

Harbour Master's Directions – major changes between 11th Edition and 10th Edition

Section	11th Edition	10th Edition
2.2	Coastal vessel means an Australian registered vessel that is trading regularly between an Australian port and Melbourne with a Maritime Safety Victoria approved pilot exempt master.	Not defined
2.2	Eastern Ship Channel means the sector of the Fairway Through Port Phillip Heads contained between the eastern boundary of the Great Ship Channel and the transit of High Light and Murray Tower (bearing 038.7° T).	Not defined
2.2	Eastern Triangle means the sector of the Fairway Through Port Phillip Heads contained between the eastern boundary of the Great Ship Channel and the transit of Murray Tower and Lookout House (bearing 034.8°). The Eastern Triangle includes the Eastern Ship Channel & the Outer Eastern Channel. A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Eastern channel.	Eastern Triangle means the sector of the Fairway Through Port Phillip Heads contained between the eastern boundary of the great ship channel and the transit of the high light and Murray Tower (bearing 038.7° T)
2.2	Great Ship Channel means a 245 metres sector of the Fairway Through Port Phillip Heads extending 120 metres to the west and 125 metres to the east of the transit of the Queenscliff High Light and Queenscliff Low Light. (bearing 042.5° T).	Not defined
2.2	Hovell Approach refers to a line 2 nautical miles north of and parallel to an imaginary line joining South Channel Beacons 24 and 25	Not defined
2.2	Outer Eastern Channel means the sector of the Fairway Through Port Phillip Heads contained between the eastern boundary of the Eastern Ship Channel and the transit of Murray Tower and Lookout House (bearing 034.8° T).	Not defined
2.2	Outer Western Channel means the sector of the Fairway Through Port Phillip Heads contained between the western boundary of the Western Ship Channel and the transit of Hume Tower and High Light (bearing 046° T).	Not defined

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2.2	Pilot boarding ground means either an area located 5 nautical miles south-west of Point Lonsdale Light (for pilot transfers by launch) or an area located 10 nautical miles south south-west of Point Lonsdale Light (for pilot transfers by helicopter).	Pilot boarding ground means an area located 5 nautical miles south-west of Point Lonsdale.
2.2	Port of Melbourne means the private leaseholder and strategic manager of the port of Melbourne's commercial operations and assets i.e. Port of Melbourne Operations Pty Ltd trading as Port of Melbourne.	Not defined
2.2	Western Ship Channel means the sector of the Fairway Through Port Phillip Heads contained between the western boundary of the Great Ship Channel and the transit of High Light and Fort Flagstaff (bearing 043.9° T).	Not defined
2.2	Western Triangle means the sector of the Fairway Through Port Phillip Heads contained between the western boundary of the Great Ship Channel and the transit of High Light and Hume Tower (bearing 046° T). The Western Triangle includes the Western Ship Channel and the Other Western Channel. A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Western Channel.	Western Triangle means the sector of the Fairway Through Port Phillip Heads contained between the western boundary of the Great Ship Channel and the transit of High Light and Hume Tower (bearing 046° T). A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Western Channel.

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2.9.2	<p>Navigating with a pilot on board</p> <p>For arriving vessels:</p> <p>If taking a pilot, the master of a vessel must:</p> <ul style="list-style-type: none"> ▪ plot a course to embark the pilot via launch, 5 nautical miles south-west of Point Lonsdale, or ▪ plot a course to embark the pilot via helicopter, 10 nautical miles south south-west of Point Lonsdale Signal Station ▪ not allow the vessel to enter port limits (the seaward limit of the arc of a circle of radius 3 nautical miles centred on Point Lonsdale Signal Station, position 38° 17.52' S 144° 36.84' E) until such time as the pilot has boarded and assumed conduct of the vessel. <p>For departing vessels:</p> <p>The master of a vessel must:</p> <ul style="list-style-type: none"> ▪ not disembark the pilot when departing port waters of the port of Melbourne for sea until such time as the vessel, having passed Port Phillip Heads, has cleared the Fairway Through Port Phillip Heads. 	<p>Navigating with a pilot on board</p> <p>If taking a pilot the master of a vessel must:</p> <ul style="list-style-type: none"> ▪ plot a course to embark the pilot 5 nautical miles south-west of Point Lonsdale, except when otherwise directed by the boarding pilot ▪ not allow the vessel to enter port limits (the seaward limit of the arc of a circle of radius 3 nautical miles centred on Point Lonsdale Signal Station, position 38° 17.52' S 144° 36.84' E) until such time as the pilot has boarded and assumed conduct of the vessel ▪ not disembark the pilot when departing port waters of the Port of Melbourne for sea until such time as the vessel, having passed Port Phillip Heads, has cleared the Fairway Through Port Phillip Heads.
2.9.3	<p>Pilot transfer arrangements</p> <p>When a vessel uses a pilot, the master must ensure that the pilot transfer arrangements are in accordance with Regulation 23 of Chapter V of SOLAS or Marine Order 57 (Helicopter Operations), as applicable.</p> <p>The SOLAS regulation is given effect in Australian Waters through Marine Order 21 (Safety and emergency arrangements) 2016.</p>	<p>Pilot transfer arrangements</p> <p>When a vessel uses a pilot, the master must ensure that the pilot transfer arrangements are in accordance with Regulation 23 of Chapter V of SOLAS.</p> <p>This SOLAS regulation is given effect in Australian Waters through Marine Order 21 (Safety and emergency arrangements) 2016.</p>

