

Operational Instruction No. 06 / 2022

NAVIGATIONAL CONTROLS FOR CRUISE SHIPPING AT STATION PIER

Date: 15 December 2022

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

- 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 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.
- 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)

- 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.

- 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.
- 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.
- No mooring lines are to be let go at any time whilst the gangway is connected to the vessel.
- 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 for cruise vessels alongside Station Pier will be suspended when the steady wind speed is greater than 30kts.

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