

AUSTRALIA – VICTORIA**No. 283(T) - 2021****PORT OF MELBOURNE****OPERATIONAL INSTRUCTIONS CURRENTLY IN FORCE****Date:** 17 September 2021**Refers:** N/a.**Details:**

Mariners are advised that the following Operating Instructions here attached are currently in force and can be downloaded from VPCM's website.

- **OI 04 - 2021** - Requirements for Container Vessels with - An LOA 310 - 337 meters and or Vessels with a Beam 42.9-45.6 Meters
- **OI 03 - 2021** Wind limitations for berthing and departure movement for all tankers at Gellibrand Pier
- **OI - 02 - 2021** - Navigation Controls for Berthing and Departure Movements at Inner East Station Pier
- **OI- 01-2021** - Instruction to vessels and service providers when a strong wind, gale force or squall warnings are issued
- **OI 04 – 2020** - Management of work vessels VTS notifications prior commencement of work
- **OI 03 – 2020** - Management of vessels when different Pilotage Service Providers have similar boarding times at the Pilot Boarding Ground (PBG)
- **OI 02- 2020** - Anchoring in the bay of vessels with a high windage area
- **OI 04 - 2019** - Berthing at outer east station pier - navigational controls
- **OI 03 - 2019** - Berthing at Swanson dock 3 West with stem or stern beyond the 921m mark.

- **OI 02 - 2019** - Conditions when a vessel is berthed at 1 East Swanson overhanging the 0m mark
- **OI 01 - 2019** – Conditions for berthing unberthing vessels at Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson.

Further information can be obtained from Melbourne VTS on 9644 9789 or VHF channel 12.

**Charts &
Publications
affected:**

Harbour Masters Direction (HMD)

Further notice:

No Further Notice will be issued.



**Kell Dillon
Harbour Master**

Operational Instruction No. 04 / 2021**REQUIREMENTS FOR CONTAINER VESSELS WITH:**

- **AN LOA 310 - 337 METRES and/ or**
- **VESSELS WITH A BEAM 42.9 - 45.6 METRES**

Date: 26 July 2021

This Operational Instruction (OI) applies to container vessels arriving and departing the port with

- a length overall (LOA) greater than 310 metres but equal to or less than 337 meters and/ or
- a beam greater than 42.9 metres, but equal to or less than 45.6 meters.

These protocols have been trialled since Dec 2019.

1. For first visit vessels that this notice applies, Shipping lines/ Agents shall supply the Vessel details a minimum 48hrs prior to arrival of the vessel to the Berth Allocator (BerthAllocator@vicports.vic.gov.au) for consideration
2. If approved under permit, each new vessel will be observed for a minimum of two entry/ exits to ensure suitability for exemption from permits in accordance with the conditions detailed below, and reviewed by the Harbour Master for approval as a compliant vessel in accordance with this OI. The VPCM Berthing Allocator will maintain a data-base of compliant vessels.
3. In addition to the requirements specified in the Harbour Master's Directions, the following minimum conditions shall apply to container vessels which fall in this category, irrespective of the terminal they are calling:
 - A maximum trim of 2.5 metres by the stern. Vessels shall not be trimmed by the head.
 - The pilot must have a clear view both ahead and astern as per SOLAS Regulation 22 of Chapter V and meet the IMO navigation visibility requirements.
 - Vessels shall berth head out only
 - Vessel must have an effective bow thruster capable of being operated at 100% of the rated capacity

