Major changes between Edition 13.0 and Edition 13.1
Harbour Master's Directions for port of Melbourne

Section	Edition 13.0	Edition 13.1
Cover Page	Edition 13 – September 2022	Edition 13.1 – September 2023
Footer	Edition 13 – September 2022	Edition 13.1 – September 2023
Page i	12 September 2022	28 September 2023
Page ii	Remove table of contents	Insert new table of contents
	"Record of corrections"	Removed.
1.1	**Preamble** This publication supersedes and replaces the Harbour Master's Directions – December 2021, 12th edition.	**Preamble** This publication supersedes and replaces the Harbour Master's Directions – September 2022, 13th edition.
1.3	Ports Victoria formed on 1 July 2021 is the successor organisation to Victorian Ports Corporation (Melbourne), which was established following the lease of the port of Melbourne's commercial operations effective 1 November 2016. Ports Victoria is a public entity established under section 10 of the Port Services Act 1995 (Vic) and continued under section 141B of the Transport Integration Act 2010 (Vic). Ports Victoria retains responsibility for the Harbour Master, Station Pier, relevant safety and environmental regulation, waterside emergency management and marine pollution response. Pursuant to the Transport Integration Act 2010 (Vic), Ports Victoria's functions include the following with respect to port of Melbourne waters: ● the establishment, management, dredging and maintenance of channels ● the provision and maintenance of navigation aids	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.*

	● the publication of information about the depths and configuration of channels and berths ● the provision or maintenance of systems related to navigation, including systems for managing vessel traffic and vessel communications and systems for the scheduling and allocation of vessels to berths ● to generally direct and control, in accordance with the Marine Safety Act 2010 (Vic), the movement of vessels ● the regulation of towage services in accordance with Part 4A of the Port Management Act 1995 (Vic) ● the development and operation of Station Pier and West Finger Pier. Pursuant to Marine Order 64 (Vessel Traffic Services Authority) 2013, issued by the Australian Maritime Safety Authority (AMSA), Ports Victoria is also the Vessel Traffic Services (VTS) Authority. 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	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: a. Establish, provide and maintain port systems and infrastructure b. Manage and develop, or enable the management and development of port land and infrastructure c. 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.
1.6	**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 to refuse or fail to comply with a direction of the Harbour Master without reasonable excuse. In complying with these directions all vessels, or the owner, master, crew or pilot thereof, must	**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.

<table>
<tr>
<td></td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>1.6.1</td>
<td>Application of Harbour Master’s Directions

These Harbour Master’s Directions apply to all vessels operating in port waters of the port of Melbourne. The document is divided into various Sections, with Section 2 being applicable to all vessels and each of the other Sections containing HMDs directed towards a certain category, or categories, of vessel.

Refer to Table 1(b) in HMD 1.7.8 for guidance on which sections of the HMDs apply to which category of vessel.</td>
<td>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

<table>
<tr><th>Vessel category</th><th>Sections applicable</th></tr>
<tr><td>• Recreational vessels <50 m LOA
• Vessels <50 m LOA operated by schools, not for-profit organisations or community groups (non-domestic commercial vessels)</td><td>Section 2 (General)

Section 5 (Recreational vessels with LOA <50 m)</td></tr>
</table>

For all other vessels, applicable Harbour Master's Directions and VTS requirements detailed in 1.7.7 Table 1(b).</td>
</tr>
</table>

