdale VTS – outbound

The Master of a vessel intending to exit port waters via the Heads must contact Lonsdale VTS before entering the Fairway Through Port Phillip Heads and provide the following information:

- Name of the vessel
- Vessel's maximum draught
- Name of the Master (if Pilot exempt)
- The vessel's intended route, including the shipping channel to be used to transit the Heads

4.3.3. Melbourne VTS

The Master must advise Melbourne VTS whenever the vessel passes any of the following reporting points:

- Fawkner Beacon
- Breakwater
- West Gate Bridge
- Bolte Bridge

If the Master is not using a Pilot, the following information must be provided to Melbourne VTS upon request:

- Master's name.
- Confirmation that the Master either has an applicable Pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Marine Safety Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a Pilot.

4.4. VHF radio

Vessels must maintain a continuous listening watch on the VTS working channel, VHF Channel 12.

4.4.1. Requirement to switch VHF radio to 1 Watt power while berthed

When the vessel is berthed, the Master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.

4.5. Responsibilities between vessels

Vessels in this section must keep out of the way of:

- vessels with an LOA of 50 m or greater. (If in doubt, the Master should assume that the other vessel's length is 50 m or greater.)
- a tug or lines boat assisting the movement, berthing or unberthing of another vessel.

4.6. Speed limits

4.6.1. Speed limits for vessels with an LOA of 35 m or greater

Vessels with an LOA of 35 m or greater must comply with the speed limits contained in Table 4(a):

Table 4 (a) Speed limits for vessels with an LOA of 35 m or greater

Channel reach	Limiting speed (kt)
Yarra River Channel upstream of West Gate Bridge	6
Yarra River Channel downstream of West Gate Bridge and in Williamstown Channel north of Breakwater Pier	8
While transiting within port waters of the port of Melbourne between Breakwater Pier and Port Melbourne Channel Beacon 9 and in the Port Melbourne Channel north of the Junction	10
While transiting port waters of the port of Melbourne south of Port Melbourne Channel Beacon 9 and north of Beacons E1 and E2	14
While transiting within port waters of the port of Melbourne between Beacons E1 and E2 and Beacons T1 and T2	18
While transiting the South Channel between Beacons 1 and 2 through to Beacons 24 and 25	18

4.6.2. Speed limits for vessels with an LOA of less than 35 m

Speed limits for vessels with an LOA of less than 35 m operating in the Yarra River are prescribed in the Schedules to the Guide to Vessel Operating and Zoning Rules (VOZR) published by STV.

- Within the Yarra River between the southern (downriver) drip line of the West Gate Bridge and the western (downriver) drip line of the Bolte Bridge the speed limit is 6 kt.
- Within the Yarra between the southern (downriver) drip line of the West Gate Bridge and a line joining beacons 23 and 24 the speed limit is 8 kt.
- In all other areas of port waters of the port of Melbourne the Master of a vessel must adhere to the general speed limits and safety distances stipulated in VOZR (as summarised in the information box below).

To comply with the Guide to Vessel Operating and Zoning Rules the Master of a vessel must not cause or allow a vessel to be operated at a speed exceeding 5 kt when:

- within 50 m of a person in the water
- within 100 m of a vessel or buoy on which a dive flag is displayed, or a rigid replica of that dive flag
- within 50 m of another vessel except where both vessels are engaged in competition or training*
- within 200 m of the water's edge
- within 50 m of a wharf, jetty, slipway diving platform or boat ramp; or
- passing through a recognised anchorage for small craft.

*'Competition or training' means an activity undertaken as part of a competition or training organised in accordance with the rules of a Victorian sporting organisation; and approved in writing by the Director, Transport Safety, as competition or training.

4.7. Vessel wake

Even when operating within the applicable speed limit, the Master of a vessel must always be mindful of the possible impact the vessel's wake may have when passing other vessels or objects and if necessary, adjust the vessel's speed to minimise such impact.