- Vessel must have bollards suitable for 68t tugs
 - Tidal streams: Inward and outward transit through the Fairway through Port Phillip Heads is restricted to:
 - i. Tidal stream <1.5 knots.
 - ii. Tidal stream limit can be increased up to 2.0 knots for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from VTS.
4. Container vessels calling at SWANSON DOCK, in addition to the above and noting the additional risk profile of these vessels transiting the Yarra river and Swanson Dock approaches/ entry and exit, must also comply with the following:
- a) Pilotage requirements:
 - For vessels with LOA equal to or greater than 325m but less than 337 m:
 - i. Two pilots (both Class 10) must be onboard for arrival and departure (i.e. from Break Water to berth and vice versa)
 - ii. The pilot shall use a Portable Pilot Unit approved by the Harbour Master
 - iii. The pilot with the conduct of the vessel must have conducted simulator training for this size of vessel, or
 - iv. Must have observed two transits in and two out, and undertaken a check pilotage of a vessel of this size
 - Pilot endorsement for these size vessels is subject to the conditions detailed above, to the satisfaction of the Harbour Master
 - b) Maximum steady wind restrictions:
 - For vessels with LOA less than 325m:
 - i. 20 kts for the river transit (Break Water gauge) and
 - ii. 15 kts for berthing and unberthing (South Wharf gauge).
 - For vessels with LOA equal to or greater than 325m but less than 337 m:
 - i. 15 kts for the river transit (Break Water gauge) and
 - ii. 15 kts for berthing and unberthing for wind in North or South quadrant (45 degrees either side of True North or South).
 - iii. 10 kts for berthing and unberthing for wind in East or West quadrants (wind 45 degrees either side of True East or West)
 - c) Tug requirements:
 - For Arrival: 3 x Tier 1 tugs. One tug is to be in attendance from Break Water and the other two tugs are to meet the vessel at River Entrance.
 - For Departure: 3 x Tier 1 tugs. One tug is to be in attendance till Breakwater while the other two tugs will be at the Pilots discretion
 - d) Inward transit from Swanson Dock swing basin to the berth must be during daylight hours only, unless specifically approved by the Harbour Master under a Permit.

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

- e) Swanson Dock configuration for vessels of this size berthing and unberthing:
- Vessels with a beam greater than 32.5m are not permitted to berth at 1 West Swanson
 - Vessels with a beam greater than 42.9m are not permitted to berth at 1 East Swanson
 - Vessels with a beam greater than 45.6m must berth at 3 East / West Swanson
 - East Swanson southernmost 200m is to be unoccupied for Arrival and Departure, Crane booms up
 - West Swanson southernmost 50m (for vessel with LOA less than 325m) or southernmost 200m (for vessels with LOA equal to or greater than 325m) is to be unoccupied for Arrival and Departure, Crane booms up
 - Based on the air draught of the arriving or departing vessel's bridge wings, Master/ Pilot may request (through VTS) for other crane booms in use within Swanson dock to be raised
 - For the departure from Swanson Dock, SW 33 is to be unoccupied
5. For vessels that do not meet the criteria above, Shipping lines/ Agents may apply for an Over Dimension permit by email to the Berth Allocator, (BerthAllocator@vicports.vic.gov.au). Applications will be considered on their merit.
6. 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).



Kell Dillon
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.

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Notice No. 03 / 2021

WIND LIMITATIONS FOR BERTHING AND DEPARTURE MOVEMENT FOR ALL TANKERS AT GELLIBRAND PIER

Date: 11 June 2021

Details: This Operational Instruction (OI) applies to the movements of all tankers Berthing and Departing at Gellibrand Pier with immediate effect.

- For Large Tankers movements will be suspended when the steady wind speed is greater than 20 kts from the SE to SW quadrant.
- For Tankers other than Large Tankers, wind limits in accordance with Harbour Master directions will apply.

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



Kell Dillon
Harbour Master

Notice No. 02 / 2021
NAVIGATIONAL CONTROLS FOR BERTHING AND DEPARTURE MOVEMENTS
AT INNER EAST STATION PIER

Date: 04 June 2021

Details: This Operational Instruction (OI) applies to the movements of all vessels Berthing and Departing at Inner East Station Pier with immediate effect.