1.7.1	**VTS Instrument of Authority** On 11 April 2019, AMSA issued a Vessel Traffic Services Instrument of Authority to Ports Victoria, certifying that Ports Victoria an authorised VTS Authority under *Marine Order 64 (Vessel Traffic Services Authority) 2013* with responsibilities to manage, operate and coordinate VTS in the VTS Area. This instrument of authority sets out objectives and standards with respect to VTS in the port waters of the port of Melbourne.	**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.
1.7.3	**Senior Vessel Traffic Services Officer (SVTSO)** The SVTSO is the Assistant Harbour Master on duty at Melbourne VTS 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. The SVTSO is in charge of all shipping movements within the Port of Melbourne VTS Authority Area and is accountable directly to the Harbour Master.	**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 Service Officer (VTSO)** A VTSO is an appropriately qualified person who is engaged and authorised by the VTS Authority to perform one or more of the VTS tasks and activities constituting the VTS	**Vessel Traffic Service 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.
1.7.6	**VTS Area** The VTS Area is the same as the port waters of the port of Melbourne, as defined in HMD 2.2 Definitions. The Port of Melbourne VTS Authority Area is divided at Latitude 38° 05' S into 2 sectors, namely, the Melbourne VTS sector (northern sector) and Lonsdale VTS sector (southern sector). See Chartlet 1(a). In both sectors the designated port working frequency is VHF Channel 12.	**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.

<table>
<tr>
<td>1.7.6 chartlet 1(a)</td>
<td>Chartlet 1(a) Port waters of the port of Melbourne:
Port Phillip areas of responsibility, VTS sectors and mandatory reporting points

Remove chartlet 1(a).</td>
<td>Chartlet 1(a) Ports Victoria VTS Area:

Insert new chartlet 1(a).</td>
</tr>
<tr>
<td>1.7.7</td>
<td>Participation in the VTS

All vessels operating in the port waters of the port of Melbourne must abide by Harbour Master’s Directions and thereby participate in the VTS to some degree, the level of involvement dependent upon the vessel category, as detailed in Table 1(b).

There are 3 levels of participation.

Full participation: this requires vessels to actively engage with the VTS and comply with the requirements of Sections 2 and 3 of the HMDs.

Passive participation: vessels at this level of participation should continuously monitor VHF Channel 12, respond to communications from the VTS as required and comply with Sections 2 and 4 of the HMDs.

Basic participation: vessels in this category are not required to actively participate in the VTS but must comply with Sections 2 (as applicable) and 5 of the HMDs.</td>
<td>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

<table>
<tr><th>Vessel category</th><th>Sections applicable</th></tr>
<tr><td>• All vessels with an LOA of 50 m or greater</td><td>Section 2 (General)

Section 3 (All vessels with LOA 50 m or greater)</td></tr>
<tr><td>• Domestic commercial vessels <50 m LOA
• Port working vessels <50 m LOA
• Volunteer marine rescue vessels <50 m LOA
• Government vessels <50 m LOA</td><td>Section 2 (General)

Section 4 (Non-recreational vessels with LOA <50 m)</td></tr>
</table>
</td>
</tr>
<tr>
<td>1.7.8</td>
<td>VTS participation table</td>
<td>Removed.</td>
</tr>
<tr>
<td>2.1</td>
<td>Application

This section applies to all vessels in port waters of the port of Melbourne.</td>
<td>Application

This section applies to all vessels.</td>
</tr>
</table>

2.2	**Designated channel** means any of the following shipping channels:	**Designated channel** means any of the following shipping channels: Insert: • Eastern Coastal Channel
2.2	**Low powered vessel** means a vessel that is unable to attain a service 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.	**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.
2.2	**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 websites www.vicports.vic.gov.au and vrca.vic.gov.au.	**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.
2.2	**Pilot boarding ground** means either an area located 5 nautical miles south-west of Point Lonsdale Light (for pilot transfers by launch) or an area located 10 nautical miles south south-west of Point Lonsdale Light (for pilot transfers by helicopter).	**Pilot boarding ground** means an area located 5 nautical miles south-west of Point Lonsdale Light (for Pilot transfers by launch).
2.2	**Port of Melbourne VTS Authority Area** means the port waters of the port of Melbourne. The Port of Melbourne VTS Authority Area is divided at Latitude 38° 05' S into 2 sectors namely, the Melbourne VTS sector (northern sector) and Lonsdale VTS sector (southern sector).	**VTS Area** is the Ports Victoria VTS Area as depicted in Chartlet 1(a).
2.2	**Clearance to proceed** means a time-limited permission from the Harbour Master or Melbourne VTS or Lonsdale VTS for a specific vessel, or vessels, to navigate through the Port of Melbourne VTS Area	**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.