4.8. Anchoring

The Master of a vessel must not anchor in any designated shipping fairway or channel unless:

- the safety of the vessel is at imminent risk, or
- it is necessary in order to conduct port-related work.

Vessels must not anchor or drag anchor over the Yarra River services.

Vessels are strictly prohibited from anchoring or dragging anchor within 0.17 nautical mile (300 m) of the underwater gas pipeline between Mordialloc and Altona, as delineated on chart Aus143 and Aus155, or relevant official ENCs.

When imminent risk to the safety of the vessel has compelled a Master of a vessel to anchor or allow the vessel to lie in any shipping fairway or channel, the Master must:

- immediately notify the position of the vessel to Melbourne VTS or Lonsdale VTS
- as soon as possible, move the vessel to a place where it does not impede the safe passage of other vessels
- immediately after the vessel has cleared the shipping fairway or channel, notify Melbourne VTS or Lonsdale VTS.

4.9. Entering Swanson Dock and Webb Dock

A vessel must not enter Swanson Dock or Webb Dock without clearance from Melbourne VTS.

Notwithstanding the granting of clearance, the Master of a vessel entering these docks while undertaking a port cruise with passengers on board does so at own risk and must be mindful the vessel is entering a work area. The vessel must avoid passing under the lowered booms of portainers, even if there is no ship alongside the berth, and remain as close as practicable to the centreline of the dock.

4.10. Port working vessels

4.10.1. Melbourne VTS

Port working vessels must call Melbourne VTS before each departure and provide the following information:

- Vessel's name.
- Point of departure and intended destination.
- Whether the vessel will be engaged in towing.
- The nature of any work to be undertaken and any special requirements for passing vessels (e.g. minimum wash, pass with a wide berth).

4.10.2. Lonsdale VTS

Port working vessels must call Lonsdale VTS to provide information on the location and nature of any work to be undertaken, along with any special requirements for passing vessels before the start of the activity.

4.10.3. Recommended communication procedures for tug Masters assisting vessels

Tug Masters are advised that if they see any potential risk developing during towage operations they are to communicate directly with the Pilot on the working VHF channel.

If they have difficulty communicating with the vessel then a call should be made to Melbourne VTS on VHF Channel 12 or the assigned VHF working channel.

4.11. Swing basins

Vessels must exercise particular caution when approaching designated swing basins.

When a vessel with a LOA of 50 m or greater is manoeuvring within a swing basin, a vessel to which this section applies must not enter the swing basin until it is safe to do so.

If in any doubt, a vessel should not enter the swing basin until the manoeuvring vessel has moved clear.

Care must be taken not to inadvertently drift into a swing basin while waiting for a manoeuvring vessel to move clear. For the location of swing basins see HMD 3.15.

4.12. Waterside restricted zones

Vessels must comply with waterside restricted zones declared under the *Maritime Transport and Offshore Facilities Security Act 2003* (Cth) (MTOFSA), and ensure the following minimum clear distance is maintained when approaching a ship berthed at:

- Station Pier, 75 m
- Holden Dock, 75 m
- Gellibrand Pier, 75 m
- Maribyrnong No. 1, 40 m

4.13. Vessels licensed to carry passengers

4.13.1. Reporting requirement

When operating in any part of port waters of the port of Melbourne all vessels licensed to carry passengers must report the total number of persons on board and the duration of the passage in port waters of the port of Melbourne to Melbourne VTS.

This report is to be sent via an SMS text message to a dedicated Ports Victoria virtual mobile number: **+61 428 640 602.**

The text message report must contain the following information:

- Vessel's name
- Route (origin and destination), for those vessels on a set route, or the duration (time) the vessel will be cruising in port waters
- Total number of persons on board (POB)

4.13.2. Emergency contact number

The operator of a vessel licensed to carry passengers is recommended to register a designated mobile telephone number with Melbourne VTS and the Water Police for emergency contact purposes.

4.13.3. Use of AIS

It is strongly recommended that vessels licensed to carry passengers are fitted with AIS.

