

Operational Instruction No. 02 - 2024**NAVIGATIONAL CONTROLS FOR SHIPPING AT YARRAVILLE 5****Date: 8 May 2024**

This Operational Instruction (OI) applies to all vessels arriving and departing from Yarraville 5 berth.

Berthing requirements

1. Berthing speed is to be controlled as per below table:

Vessels LOA (m)	Max berthing velocity (m/s)
LOA < 200m	0.10m/s

2. 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.
3. For departure, the vessel is to be manoeuvred squarely off the berth prior to moving ahead.
4. Berthing movements will be suspended when the steady wind speed is greater than 15kts from any direction (reference South Wharf gauge).

Mooring requirements

1. Mooring plan and mooring analysis are to be submitted prior to vessel arrival, considering the current status of bollards.
2. The mooring plan is to be distributed to the Master, the engaged Pilot Service Provider, and the Mooring Service Provider.
3. While at the berth, vessel is to lower the outboard anchor.
4. If the predicted winds (reference South Wharf gauge) are from a westerly direction (180° to 000°) and are predicted to be greater than or equal to 30kts, the vessel will have to vacate the berth or have 1 tug stand by.

Warping alongside the berth

1. Warping alongside the berth is not permitted for any reason.
2. If required to reposition the vessel at berth, repositioning must be carried out with the assistance of a Pilot and 2 x tugs. Vessel is to be pulled off the berth, repositioned and brought alongside the berth again.

This Operational Instruction may 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).

A handwritten signature in black ink, appearing to read 'Warwick Laing', with a long, sweeping underline.

**Warwick Laing
Harbour Master**