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2.9.4	<p>Engagement of pilot</p> <p>Subject to directions 2.9.1 and 2.9.5, a vessel must not enter or leave port waters of the port of Melbourne unless the vessel is using the services of a pilot who either:</p> <ul style="list-style-type: none"> a. has piloted a vessel during a full unrestricted movement from outside Port Phillip Heads to berthing and a full movement from a berthed position to leaving Port Phillip Heads within the 90 days immediately prior to the current vessel entering or leaving port waters: or b. is accompanied by a check pilot. <p>“Check pilot” for the purpose of paragraph (b) above means a pilot:</p> <ul style="list-style-type: none"> ▪ holding an unrestricted pilot licence for at least 5 years in respect of the port of Melbourne and who is authorised by the pilotage service provider employing the check pilot to accompany another pilot on check trips; and ▪ who meets the requirements of paragraph (a). 	Not included
2.9.5	<p>Dispensation by Harbour Master</p> <p>The Harbour Master may, by certificate issued to the master of a vessel, dispense with the requirement set out in direction 2.9.4 for a specified period of time if the Harbour Master is satisfied that the circumstances of the proposed navigation or movement of the vessel do not involve a significant risk to the safety of persons and the safe operation of vessels in port waters.</p>	Not included
3.5.1 Table 3(a)	<p>Mandatory VTS reporting point:</p> <p>3 nautical miles from Point Lonsdale</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Give name of pilot and if applicable, name of Trainee Pilot or if pilot exempt the name of master 	<p>Mandatory VTS reporting point:</p> <p>3 nautical miles from Point Lonsdale</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Give name of master (if pilot exempt)

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3.5.2	<p>Mandatory VTS reporting point: Before departure</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Air draught (if intending to pass under West Gate Bridge) ▪ Advise intended route, including the shipping channel (or combination of channels) to be used within the Melbourne VTS sector ▪ Give name of pilot and if applicable, name of Trainee Pilot or if pilot exempt the name of master ▪ Any defects or circumstances that may hamper the vessel's ability to manoeuvre ▪ If going to anchor, nominate preferred anchorage ▪ Request clearance to proceed 	<p>Mandatory VTS reporting point: Before departure</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Air draught (if intending to pass under West Gate Bridge) ▪ Advise intended route, including the shipping channel (or combination of channels) to be used within the Melbourne VTS sector ▪ Give name of master (if pilot exempt) ▪ Any defects or circumstances that may hamper the vessel's ability to manoeuvre ▪ If going to anchor, nominate preferred anchorage ▪ Request clearance to proceed
3.5.2	<p>Mandatory VTS reporting point: Hovell Approach</p>	<p>Mandatory VTS reporting point: 2 nautical miles north of an imaginary line joining South Channel Beacons 24 and 25</p>
3.5.4	<p>Mandatory VTS reporting point: Before getting underway</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Seek clearance to get underway ▪ Advise maximum draught ▪ Advise intended route, including the shipping channel (or combination of channels) to be used. ▪ Confirm air draught (if intending to pass under West Gate Bridge) ▪ Give name of pilot and if applicable, name of Trainee Pilot or if pilot exempt the name of master 	<p>Mandatory VTS reporting point: Before getting underway</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Seek clearance to get underway ▪ Advise maximum draught ▪ Advise intended route, including the shipping channel (or combination of channels) to be used. ▪ Confirm air draught (if intending to pass under West Gate Bridge) ▪ Give name of master (if pilot exempt)