4.14. Bolte Bridge

Vessels with an air draught of less than 24.36 m can normally transit under the Bolte Bridge at any state of tide up to highest astronomical tide (HAT is 1.04 m above Chart Datum).

In the case of a vessel exceeding this air draught the Master of the vessel must contact the CityLink Operations Room (Tel: +61 3 9674 2001).

More information regarding the clearance under Bolte Bridge can also be obtained by contacting Parks Victoria.

4.15. Incidents

4.15.1. Rendering assistance

The Master of a vessel involved in an accident must give assistance to other persons involved, without endangering their own vessel, crew or passengers.

Emergency assistance can also be requested by dialling 000, or by contacting Lonsdale VTS or Melbourne VTS on VHF Channel 12, or by phone on +61 3 9644 9777.

4.15.2. Incident reporting

The owner/Master of a vessel involved in a marine incident is required to report an incident to Melbourne VTS or Lonsdale VTS, as applicable, as soon as reasonably practicable.

All commercial vessels involved in a marine incident in Australian waters must submit an AMSA Form 19 within 72 hours of becoming aware of the incident to the Australian Maritime Safety Authority (AMSA). Please refer to the following website for further details Australian Maritime Safety Authority (amsa.gov.au).

A copy of the incident report must also be forwarded to the Harbour Master at NavigationServices@ports.vic.gov.au.

4.15.3. Definition of an Incident

The *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (Cth) defines a Marine Incident as:

- a death of, or injury to, a person associated with the operation or navigation of a domestic commercial vessel
- the loss or presumed loss of a domestic commercial vessel
- a collision of a domestic commercial vessel with another vessel
- a collision by a domestic commercial vessel with an object
- the grounding, sinking, flooding or capsizing of a domestic commercial vessel
- a fire on board a domestic commercial vessel
- a loss of stability of a domestic commercial vessel that affects the safety of the vessel
- the structural failure of a domestic commercial vessel
- a close quarters situation
- an event that results in, or could have resulted in:
  - the death of, or injury to, a person on board a domestic commercial vessel; or
  - the loss of a person from a domestic commercial vessel; or
  - a domestic commercial vessel becoming disabled and requiring assistance
- the fouling or damaging by a domestic commercial vessel of:
  - any pipeline or submarine cable; or
  - any aid to navigation within the meaning of the *Navigation Act 2012* of the Commonwealth
- a prescribed incident involving a domestic commercial vessel.

4.16. Management of storing operations by Domestic commercial Vessels (DCV)

- The domestic commercial vessel (DCV) is a participating vessel for the duration of the transfer and as such required traffic clearance for the transit to and from the international vessel.

- The domestic commercial vessel (DCV) advises Melbourne VTS that the storing has commenced and when storing has been completed.
- Domestic commercial vessel (DCV) is required to report any pollution or safety incidents to Melbourne VTS as soon as practicable

Section 5: Recreational vessels with LOA <50 m

5.1. Application

This section applies to:

- Recreational vessels <50 m LOA
- Vessels <50 m LOA operated by schools, not-for-profit organisations or community groups.

5.2. Vessel minimum requirements

Vessels shall:

- Comply with any directions given by the VTS
- Comply with the requirements of Sections 2 and 5 of these Harbour Master's Directions
- Abide by the International Regulations for Preventing Collisions at Sea, and
- Adhere to all other practices of safe navigation and prudent seamanship.

5.3. Vessels with an LOA of 35 m or greater and less than 50 m, mandatory reporting requirements

5.3.1. Lonsdale VTS – inbound

The Master of a vessel with an LOA of 35 m or greater but less than 50 m intending to enter port waters from seaward must contact Lonsdale VTS at least 2 hours before arrival at the pilot boarding ground (or port limits, if the Master is Pilot exempt) and provide the following information:

- Name of the vessel.
- Vessel's maximum draught.
- ETA at the Pilot boarding ground (or port limits if the Master is Pilot exempt).
- Any defects or circumstances that may hamper the vessel's ability to manoeuvre.

