

The following Notice to Mariners is published for general information

**AUSTRALIA – VICTORIA**

**No. 130 (T) - 2021**

**PORT OF MELBOURNE**

**OPERATIONAL INSTRUCTIONS IN FORCE**

**Date:** 28 May 2021

**Refers:** N/a

**Details:** Mariners are advised that the following Operating Instructions here attached is in force from 28 May 2021.

**OI – 01 / 2021 - OPERATIONAL INSTRUCTIONS TO VESSELS AND SERVICE PROVIDERS WHEN A STRONG WIND, GALE FORCE OR SQUALL WARNINGS ARE ISSUED**

For further information, please contact Melbourne Vessel Traffic Service on VHF Channel 12 or 9644 9789.

**Charts &** Harbour Masters Direction (HMD)

**Publications**

**Affected:**

**Further notice:** No Further notice will be issued.



**Kell Dillon**

**Harbour Master**

**Operational Instruction No. 01 / 2021****INSTRUCTIONS TO VESSELS AND SERVICE PROVIDERS WHEN A STRONG WIND, GALE FORCE OR SQUALL WARNINGS ARE ISSUED**

**Date:** 28 May 2021

Following successful trials of revised protocols for vessels berthed in Port Melbourne during high wind conditions, this Operational Instruction (OI) applies to vessels in the port when Marine Wind Warnings are issued by the Bureau of Meteorology for Port Phillip waters.

**STRONG WIND WARNING:****Station Pier**

When the wind is forecast from a direction which would potentially cause vessel movement "off the berth"

- Listening watch on VHF Ch 12 maintained
- Thrusters to be operational for immediate use
- Mooring lines are to be tended to ensure equal weight on all lines
- Outboard anchor is to be lowered to the seabed with no weight on the anchor cable (for Spirit of Tasmania, this is not mandatory but should be considered/ risk assessed by the Master)

**Webb Dock**

For Car carriers at Webb Dock West when the wind is forecast from the South to the North West Quadrant:

- Listening watch on VHF Ch 12 maintained
- Thrusters to be operational for immediate use
- Mooring lines are to be tended to ensure equal weight on all lines, and additional mooring lines as required, including running lines to the storm bollards
- Stern Ramp is to be lowered and kept on the wharf
- Outboard anchor is to be lowered to the seabed with no weight on the anchor cable

For Container vessels and other vessels at Webb Dock East when the wind is forecast from the North to the South East Quadrant:

- Listening watch on VHF Ch 12 maintained
- Additional mooring lines as required
- Master to consider lowering the outboard anchor to the seabed, with no weight on the anchor cable and for Thrusters to be ready for immediate use

**Swanson Dock**

When the wind is forecast from a direction which would potentially cause vessel movement "off the berth" (i.e. Westerly wind quadrant for vessels at SDW, and Easterly wind quadrant when vessels at SDE)

- Listening watch on VHF Ch 12 maintained
- Additional mooring lines as required
- Master to consider lowering the outboard anchor to the seabed, with no weight on the anchor cable and for Thrusters to be ready for immediate use

#### Gellibrand Pier

When the strong winds are forecast from the South Westerly to Northly quadrant, and more than 50% of the cargo has been discharged:

- Listening watch on VHF Ch 12 maintained
- Mooring lines are to be tended to ensure equal weight on all lines, and additional mooring lines as required
- Manifold is to be manned and ready to stop pumping as per the terminal guidelines or disconnected as required

#### **GALE/ STORM/ SEVERE WEATHER WARNINGS:**

- As above for the berths and directions detailed above
- Station Pier, Webb Dock East 4 and 5: Vessels with wind “off the berth” - anchor is to be lowered to the seabed with no weight on the anchor cable (for Spirit of Tasmania, this is not mandatory but should be considered/ risk assessed by the Master)
- All berths: Masters to consider risk mitigations for their vessels, which may include extra lines, bow thrusters available, anchor lowered to seabed or having engines on standby and ready for immediate manoeuvring

#### **OTHER:**

Masters must ensure that arrangements are made with port service providers (Agents, Pilots, Towage, Line handlers) to provide additional services for the duration of the warnings in an emergency if required. Such arrangements should be made with as much advance notice as possible.

If anchors are deployed, Masters must ensure the anchor is recovered prior to vessel departure and inform VTS (and attending Pilot if applicable).

If a Master is in any doubt, or if the Harbour Master requires, a tug shall be ordered to stand by the vessel for the duration of high wind/ storm conditions.

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



**Kell Dillon  
Harbour Master**