

Operational Instruction No. 005 / 2022**NAVIGATIONAL CONTROLS FOR BERTHING, ARRIVING AND DEPARTING MOVEMENTS OF CRUISE SHIPS AT STATION PIER OUTER AND INNER WEST**

Date: 11 November 2022

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

- Vessels are to berth head out except where previously agreed by the Berth Allocator
- Berthing and departure movements will be suspended when the steady wind speed is greater than 30kts.
- When the steady wind speed is greater than 20kts, the berthing /departure movement will be subject to a specific risk assessment between the master and the pilot. This assessment will take into account the vessel capabilities, an appraisal of the weather conditions and the need to engage additional tugs.
- 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.
- 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.
- A maximum of 2 lines per yellow bollard and one line per white bollard is to be utilised.
- For departure, the vessel is to be manoeuvred squarely off the berth prior to moving ahead.
- 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.

- In addition to the minimum towage requirements and wind limitations contained within table 3(l) of HMDs, the following additional towage requirement is in force, irrespective of thrusters or high-performance rudder availability:

Towage Category	Number of tugs	Wind
Cruise Vessel LOA > 290m	2 tugs for arrival and departure	When the steady wind speed is ≥ 20 kts from W quadrant (45 degree on either side)

These instructions will be incorporated into the next version of Harbour Master Directions.

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



**Warwick Laing
Harbour Master**

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.

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