When 3 nautical miles from Point Lonsdale the Master must contact Lonsdale VTS and seek clearance to enter port waters and advise:

- the vessel's intended route, including the shipping channel to be used to transit the Heads
- the vessel's intended destination.

If the Master does not intend to engage the services of a licensed Pilot, the following additional information is required:

- the name of the Master
- confirmation that the Master either has an applicable Pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Safe Transport Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a Pilot. (Verbal confirmation is acceptable but the Master must provide documentary proof upon request.)

5.3.2. Lonsdale VTS – outbound

The Master of a vessel intending to exit port waters via the Heads must contact Lonsdale VTS before entering the Fairway Through Port Phillip Heads and provide the following information:

- Name of the vessel.
- Vessel's maximum draught.

- Name of the Master (if Pilot exempt).
- The vessel's intended route, including the shipping channel to be used to transit the Heads.

5.3.3. Melbourne VTS

The Master must advise Melbourne VTS whenever the vessel passes any of the following reporting points:

- Fawkner Beacon
- Breakwater
- West Gate Bridge
- Bolte Bridge

If the Master is not using a Pilot, the following information must be provided to Melbourne VTS upon request:

- Master's name.
- confirmation that the Master either has an applicable Pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Safe Transport Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a Pilot.

5.4. Speed limits

5.4.1. Speed limits for vessels with an LOA of 35 m or greater

Vessels with an LOA of 35 m or greater must comply with the speed limits contained in Table 5(a):

Table 5 (a) Speed limits for vessels with an LOA of 35 m or greater

Channel reach	Limiting speed (kt)
Yarra River Channel upstream of West Gate Bridge	6
Yarra River Channel downstream of West Gate Bridge and in Williamstown Channel north of Breakwater Pier	8
While transiting within port waters of the port of Melbourne between Breakwater Pier and Port Melbourne Channel Beacon 9 and in the Port Melbourne Channel north of the Junction	10
While transiting port waters of the port of Melbourne south of Port Melbourne Channel Beacon 9 and north of Beacons E1 and E2	14
While transiting within port waters of the port of Melbourne between Beacons E1 and E2 and Beacons T1 and T2	18
While transiting the South Channel between Beacons 1 and 2 through to Beacons 24 and 25	18

5.4.2. Speed limits for vessels with an LOA of less than 35 m

Speed limits for vessels with an LOA of less than 35 m operating in the Yarra River are prescribed in the Schedules to the Guide to Vessel Operating and Zoning Rules (VOZR) published by STV.

- Within the Yarra River between the southern (downriver) drip line of the West Gate Bridge and the western (downriver) drip line of the Bolte Bridge the speed limit is 6 kt.
- Within the Yarra between the southern (downriver) drip line of the West Gate Bridge and a line joining beacons 23 and 24 the speed limit is 8 kt.

- In all other areas of port waters of the port of Melbourne the Master of a vessel must adhere to the general speed limits and safety distances stipulated in VOZR (as summarised in the information box below).

To comply with the Guide to Vessel Operating and Zoning Rules the Master of a vessel must not cause or allow a vessel to be operated at a speed exceeding 5 kt when:

- within 50 m of a person in the water
- within 100 m of a vessel or buoy on which a dive flag is displayed, or a rigid replica of that dive flag
- within 50 m of another vessel except where both vessels are engaged in competition or training*
- within 200 m of the water's edge
- within 50 m of a wharf, jetty, slipway diving platform or boat ramp; or
- passing through a recognised anchorage for small craft.

*'Competition or training' means an activity undertaken as part of a competition or training organised in accordance with the rules of a Victorian sporting organisation; and approved in writing by the Director, Transport Safety, as competition or training.

5.5. Vessel wake

Even when operating within the applicable speed limit, the Master of a vessel must always be mindful of the possible impact the vessel's wake may have when passing other vessels or objects and if necessary adjust the vessel's speed to minimise such impact.