2.2	**Reporting points** means positions within the Port of Melbourne VTS Authority Area, as marked on approved navigational charts, at which all vessels required to maintain Full Participation must report to the respective VTS sector.	**Reporting point** means positions within the VTS Area, as marked on approved navigational charts, at which participating vessels shall report to VTS.
2.5	**Compliance requirements** The master of a vessel while in port waters of the port of Melbourne must ensure that the vessel: • complies with the International Regulations for Preventing Collisions at Sea • displays the signals required to be displayed under the International Code of Signals • 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 • complies with the provisions of AMSA *Marine Order 64 (Vessel traffic services)*. AMSA Marine Order 64, which applies to all vessels, including Domestic Commercial Vessels and recreational vessels, gives effect to Regulation 12 of Chapter V of SOLAS and, inter alia, requires that: • The master of a vessel must give to a VTS authority each report or any information the VTS authority requires the master to provide. • The master of a vessel must comply with each instruction for the movement of the vessel given to the vessel by a VTS Authority.	**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.

2.9.1	• For further information refer to Transport Safety Victoria's (TSV) *Local Knowledge Certificate for Masters of Commercial Vessels Guide* or contact Safe Transport Victoria.	• For further information, refer to Safe Transport Victoria's (STV) website or contact Safe Transport Victoria.
2.9.2	**Navigating with a pilot on board** **For arriving vessels:** If taking a pilot, the master of a vessel must: • plot a course to embark the pilot via launch, 5 nautical miles south-west of Point Lonsdale, or • plot a course to embark the pilot via helicopter, 10 nautical miles south south-west of Point Lonsdale Signal Station • not allow the vessel to 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. **For departing vessels:** The master of a vessel must: • not disembark the pilot when departing port waters of the port of Melbourne for sea until such time as the vessel, having passed Port Phillip Heads, has cleared the Fairway Through Port Phillip Heads.	**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).**
2.9.5.	**Dispensation by Harbour Master** The Harbour Master may, by certificate issued to the master of a vessel, dispense with the requirement set out in direction 2.9.4 for a specified period of time if the Harbour Master is satisfied that the circumstances of the proposed navigation or movement of the vessel do not involve a significant risk to the safety of persons and the safe operation of vessels in port waters.	Removed.
2.11.2	“clearance to proceed”	“permission to proceed”

3.2	**VTS participation** All vessels to which this section applies are required to maintain Full Participation in the VTS.	**VTS participation** The requirement of the VTS participation is to comply with sections 2 and 3 of these Harbour Master's Directions.
3.3	**Clearance to proceed** Before entering port waters of the port of Melbourne or departing from a berth or anchorage within those waters, the master of a vessel must seek clearance to proceed, from either Melbourne VTS or Lonsdale VTS, depending on the VTS sector in which the vessel will start its movement. When a vessel does not begin navigating within 15 minutes of having been given clearance, the master of the vessel must obtain further clearance before the vessel begins to navigate within the Port of Melbourne VTS Authority Area.	**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 port waters of the port of Melbourne must have an intended passage plan which, as far as reasonably practicable, uses designated channels and fairways for all movements within port waters of the port of Melbourne. The navigational content of the passage plan must be communicated to the VTS (Lonsdale or Melbourne as applicable) as required by the mandatory reporting requirements stipulated in HMD 3.5.	**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.
3.5.1 Table 3(a)	Removed table 3(a).	Insert revised table 3(a).
3.5.2 Table 3(b)	Removed table 3(b).	Insert revised table 3(b).
3.6.	**Special sound signal when manoeuvring** The master of a vessel swinging and/or navigating in a fairway or channel must, if necessary for the purpose of warning another vessel, make the following sound signals:	Removed.