- Vessel berthing speed is to be controlled (<0.1 m/sec) and the vessel is to be brought alongside parallel to the berth or at as small an angle as possible.
- For departure, vessels are to be manoeuvred squarely off the berth prior to moving astern.
- Berthing and departure may be restricted or suspended when the steady wind speed is greater than 15 knots or gusts are forecast over 20 knots. In addition, a tug will be required to be on stand-by for vessel berthing and departure during these wind conditions.
- Personnel and vehicles on the Pier deck in the vicinity of the vessel berthing and unberthing are to be supervised and remain 5 metres clear of the edge of the deck when the vessel is manoeuvring.

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



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**

Notice No. 04 / 2020

Management of work vessels VTS notifications prior commencement of work

Date: 13 October 2020

Details: This Operational Instruction (OI) applies to the management of work vessels.

All commercial vessel masters are reminded of the notification requirements to VTS prior to the movement of commercial vessels and work boats in the port of Melbourne.

Reference to be made to the following sections of the HMD's:

2.13 Diving activities

Any company undertaking contractor diving activities or under-wharf work, for construction or maintenance purposes, must apply for and be issued with an Occupational Diving Permit and Under Wharf Works Permit.

3.12 VHF radio communications

The master of a vessel while underway or at anchor in port waters of the port of Melbourne must ensure that the vessel maintains VHF radio communications through Lonsdale VTS when south of latitude 38° 05' S, and through Melbourne VTS when north of latitude 38° 05' S.

3.12.1 Requirement to maintain a continuous listening watch

The master must ensure that a listening watch on VHF Channel 12 is maintained for the entire period the vessel is in port waters, whether underway, at anchor or moored alongside a berth at the port of Melbourne

4.10 Port working vessels

4.10.1 Melbourne VTS sector

Port working vessels must call Melbourne VTS before each departure and provide the following information:

- Vessel's name.
- Point of departure and intended destination.
- Whether the vessel will be engaged in towing.
- The nature of any work to be undertaken and any special requirements for passing vessels (e.g. minimum wash, pass with a wide berth).



Kell Dillon
Harbour Master

Notice No. 03 / 2020

Management of vessels when different Pilotage Service Providers have similar boarding times at the Pilot Boarding Ground (PBG)

Date: 26 August 2020

Refers: OI – 01 / 2020 and is here by Cancelled

Details: This Operational Instruction (OI) applies to the management of vessels belonging to different pilotage service providers when they are operating at the Port Phillip Pilot Boarding Ground (PBG).

- **Port Phillip Sea Pilots (PPSP)** will be assigned **VHF Ch 9** for communication between the pilot launch and the arriving vessel
- **Australian Pilotage Group (APG)** will be assigned to **VHF CH 10** for communication between the pilot launch and the arriving vessel.

Under the supervision of the Duty Assistant Harbour Master (SVTSO), Lonsdale VTS will provide instructions for vessels to maintain a minimum separation of 15 minutes.

When the ETA to the PBG of an outbound vessel is similar to that of an inbound vessel, the outbound vessel (once clear of the fairway) shall remain clear of the inbound vessel to avoid impeding its passage into Port Phillip.

If for any reason a marine pilot or pilot vessel master is unsure of the intentions of another vessel engaged in pilot boarding operations, clarification should be sought from Lonsdale VTS.

This Operational Instruction is made in accordance with Section 230 of the Marine Safety Act 2010 (Vic) and AMSA Marine Orders 64 (VTS).



Captain Kell Dillon
Harbour Master - Port Melbourne

Notice No. 02 / 2020

ANCHORING IN THE BAY OF VESSELS WITH A HIGH WINDAGE AREA

Date: 20 July 2020

Details: This Operational Instruction (OI) applies to all vessels having a high windage area proceeding to the anchorage.

Vessel with a high windage area should avoid anchoring in the Inner Anchorages A1 – A3, or the Outer Anchorages S1 - S4 when a strong wind /gale force winds warning are forecast or in force.