5.6. Keep clear

Vessels to which this section applies must keep out of the way of:

- vessels with an LOA of 50 m or greater (if in doubt, the Master should assume that the other vessel's length is 50 m or greater)
- a tug or lines boat assisting the movement, berthing or unberthing of another vessel.

Shipping channels and their approaches are areas where the interaction between large ships and small craft can be particularly hazardous. Small boat operators should exercise particular caution in the vicinity of these areas and must avoid impeding the passage of vessels which can safely navigate only within the confines of a shipping channel or fairway.

5.7. Transit Only Zone (TOZ)

A Transit Only Zone has been established between Breakwater Pier (Williamstown) south to an imaginary line at latitude 38° 00' S (the full coordinates of the TOZ are given in section HMD 2.2).

The purpose of the TOZ is to assist in managing the interaction, and avoid the potential for collision, between small boats and large commercial ships, and thereby enhance the safety of small boat operators and their passengers.

The operator, Master or person in charge of a vessel must not use the TOZ other than for transiting the area and must not permit the vessel to be anchored in or allow the vessel to drift in the Transit Only Zone.

See HMD 2.17 for a chartlet depicting the extent of the TOZ.

5.8. Non-powered vessels operating in the river

5.8.1. Sailing vessels

When transiting the River (this includes both the Yarra and Maribyrnong), sailing vessels are not permitted to navigate under sail only.

5.8.2. Kayaks and canoes

Kayaks and canoes are small and sit low in the water, making them difficult to see from other vessels. Such craft must take care when operating near other vessels and when crossing channels.

When operating in port waters of the port of Melbourne the operators of such craft should:

- ensure the craft is as visible as possible to other vessels by:
  - ♦ attaching a high visibility flag to the vessel
  - ♦ wearing highly visible clothing
- avoid transiting the River between sunset and sunrise or during periods of restricted visibility
- where possible, stay clear of designated shipping channels and fairways
- when transiting the River in a group, paddle in tight formation
- be mindful of the wash created by other vessels, particularly tugs.

5.8.3. Rowing shells and dragon boats

Rowing shells and dragon boats engaged in formal training are permitted to operate from the Bolte Bridge to the River Entrance, and in the Maribyrnong River.

Rowing shells and dragon boats when operating more than 50 m downstream of Bolte Bridge or in the Maribyrnong downstream of Shepherd Bridge must comply with the following:

- All rowing shells and dragon boats must be accompanied by a motorised support vessel.
- The motorised support vessel must be equipped with a VHF marine radio fitted with Channel 12.
- Before entering the River, communication must be established with Melbourne VTS on VHF Channel 12.
- When in port waters maintain a listening watch on VHF Channel 12.
- Be mindful of the wash created by other vessels, particularly tugs.
- Maintain safe distances from vessels manoeuvring in swing basins or arriving at or departing from a berth.

The motorised support vessel is responsible for the conduct and safe navigation of all the craft it is accompanying.

When operating during hours of darkness, the motorised support vessel and the rowing craft should be equipped with lights of sufficient intensity, range and elevation to be seen by other vessels. As a minimum the rowing craft shall exhibit between sunset and sunrise:

- a light in accordance with Rule 25 of the International Regulations for Preventing Collisions at Sea; or
- a fixed 180 degree white light located on the bow of the vessel and a flashing 180 degree white light located on the stern of the vessel.

Rowing shells and dragon boats should not operate in the River during periods of restricted visibility.

Reporting requirement

In addition to establishing VHF contact with Melbourne VTS, a series of 2 SMS text messages must be sent to a dedicated VTS reporting number: **+61 428 64 0602**.