	a. if the vessel is proceeding up or down a fairway or channel: i. when the vessel is at least 500 m distant from the point at which it intends to swing – a warning signal consisting of 1 long blast followed by 4 short blasts on the whistle ii. immediately before the start of swinging – a repeat of the sound signal described above and, after a short interval, the international signal to indicate the movement of the vessel's head iii. if the vessel is not under power and is being towed by a tug, the sound signal described above must be made by the tug iv. if the vessel is leaving a berth to swing at a point in the fairway or channel at a distance of less than 500 m from the berth, the sound signal described above must be given immediately on letting go.	
3.8.1, now 3.7.1.	**Vessels with a draught of less than 11.6 m**	**Vessels with a draught of less than 11.6 m** Insert: Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.
3.13.3, now 3.12.3	**Tidal stream restrictions** • 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 <1.5 kt ♦ tidal stream limit can be increased to 2.0 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.	**Tidal stream restrictions** • 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.

	<table><tr><td>Oversize vessels</td><td>**In and Out**</td><td>**1.5[2] kt**</td><td>**1.5[2] kt**</td></tr><tr><td colspan="4">[1] Subject to pilot's assessment and adverse Tidal Stream [2] Tidal stream limit can be increased to 2.0 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.</td></tr></table>	<table><tr><td>Oversize vessels</td><td>**In and Out**</td><td>**2.0[2] kt**</td><td>**2.0[2] kt**</td></tr><tr><td colspan="4">[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.</td></tr></table>
3.13.5, now 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. The master of a vessel inbound or outbound when navigating in the South Channel must, communicate with other vessels navigating in the South Channel and agree on the passing/overtaking arrangements on VHF Channel 12. 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). Note: Refer to 3.13.4 for passing protocols in the South Channel.	**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).
3.13.7, now 3.12.7	**Management of vessels when different pilotage service providers have similar boarding times at the pilot boarding ground (PBG)** This applies to the management of vessels belonging to different pilotage service providers when they are operating at the Port Phillip pilot boarding ground (PBG).	**Navigation of 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.

	• **Port Phillip Sea Pilots (PPSP)** will be assigned VHF Ch 9 for communication between the pilot launch and the arriving vessel • **Auriga** will be assigned to VHF CH 10 for communication between the pilot launch and the arriving vessel. Under the supervision of the Duty Assistant Harbour Master (SVTSO), Lonsdale VTS will provide instructions for vessels to maintain a minimum separation of 15 minutes. When the ETA to the PBG of an outbound vessel is similar to that of an inbound vessel, the outbound vessel shall: • prior to exiting the Fairway Through Port Phillip Heads, report to Lonsdale VTS their intentions for disembarking the pilot and the vessels intended movements following pilot disembarkation on VHF Ch 12 • once clear of the fairway, remain clear of the inbound vessel to avoid impeding its passage into Port Phillip and the PBG. If for any reason a marine pilot or the vessel master is unsure of the intentions of another vessel engaged in pilot boarding operations, clarification should be sought from Lonsdale VTS. Despite the above protocols, if Lonsdale VTS observes that a situation is developing, an Instruction will be issued to the individual vessel to keep clear of the impending traffic.	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.
3.14.5, now 3.13.5	**Air draught requirements** Vessels intending to pass under West Gate Bridge must declare an air draught. Vessels with an air draught of less than 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). Vessels transiting under the West Gate Bridge with an air draught above 50.1 m must seek clearance from the Harbour Master. Such a	**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.**

	transit will only be permitted if the Harbour Master is satisfied that it will not breach the required safety margins for vessels passing under West Gate Bridge. The transit will be subject to a permit and the master will be required to comply with any additional control measures imposed by the Harbour Master. Air draughts in excess of 50.7 m will not be permitted at any time.	
3.15 Table 3(j), now 3.14	Removed table 3(j)	Insert new table 3(j) with updated depths and displacements. Insert: Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.* *To avoid multiple notices in effect for redeclared maintained depths or least depths in port waters, a single Notice to Mariners will be promulgated providing consolidated depths and will be reissued every time a change to a depth is advised.
3.16 Table 3(k), now 3.15	Removed table 3(k)	Insert new table 3(k) with updated depths.* Insert: Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages. ***Swing Basin Dimensions updated as follows**: **Appleton: 339m** (swing basin no longer enters Appleton Dock Berth D Pocket and South Wharf Berth 27 pocket) **Yarraville: 274m** (no change in basin dimension – centre of basin shifted further east – basin no longer enters Yarraville 6 berth pocket) **Gellibrand: 371m** (swing basin no longer extends outside channel toe line)
3.17.6, now 3.16.6	**Safe access for mooring gangs** Terminal operators must also ensure that mooring gangs have safe access to and from the berth and that the areas in proximity to bollards,	**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