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3.5.5	<p>Mandatory VTS reporting point: On passing Richards Beacon > Melbourne</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Any defects or circumstances that may hamper the vessel's ability to manoeuvre ▪ ETA at Fawkner or Breakwater ▪ Confirm air draught (if intending to pass under West Gate Bridge) ▪ Give name of pilot and if applicable, name of Trainee Pilot or if pilot exempt the name of master ▪ Vessel type if a tanker 	<p>Mandatory VTS reporting point: On passing Richards Beacon > Melbourne</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Any defects or circumstances that may hamper the vessel's ability to manoeuvre ▪ ETA at Fawkner or Breakwater ▪ Confirm air draught (if intending to pass under West Gate Bridge) ▪ Give name of master (if pilot exempt) ▪ Vessel type if a tanker
3.5.5	<p>Mandatory VTS reporting point: On passing Richards Beacon > Anchorage</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Any defects or circumstances that may hamper the vessel's ability to manoeuvre ▪ Nominate anchorage ▪ ETA at nominated anchorage ▪ Give name of pilot and if applicable, name of Trainee Pilot or if pilot exempt the name of master 	<p>Mandatory VTS reporting point: On passing Richards Beacon > Anchorage</p> <p>Information required:</p> <ul style="list-style-type: none"> ▪ Maximum draught ▪ Any defects or circumstances that may hamper the vessel's ability to manoeuvre ▪ Nominate anchorage ▪ ETA at nominated anchorage ▪ Give name of master (if pilot exempt)

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3.10	<p>The master of a vessel arriving at Melbourne with a draught greater than 14.0 m should provide the vessel's shore-side operations department with output from the vessel's loading computer. This information should reflect the vessel's anticipated Melbourne arrival condition for validation by the operator's subject matter experts. The loading computer output should be transmitted to the operator no later than 24 hours before the vessel's scheduled arrival at Melbourne (pilot boarding ground), and should accurately reflect:</p> <ul style="list-style-type: none"> ▪ the liquid level and density in all of the vessel's tanks at time of transmission, with adjustments made to reflect any anticipated changes (e.g. fuel consumption) between the time of transmission and the time of vessel arrival ▪ the water density in Port Phillip Bay, to be confirmed by the master from operator's local agent. <p>Upon completion of the validation to confirm accuracy, the operator should provide the port authorities and the operator's local agent in Melbourne with a copy of the loading computer output showing the vessel's anticipated arrival draughts for Melbourne. This should also contain details of the deadweight of the vessel and the value of water density used in the calculations.</p> <p>Permission of the Harbour Master to proceed should be sought subject to the above conditions being met.</p> <p>Also refer to 3.13.3 and 3.13.6.</p>	<p>The master of a vessel arriving at Melbourne with a draught greater than 14.0 m should provide the vessel's shore-side operations department with output from the vessel's loading computer. This information should reflect the vessel's anticipated Melbourne arrival condition for validation by the operator's subject matter experts. The loading computer output should be transmitted to the operator no later than 24 hours before the vessel's scheduled arrival at Melbourne (pilot boarding ground), and should accurately reflect:</p> <ul style="list-style-type: none"> ▪ the liquid level and density in all of the vessel's tanks at time of transmission, with adjustments made to reflect any anticipated changes (e.g. fuel consumption) between the time of transmission and the time of vessel arrival ▪ the water density in Port Phillip Bay, to be confirmed by the master from operator's local agent. <p>Upon completion of the validation to confirm accuracy, the operator should provide the port authorities and the operator's local agent in Melbourne with a copy of the loading computer output showing the vessel's anticipated arrival draughts for Melbourne. This should also contain details of the deadweight of the vessel and the value of water density used in the calculations.</p> <p>Permission of the Harbour Master to proceed should be sought subject to the above conditions being met.</p>