The first text message, to be sent just before entering the port area at the Bolte/Shepherd Bridge, should contain the following information:

- Name of the rowing club
- Number of rowing shells
- Total number of persons in the group (i.e. those manning the escort/support vessel(s) plus all the rowers involved)

The second text message is to be sent at the completion of the session as the rowing group passes back under the Bolte/Shepherd Bridge and clears the port area. This message should contain the following information:

- Name of rowing club
- The word 'out'

Carriage of safety equipment and wearing of PFDs

Pursuant to Exemption Notice 1 of STV's Vessel Operating and Zoning Rules, all operators and occupants of a rowing boat or canoe (excluding dragon boats) or kayak engaged in formal training or competition on the River between the Bolte Bridge and River Entrance are exempt from both the carriage of safety equipment requirements and PFD wearing requirements, as specified in Regulation 96 of the Marine Safety Regulations (2023) providing:

- communications have been established with Melbourne VTS before entering the area defined above, and
- each occupant wears a PFD Type 1, 2 or 3 at all times or:
    - ♦ is accompanied by an inshore rescue boat or powered rescue craft in accordance with the specifications of Surf Life Saving Australia or
    - ♦ is accompanied by an appropriate powered rescue craft carrying the following equipment
- lifesaving appliances sufficient to support all persons that may be required to be rescued or
- PFD Type 1, 2 or 3 sufficient to support all persons that may be required to be rescued.

5.8.4. Row boats

Row boats which are not engaged in competition or training activities should stay clear of all designated shipping channels.

5.9. Swing basins

Vessels must exercise particular caution when approaching designated swing basins.

When vessel with a LOA of 50 m or greater is manoeuvring within a swing basin, a vessel to which this section applies must not enter the swing basin until it is safe to do so.

If in any doubt, a vessel should not enter the swing basin until the manoeuvring vessel has moved clear.

Care must be taken not to inadvertently drift into a swing basin while waiting for a manoeuvring vessel to move clear.

Designated swing basins have been established at the following locations:

- in Appleton Dock
- at the entrance to Swanson Dock
- at the mouth of the Maribyrnong River (Yarraville swing basin)
- at the entrance to Webb Dock
- off the end of Gellibrand Pier
- off the end of Station Pier.

5.10. No-go areas

Recreational vessels must not enter the following areas at any time:

- Swanson Dock.
- Webb Dock.
- The area west of the Williamstown Channel contained between Gellibrand Pier and Breakwater Pier.

5.11. Prohibited activities

Unless the subject of an Aquatic Event Advice the following activities are prohibited in any designated shipping channel or the Transit Only Zone:

- Any form of towed water sport.
- Sailboarding, kiteboarding, or similar.
- Stand up paddle boarding, surf skis or similar.
- Bathing/swimming.

5.12. Waterside restricted zones

Vessels must comply with waterside restricted zones declared under MTOFSA, and ensure the following minimum clear distance is maintained when approaching a ship berthed at:

- Station Pier, 75 m
- Holden Dock, 75 m
- Gellibrand Pier, 75 m
- Maribyrnong No. 1, 40 m.

5.13. Anchoring

Unless the safety of the vessel is at imminent risk, the Master of a vessel must not anchor in any designated shipping fairway or channel and is strictly prohibited from anchoring or dragging anchor within 0.17 nautical mile (300 m) of the underwater gas pipeline between Mordialloc and Altona, as delineated on chart Aus143 and Aus155, or relevant official ENCs.

When imminent risk to the safety of the vessel has compelled a Master of a vessel to anchor or allow the vessel to lie in any shipping fairway or channel, the Master must:

- immediately notify the position of the vessel to Melbourne VTS or Lonsdale VTS
- as soon as possible, move the vessel to a place where it does not impede the safe passage of other vessels
- immediately after the vessel has cleared the shipping fairway or channel, notify Melbourne VTS or Lonsdale VTS.

5.14. VHF radio

Vessels equipped with VHF radio must maintain a listening watch on the VTS working channel, VHF Channel 12, at all times when operating within port waters of the port of Melbourne.

5.14.1. Requirement to switch VHF radio to 1 Watt power while berthed

When the vessel is berthed, the Master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.