	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 gang is not maintained, the scheduled ship movements will be deferred until such time as the mooring company can safely operate in the area.	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.
3.17.7, now 3.16.7	**Swanson Dock – restriction on the movement of vessels with beam >32.5 m** PERMISSIBLE If the total available lateral distance between the 2 ships moored at the berth is equal to or greater than 3 times the beam of the passing ship, wind and tug requirements will be as per the table 3(I) RESTRICTED (UNDER PERMIT) 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. Head-line towage with 3 Tier 1 tugs. b. A maximum steady wind speed of:	**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.

	♦ 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) c. No vessel shall be berthed to the South of +20 m chainage mark at Swanson Dock 1 East. d. The pilot shall use a Portable Pilot Unit (PPU) approved by the Harbour Master. e. Master/Pilot to assess risk and advise Melbourne VTS if any specific portainers 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	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.
3.16.14	**Webb Dock East and Swanson Dock 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 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.	**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.
3.17.14	**Station Pier Outer East – Navigational Controls for berthing/departure movement** This applies to all vessels berthing/departing from Outer East Station Pier: ● Vessel will berth Head Out Only. ● Berthing and unberthing movements will be suspended when the steady wind speed is greater than 25 kt.	Removed. Refer to **Operational Instruction No. 02-2023.**

	● Berthing speed is to be controlled and the vessel is to be brought alongside parallel to the wharf or at as small and angle as possible. ● For vessels with LOA less than 200 m, 1 tug will be required for berthing. ● For vessels with LOA equal to OR greater than 200 m, 2 tugs will be required for berthing. ● 1 tug will be required for unberthing. ● For departure, vessel is to be pulled off the wharf prior to moving ahead	
3.17.15	**Station Pier Inner East – Navigational Controls for berthing/departure movement** ● This applies to the movements of all vessels Berthing and Departing at Inner East Station Pier. Vessel berthing speed is to be controlled (<0.1 m/sec) and the vessel is to be brought alongside parallel to the berth or at as small an angle as possible. ● For departure, vessels are to be manoeuvred squarely off the berth prior to moving astern. ● Berthing and departure may be restricted or suspended when the steady wind speed is greater than 15 kt or gusts are forecast over 20 kt. In addition, a tug may be required to be on stand-by for vessel berthing and departure during these wind conditions. ● Personnel and vehicles on the Pier deck in the vicinity of the vessel berthing and unberthing are to be supervised and remain 5 m clear of the edge of the deck when the vessel is manoeuvring	Removed. Refer to **Operational Instruction No. 02-2023.**
3.17.17, now 3.16.15	**Swanson Dock – Conditions for berthing/unberthing vessels at Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson** This section applies to all vessels arriving and departing from Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson.	**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:

	The following minimum conditions apply for vessels with beam <32.5 m: • Vessels with LOA <260 m, wind and tug requirements as per the HMDs. • Vessels with LOA >260 m will require 2 tugs. Wind restrictions as per HMDs. The following minimum conditions apply for vessels with beam >32.5 m to ≤42.9 m: • Vessels will require 3 tugs. • 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. • HMDs 3.17.7 will apply when applicable.	• 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.
3.17.19, now 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** ♦ Tidal streams: inward and outward transit through the Fairway Through Port Phillip Heads is restricted to: ▪ Tidal stream <1.5 kt ▪ Tidal stream limit can be increased up to 2.0 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.	**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** ♦ 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.