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3.13.1	<p>*Those vessel types marked with an asterisk may be passed in the Fairway Through Port Phillip Heads by the coastal vessels listed below, provided:</p> <ul style="list-style-type: none"> ▪ the coastal vessel is inbound ▪ the coastal vessel remains to the east of the Great Ship Channel ▪ there is prior agreement from both the master of the other vessel and Lonsdale VTS. <p>The coastal vessels to which this exception applies are: <i>Tasmanian Achiever II, Victorian Reliance II, Searoad Mersey, Searoad Tamar, Searoad Mersey II, Spirit of Tasmania I and Spirit of Tasmania II.</i></p>	<p>*Those vessel types marked with an asterisk may be passed in the Fairway Through Port Phillip Heads by the coastal vessels listed below, provided:</p> <ul style="list-style-type: none"> ▪ the coastal vessel is inbound ▪ the coastal vessel remains to the east of the Great Ship Channel ▪ there is prior agreement from both the master of the other vessel and Lonsdale VTS. <p>The coastal vessels to which this exception applies are: <i>Tasmanian Achiever, Victorian Reliance, Searoad Mersey, Searoad Tamar, Searoad Mersey II, Spirit of Tasmania I, Spirit of Tasmania II.</i></p>
3.13.4	<p>The master of a vessel inbound or outbound who has a similar time of transit with another vessel within the following zones:</p> <p><i>Zone 1:</i> Sector of the South Channel between Beacon 18 and Beacon 23 or</p> <p><i>Zone 2:</i> The Fairway Through Port Phillip Heads</p> <p>must, prior to entering the respective zone, communicate with the other vessel and agree on the passing arrangements on VHF Channel 12.</p>	<p>The master of a vessel when notified that their vessel has a similar estimated time of arrival as another inbound or outbound vessel at Hovell Pile or at Port Phillip Heads must, no closer than 5 nautical miles from Hovell Pile or 3 nautical miles from Port Phillip Heads, communicate with the other vessel and Lonsdale VTS to agree on the arrangements for rounding Hovell Pile or passing through Port Phillip Heads.</p>
3.15 Table 3(j)	<p>Berth Name: Swanson Dock East and Swanson Dock West</p> <p>Max. length: 325 m</p> <p>General remarks: If beam is >32.5 m, vessel cannot pass between 2 moored vessels with beams >32.5 m</p> <p>¹ Contact VPCM for LOA >310 m</p>	<p>Berth Name: Swanson Dock East and Swanson Dock West</p> <p>Max. length: 320 m</p> <p>General remarks: If beam is >32.5 m, vessel cannot pass between 2 moored vessels with beams >32.5 m</p> <p>¹ Contact VPCM for LOA >300 m</p>

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3.15 Table 3(j)	<p>Berth Name: Appleton Dock F</p> <p>General remarks: ³ Contact VPCM for LOA >228 m</p> <p>Max. length: 228³</p> <p>Amended all other suffixes in the table and corresponding remarks.</p>	<p>Berth Name: Appleton Dock F</p> <p>General remarks: PoMO permission required for LOA >228 m</p> <p>Max. length: 228</p>
Table 3(j)	<p>Berth Name: Webb Dock 4 East and Webb Dock 5 East</p> <p>Max. length: 336 m</p> <p>General comments: Deleted maximum beam.</p>	<p>Berth Name: Webb Dock 4 East and Webb Dock 5 East</p> <p>Max. length: 300 m</p> <p>General comments: Maximum beam: 42.9 m</p>
3.17.3	Portainer cranes must not be traversed along the wharf or boomed down while vessels are berthing or unberthing.	Portainer cranes must not be traversed along the wharf while vessels are berthing or unberthing.

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3.17.5	<p>Topping of portainer booms/ships' cranes</p> <p>Before arriving at or departing from a container terminal, the master may require portainer crane boom(s) to be raised or the jibs of ships' cranes on vessels at other berths be topped/swung clear of the dock. The master should advise Melbourne VTS which, in turn, will request the operator of the relevant terminal either to raise the portainer crane boom(s) or ask the vessel's crew to reposition the ship's crane(s). The request must be made in adequate time, to allow for its implementation.</p> <p>Vessels equipped with cranes and berthing at Swanson Dock must ensure that the ship's cranes are slewed such that all parts of the crane are within the ship's sides at all times.</p> <p>Vessels unable to comply with this requirement or requiring to swing cranes outboard are required to gain permission from Melbourne VTS to do so by calling +61 3 9644 9789.</p> <p>If VTS considers it safe to do so, VTS will grant permission for cranes to be swung outside the ship's side boundary, only if the vessel provides a phone number to VTS that will be monitored at all times that the crane is outboard.</p>	<p>Topping of portainer booms/ship's cranes</p> <p>Before arriving at or departing from a container terminal, the master may require portainercrane boom(s) to be raised or the jibs of ships' cranes on vessels at other berths be topped/swung clear of the dock. The master should advise Melbourne VTS which, in turn, will request the operator of the relevant terminal either to raise the portainer crane boom(s) or ask the vessel's crew to reposition the ship's crane(s). The request must be made in adequate time, to allow for its implementation.</p>