5.15. Bolte Bridge

Vessels with an air draught of less than 24.36 m can normally transit under the Bolte Bridge at any state of tide up to highest astronomical tide (HAT is 1.04 m above chart datum).

In the case of a vessel exceeding this air draught the Master of the vessel must contact the CityLink Operations Room (Tel: +61 3 9674 2001).

More information regarding the clearance under Bolte Bridge can also be obtained by contacting Parks Victoria.

5.16. Incidents

5.16.1. Rendering assistance

The Master of a vessel involved in an accident must give assistance to other persons involved, without endangering their own vessel, crew or passengers.

Emergency assistance can also be requested by dialling 000 or by contacting Lonsdale VTS or Melbourne VTS on VHF Channel 12 or by phone on +61 3 9644 9777.

5.16.2. Incident reporting

Penalties apply for owners and operators who fail to notify Victoria Police of a marine incident.

Where death, injury or property damage occurs:

- details of the incident must be reported to the police as soon as possible (if police officers are not in attendance at the scene of the incident, this report must be made at the police station nearest to where the accident took place)
- you must give your name, address, identification and registration details to (where applicable):
  - any person injured (or his or her representative)
  - the owner of any property damaged
  - police officers present at the scene.

Abbreviations

Term	Definition
> : ≥	Greater than : Equal to or greater than
< : ≤	Less than : Equal to or less than
AIS	Automatic Identification System
AMSA	Australian Maritime Safety Authority
Aus	Australia
Bn	Beacon
CG	Coast Guard
DCV	Domestic Commercial Vessel
DP	Dynamic positioning
DUKC®	Dynamic Under Keel Clearance
ENC	Electronic Navigational Chart
EPA Victoria	Environment Protection Authority (Victoria)
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
HAT	Highest Astronomical Tide
HMDs	Harbour Master's Directions
IALA	International Association of Marine Aids to Navigation & Lighthouse Authorities
ICS	International Chamber of Shipping
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organisation
ISGOTT	International Safety Guide for Oil Tankers and Terminals
ISPS Code	International Ship and Port Facility Security Code
Kt	Knot
LOA	Length Overall
LVTS	Lonsdale VTS
m	Metre
MARSEC	Maritime Security Levels
Max.	Maximum
Min.	Minimum
mm	Millimetre
MSA	*Marine Safety Act 2010* (Vic)

Term	Definition
MTOFSA	*Maritime Transport and Offshore Facilities Security Act 2003* (Cth)
MVTS	Melbourne VTS
N/A	Not applicable
NM	Nautical mile
OCIMF	Oil Companies International Marine Forum
PBG	Pilot boarding ground
PEC	Pilot Exemption Certificate
PFD	Personal Flotation Device
PIN	Port Information Notice
POCC	Port Operations Control Centre
PPSP	Port Phillip Sea Pilots
PPU	Portable Pilotage Unit
PR	Port requirements
PWC	Personal watercraft
SOLAS	International Convention for the Safety of Life at Sea
STV	Safe Transport Victoria
SVTSO	Senior Vessel Traffic Services Officer (Assistant Harbour Master)
SWL	Safe working load
TOZ	Transit Only Zone
TSV	Transport Safety Victoria
VHF	Very High Frequency
Vic	Victoria
VICPLAN	Victorian Marine Pollution Contingency Plan
VMR	Volunteer Marine Rescue
VOZR	Vessel Operating and Zoning Rules
VQ	Very quick
VTS	Vessel Traffic Services
VTSO	Vessel Traffic Services Officer
WGS84	World Geodetic System 1984
Y	Yellow

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Ports Victoria

Head office:
East 1E, 13-35 Mackey Street
North Geelong VIC 3215
Australia

GPO Box 1135
GEELONG VIC 3220
Australia

T: 61 3 5225 3500
W: ports.vic.gov.au

Melbourne office:
Level 5, 530 Collins Street
Melbourne VIC 3000
Australia

GPO Box 261
MELBOURNE VIC 3001
Australia

Tel: +61 3 8347 8300