3.17.19, now 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** iii. Tug requirements: ■ For Arrival: As per the Towage table 3(I), one tug is to be in attendance from Breakwater and the other two tugs are to meet the vessel at River Entrance. ■ For Departure: As per the Towage table 3(I), one tug is to be in attendance until Breakwater.	**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** Removed.
3.17.19, now 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** iv. 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 200 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 ■ Based on the air draught of the arriving or departing vessel's bridge wings, master/pilot may request (through VTS) for other crane booms in use within Swanson dock to be raised ■ For the departure from Swanson Dock, SW 33 is to be unoccupied	**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** 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 a air draught great 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 a air draught great 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
3.22, now 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(I) - 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. Additional tugs may be requested by the master: ● on an inbound vessel: ♦ by advising Lonsdale VTS at Port Phillip Heads ● on an outbound vessel or a vessel arriving from an anchorage: ♦ by advising Melbourne VTS of requirements at least 2 hours before the vessel's departure from the berth/anchorage. If a vessel experiences main engine, thruster or steering failure while transiting port waters of the port of Melbourne, that vessel must be attended by 1 tug in addition to the minimum requirements under normal weather conditions, for the vessel's next transit. This condition may be extended to cover further transits if determined necessary by the Harbour Master. If the 'next transit' does not occur within 6 months of the original equipment failure this condition will lapse. Tugs required to attend a vessel with main engine, thruster or steering failure must meet the following requirements: ● inbound vessel, must attend until berthing is completed or ● outbound vessel, at least 1 tug must attend until the vessel has cleared Breakwater and	**Towage and minimum requirements** Tugs must be ordered to meet the towage and minimum tug requirements listed in this section - see Table 3(I) - 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

	• subject to the particular circumstances, as determined by the master, 1 tug should be secured to the ship through the centre lead aft. Ordered tugs must meet a vessel inward bound for: • berths upstream of West Gate Bridge, in the vicinity of Yarra River Channel Beacons 25 and 26 • 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 One or more tugs may be required to meet arriving vessels considered to have higher operational requirements, as determined by the Harbour Master or the ship's master, before the locations identified above. 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.	• 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.
3.22, now 3.21. Table 3(l)	Removed table 3(l).	Insert new table 3(l).
3.22.1, now 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.	**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. In prevailing steady winds greater than 35 kt all berthing and unberthing movements will be suspended, except for coastal vessels. **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. **Tugs:** Tier 1 and Tier 2 tugs as defined in the Towage Requirements Determination: • A Tier 1 towage vessel must be less than 30 m in length, be low profile, have azimuth stern drive or equivalent, be fitted with an Automatic Identification System and have a minimum certified bollard pull of (within a range of 5%) 65 t. • A Tier 2 towage vessel must be less than 35 m in length, have azimuth stern drive or equivalent, be fitted with an Automatic Identification System and have a certified bollard pull of 43 t or more. **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. **Thrusters:** For a thruster to be considered equivalent to 1 tug it must be 'effective'. An effective thruster is one which is fully operational, sufficiently immersed and adequately powered relative to the ship's size and the prevailing weather conditions. For example, thrusters on a	**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.

	common hydraulic line with deck machinery are known to be significantly affected when winches are operated and, therefore, in this situation it is unlikely the vessel would be able to comply with the 'efficient thruster' requirement. **Effective bow thruster:** can be considered equivalent to 1 tug as indicated in the table above. **Effective stern thruster:** can be considered equivalent to 1 tug (as indicated in the table) for the following: • Cruise vessels, all lengths • Container vessel movements at Swanson and Webb Docks, for vessels with an LOA <200 m • All other vessels, LOA ≤250 m, if the wind is <15 kt • For vessels with LOA >250 m to <290 m this dispensation only applies to departures: the vessel must be head out and the wind <15 kt • Coastal vessels refer to table 3 (l) **Rudders:** twin independent or high performance rudders, such as Becker and Schilling designs, can be considered equivalent to 1 tug (as indicated in the table) for the following: • Cruise vessels, all lengths • Container vessel movements at Swanson and Webb Docks, LOA <200 m • All other vessels, LOA ≤250 m, if the wind is <15 kt • For vessels with LOA >250 m to <290 m this dispensation only applies to departures: the vessel must be head out and the wind <15 kt • Coastal vessels refer to table 3 (l) **Clear berth ahead** (CBA) applies to vessels with an LOA <270 m (except for cruise vessels for whom the LOA is unrestricted, and	