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3.17.7	<p>Swanson Dock – restriction on the movement of vessels with beam >32.5 m</p> <p>If a vessel with a beam >32.5 m moored on one side of Swanson Dock overlaps any part of a vessel with a beam >32.5 m moored on the opposite side of Swanson Dock, or in the opinion of the pilot reduces the lateral clearance between the vessels moored on either side, no other vessel with a beam >32.5 m is permitted to pass between the 2 moored vessels, unless the Harbour Master issues a waiver subject to the following minimum conditions:</p> <ol style="list-style-type: none"> 1. Three Tier 1 tugs for arrival and departure. 2. A maximum steady wind speed of 15 knots with an easterly or westerly component (measured from the South Wharf anemometer) for arrival and departure. 3. A maximum steady northerly wind speed of 20 knots (measured from the South Wharf anemometer) for departure. 4. No vessel shall be berthed to the South of +20 metre chainage mark at Swanson Dock 1 East. 5. The pilot shall use a Portable Pilot Unit (PPU) approved by the Harbour Master. 	<p>Swanson Dock – restriction on the movement of vessels with beam >32.5 m</p> <p>If a vessel with a beam >32.5 m moored on one side of Swanson Dock overlaps any part of a vessel with a beam >32.5 m moored on the opposite side of Swanson Dock, no other vessel with a beam >32.5 m is permitted to pass between the 2 moored vessels.</p>
3.17.12	<p>Gellibrand Pier - commencement of discharge and minimum wash requirement</p> <p>Vessel with draught >14.0 m to commence discharging immediately on berthing.</p> <p>Outbound vessels to pass Gellibrand Pier with minimum wash when a vessel with a maximum draught of over 14.0 m is alongside the berth.</p>	Not included.

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3.22	<p>Towage and minimum requirements</p> <p>Tugs must be ordered to meet the towage and minimum tug requirements listed in this section - see Table 3(l) - unless the master requests tugs additional to those identified. Masters of vessels on inward transits must discuss with the pilot the tug requirements for departure.</p> <p>The ship's nominated towage provider will be responsible for providing the required number of tugs and advising Melbourne VTS of the name(s) of tug(s) allocated.</p> <p>Additional tugs may be requested by the master:</p> <ul style="list-style-type: none"> ▪ on an inbound vessel: <ul style="list-style-type: none"> ♦ by advising Lonsdale VTS at Port Philip Heads ▪ on an outbound vessel or a vessel arriving from an anchorage: <ul style="list-style-type: none"> ♦ by advising Melbourne VTS of requirements at least 2 hours before the vessel's departure from the berth/anchorage. <p>If a vessel experiences main engine, thruster or steering failure while transiting port waters of the port of Melbourne, that vessel must be attended by 1 tug in addition to the minimum requirements under normal weather conditions, for the vessel's next transit.</p> <p>This condition may be extended to cover further transits if determined necessary by the Harbour Master.</p> <p>If the 'next transit' does not occur within 6 months of the original equipment failure this condition will lapse.</p> <p>Tugs required to attend a vessel with main engine, thruster or steering failure must meet the following requirements:</p> <ul style="list-style-type: none"> • inbound vessel, must attend until berthing is completed or • outbound vessel, at least 1 tug must attend until the vessel has cleared Breakwater and • subject to the particular circumstances, as determined by the master, 1 tug should be secured to the ship through the centre lead aft. <p>Ordered tugs must meet a vessel inward bound for:</p> <ul style="list-style-type: none"> • berths upstream of West Gate Bridge, in the vicinity of Yarra 	<p>Towage and minimum requirements</p> <p>Tugs must be ordered to meet the towage and minimum tug requirements listed in this section - see Table 3(l) - unless the master requests tugs additional to those identified. Masters of vessels on inward transits must discuss with the pilot the tug requirements for departure.</p> <p>The ship's nominated towage provider will be responsible for providing the required number of tugs and advising Melbourne VTS of the name(s) of tug(s) allocated.</p> <p>Additional tugs may be requested by the master:</p> <ul style="list-style-type: none"> • on an inbound vessel: <ul style="list-style-type: none"> ♦ by advising Lonsdale VTS at Port Philip Heads • on an outbound vessel or a vessel arriving from an anchorage: <ul style="list-style-type: none"> ♦ by advising Melbourne VTS of requirements at least 2 hours before the vessel's departure from the berth/anchorage. <p>If a vessel experiences main engine, thruster or steering failure while transiting port waters of the Port of Melbourne, that vessel must be attended by 1 tug in addition to the minimum requirements, to a maximum of 2 tugs under normal weather conditions, for the vessel's next transit.</p> <p>This condition may be extended to cover further transits if determined necessary by the Harbour Master.</p> <p>If the 'next transit' does not occur within 6 months of the original equipment failure this condition will lapse.</p> <p>Tugs required to attend a vessel with main engine, thruster or steering failure:</p> <ul style="list-style-type: none"> • inbound vessel, must attend until berthing is completed or • outbound vessel, at least 1 tug must attend until the vessel has cleared Breakwater and • subject to the particular circumstances, as determined by the master, 1 tug should be secured to the ship through the centre lead aft. <p>Ordered tugs must meet a vessel inward bound for:</p>

