

Operational Instruction No. 02-23

NAVIGATIONAL CONTROLS FOR CRUISE SHIPPING AT STATION PIER

Date: 04 August 2023

This Operational Instruction (OI) applies to cruise vessels arriving and departing from Station Pier Outer East, Outer West, and Inner West berths.

Berthing requirements

- Berthing speed is to be controlled as per below table:

Vessels LOA (m)	Max berthing velocity (m/s)
LOA > 290m	0.05 m/s
LOA 200m – 290m	0.08 m/s
LOA < 200m	0.10m/s

- The vessel is to be brought alongside parallel to the berth or at as small an angle as possible. Under no circumstance should the berthing angle be greater than 5 degrees.
- For departure, the vessel is to be manoeuvred squarely off the berth prior to moving ahead.
- Berthing and departure movements will be suspended when the steady wind speed is 30kts or greater.
- When the steady wind speed is greater than 20kts, the berthing or unberthing movement will be subject to a specific risk assessment between the Master and the Pilot. This assessment will consider the vessel capabilities, an appraisal of the weather conditions and towage requirements.

Towage requirements

- The following towage requirements apply for winds from the eastern quadrant for Station Pier Outer East berth and the western quadrant for Station Pier Outer West berth as per below table:

Table 1 – Station Pier towage requirements table for cruise vessels

Vessel Category	Number of tugs	Steady Wind Speed
Cruise Vessel	1 tug for arrival Head out departure – no tug required Head in departure – 1 tug required	0 - 24kts
	2 tugs for arrival Head out departure – no tugs required Head in departure – 2 tugs required	25 – 29kts
	Vessel movements suspended	30kts or greater

Mooring requirements

This notice is a direction of the Harbour Master pursuant to section 232 of the *Marine Safety Act 2010* (Vic). The requirements of section 232(2) have been taken into account.

1. Prior to a cruise vessel's arrival at Station Pier, a mooring plan will be prepared and distributed to the engaged pilot service provider and the mooring crew. Any change to the mooring plan must be approved by the Berth Allocator prior to the vessel's arrival.
2. Mooring plans will prioritise the allocation of lines to the 150t yellow bollards wherever possible. Remaining lines will be run to the 40t white bollards.
3. 2 lines may be moored to a single 40t white bollard only when in accordance with the promulgated mooring plan and approved by the Berth Allocator.
4. No mooring lines are to be let go at any time whilst the gangway is connected to the vessel.
5. Personnel and vehicles on the Pier Deck, in the vicinity of the vessel are to remain 5m clear of the edge of the deck whenever the vessel is manoeuvring.

Bunkering operations requirements

1. Bunkering operations for cruise vessels alongside Station Pier will be suspended when the steady wind speed is 30kts or greater.

This Operational Instruction will be incorporated into the next version of Harbour Master's Directions.

This Operational Instruction is a Direction made under Section 232 (1C) of the Marine Safety Act 2010 (Vic).



**Warwick Laing
Harbour Master**

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The requirements of section 232(2) have been taken into account.

Victorian Notices to Mariners can be downloaded from the Victorian Ports Corporation (Melbourne) website
www.vicports.vic.gov.au