	container vessels at Swanson and Webb Docks where the LOA must be <250 m) departing head out and is considered the equivalent of 1 tug. A vessel has a clear berth ahead when the unoccupied length of berth or clear channel/waterway immediately ahead of the departing vessel is not less than the vessel's LOA (apart from the exceptions listed below). A berth is considered clear ahead even if occupied by floating plant, provided such plant has a beam <8 m and is located >50 m clear of the departing vessel. Clear berth ahead is conditional for: ● Maribyrnong No. 1 only applies if 5 Yarraville is either vacant or occupied by a vessel not extending into the Maribyrnong Channel (i.e. occupied by a vessel within the 5 Yarraville berth pocket) ● Gellibrand Pier only applies for vessels with an LOA <200 m ● Holden Dock: the old berth immediately downstream must be clear ● 5 Yarraville: only applies if 6 Yarraville is clear ● 26 South Wharf: only applies if 27 South Wharf is clear. For clarification, clear berth ahead does apply (provided the relevant LOA limit is not exceeded)) at: ● 1 East and 1 West Swanson Dock ● Outer East and Outer West Station Pier ● 29 South Wharf. Clear berth ahead does not apply: ● at 5 Webb Dock East ● at 3 Webb Dock West ● at 33 South Wharf	

	• if portainers cannot be positioned in accordance with HMD 3.17.3.	
3.23, now 3.22	**Table 3(m)** • Vessels berthing at **Webb Dock East 5** with the stern or stem beyond the 640 m mark	**Table 3(m)** • Vessels berthing at **Webb Dock East 5** with the stern or stem beyond the 713 m mark
3.26.1, now 3.25.1	**Designated anchorages within port waters of the port of Melbourne**	**Designated anchorages within port waters of the port of Melbourne** Insert: Please refer to the latest Notice to Mariners for maintained depths for berth pockets, channel reaches and swing basins including least depths for anchorages.
4.2	**VTS participation** Vessels covered by this section are to maintain passive participation with the VTS. The requirements of passive 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 enhanced levels of participation in VTS	**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

4.15.2	**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. The owner/master of a vessel must also supply Safe Transport Victoria (the AMSA delegate in Victoria) with a written marine incident report within 72 hours of becoming aware of the incident, using the form Marine Incident Report form which can be downloaded from the Safe Transport Victoria website. Submit the completed form, along with any supporting documents as required, to: ● Email: marineincidents@transportsafety.vic.gov.au ● Fax: +61 3 9655 6611 ● Mail: PO Box 2797, Melbourne VIC 3001 A copy of the incident report must also be forwarded to the Harbour Master at NavigationServices@ports.vic.gov.au.	**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.
5.2	**VTS participation** Vessels covered by this section are not required to actively participate in the VTS but are expected to: ● 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.	**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.

5.16.2.	**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): a. any person injured (or his or her representative) b. the owner of any property damaged c. police officers present at the scene. The owner/Master of a vessel involved in a marine incident is also required by law to report the incident to Safe Transport Victoria using the form ***Marine Incident Record Serious Incident Form*** which can be downloaded from the Safe Transport Victoria website. Submit the completed form, along with any supporting documents as required, to: • Email: marineincidents@safetransport.vic.gov.au • Fax: +61 3 9655 6611 • Mail: PO Box 2797, Melbourne VIC 3001 A copy of the incident report must also be forwarded to the Harbour Master at NavigationServices@ports.vic.gov.au.	**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): a. any person injured (or his or her representative) b. the owner of any property damaged c. police officers present at the scene.

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 MSV	**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.