The following categories of vessels are considered as high windage vessels:

- 1) Car carriers
- 2) Passenger vessels
- 3) Tankers in ballast (LOA >240m OR Beam > 42m)
- 4) Container vessels (LOA >240m OR Beam > 42m)



Captain Kell Dillon
Harbour Master

Notice No. 04 / 2019

BERTHING AT OUTER EAST STATION PIER – NAVIGATIONAL CONTROLS

Date: 16 September 2019

Our Ref: Operational Instruction – 01/2018 refers and is cancelled

Details: The following Operational Instruction (OI) applies to all vessels berthing at Outer East Station Pier till further notice:

- 1) Vessel will berth Head Out Only.
- 2) Berthing and unberthing movements will be suspended when the steady wind speed is greater than 25kts.
- 3) Berthing speed is to be controlled and the vessel is to be brought alongside parallel to the wharf or at as small an angle as possible.
- 4) For vessels with LOA less than 200m, 1 tug will be required for berthing.
- 5) For vessels with LOA equal to OR greater than 200m, 2 tugs will be required for berthing.
- 6) 1 tug will be required for unberthing.
- 7) For departure, vessel is to be pulled off the wharf prior to moving ahead.



**Captain Roy Stanbrook, FNI
Harbour Master**

Notice No. 03 / 2019

BERTHING AT SWANSON DOCK 3 WEST WITH STEM OR STERN BEYOND THE 921 METER MARK

Date: 11 September 2019

Details: This Operational Instruction (OI) applies to all vessels berthing at Swanson Dock 3 West.

Vessels berthing at Swanson Dock 3 West with the stern or stem beyond the 921m mark will require 1 lines boat for berthing.

Changes to the HMD's section 3.23, will be reflected in the next version of the HMD's



**Captain Roy Stanbrook, FNI
Harbour Master**

Notice No. 02 / 2019

CONDITIONS FOR BERTHING / UNBERTHING VESSELS AT SWANSON DOCK WHEN A VESSEL IS BERTHED AT 1 EAST SWANSON AND OVERHANGING THE 0 METER MARK

Date: 04 September 2019

Details: This Operational Instruction (OI) applies to all vessels arriving and departing from Swanson Dock when a vessel is berthed at 1 East Swanson and overhanging the 0m mark.

- A)** For the arrival or departure of any vessel with LOA >280 meters (Post-Panamax or non-Post-Panamax), the vessel berthed at 1 East Swanson shall shift back to Chainage 0 meter.

- B)** HMD's 3.17.7 will apply when applicable.



**Captain Roy Stanbrook, FNI
Harbour Master**

Notice No. 01 / 2019

CONDITIONS FOR BERTHING / UNBERTHING VESSELS AT SWANSON DOCK WHEN A POST PANAMAX VESSEL IS BERTHED AT 1 EAST SWANSON

Date: 11 June 2019

Details: This Operational Instruction (OI) applies to all vessels arriving and departing from Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson

- A)** The following minimum conditions apply for non Post-Panamax vessels:
1. Vessels with LOA \leq 260 meters, wind and tug requirements as per the HMD's
 2. Vessels with LOA > 260 meters will require 2 tugs. Wind restrictions as per HMD's.
- B)** The following minimum conditions apply for Post-Panamax vessels:
1. Vessels will require 3 tugs
 2. The steady wind strength with an easterly or westerly component to be below 15 Knots. (no restrictions on southerly winds)
 3. A maximum northerly steady wind strength of 20 knots for departing vessels only.
- C)** For the arrival or departure of any vessel with LOA >280 metres(Post-Panamax or non Post-Panamax), the southernmost 20 meters of the berth at Swanson Dock 1 East should be unoccupied
- D)** For vessel with LOA >310 meters a permit stipulating the conditions will be issued depending on the berth configuration at the time.
- E)** HMD's 3.17.7 will apply when applicable.



**Captain Roy Stanbrook, FNI
Harbour Master**