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3.22 Table 3(l)	Column heading: Effective bow thruster	Column heading: Bow thruster
3.22 Table 3(l)	Column heading: Effective stern thruster	Column heading: Stern Thruster
3.22 Table 3(l)	Footer row on each page: New suffix 7: <i>Refer to 3.17.7 for Post-Panamax passing requirements in Swanson Dock only.</i> New suffix 8: <i>Effective bow thruster not to count as 1 tug</i>	Nil
3.22 Table 3(l)	Towage category: Container vessels Swanson Dock & Webb Dock: LOA \geq 200 m to <250 m Added suffix 7 to number of tugs and LOA \geq 200 m	Towage category: Container vessels Swanson Dock & Webb Dock: LOA >200 m to <250 m
3.22 Table 3(l)	Towage category: Container vessels Swanson Dock & Webb Dock: LOA \geq 250 m to <290 m Added suffix 7 to number of tugs	Towage category: Container vessels Swanson Dock & Webb Dock: LOA >250 m to <290 m
3.22 Table 3(l)	Towage category: Swanson Dock and Webb Dock: LOA \geq 290 m to <295 m Number of tugs: Arrival: 3 ^{4,5,7} Departure: 2 ^{4,5,7,8} Added suffix 7 & 8 to number of tugs Effective Bow thruster able to count as 1 tug - ✓ Deleted Berthing of vessels with an LOA >300 m at Swanson Dock and Webb Dock is subject to prior written permission from the Harbour Master.	Towage category: Swanson Dock and Webb Dock: LOA \geq 295 m to \leq 300 m Number of tugs: 2 ^{4,5} Effective Bow thruster able to count as 1 tug - ✗ Berthing of vessels with an LOA >300 m at Swanson Dock and Webb Dock is subject to prior written permission from the Harbour Master.

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3.22 Table 3(l)	<p>Towage category: Swanson Dock and Webb Dock: LOA ≥ 295 m to ≤ 310 m</p> <p>Number of tugs: Arrival: 3^{1,7} Departure: 2^{1,7,8}</p> <p>Effective Bow thruster able to count as 1 tug - ✓</p> <p>Add suffix 7 & 8 to number of tugs</p> <p>Deleted Berthing of vessels with an LOA >300 m at Swanson Dock and Webb Dock is subject to prior written permission from the Harbour Master.</p>	<p>Towage category: Swanson Dock and Webb Dock: LOA ≥ 295 m to ≤ 300 m</p> <p>Number of tugs: 2¹</p> <p>Effective Bow thruster able to count as 1 tug - ✗</p> <p>Berthing of vessels with an LOA >300 m at Swanson Dock and Webb Dock is subject to prior written permission from the Harbour Master.</p>
3.22 Table 3(l)	<p>Towage category: Container vessels Swanson Dock only: LOA >310 m to ≤ 325 m</p> <p>Number of tugs: Arrival: 3^{1,7,8} Departure: 3^{1,7}</p> <p>Effective Bow thruster able to count as 1 tug - ✓</p> <p>Wind limits: Max. 15 knots steady wind</p> <p>Additional remarks: Berthing of vessels with an LOA >310 m at Swanson Dock is subject to prior written permission from the Harbour Master.</p>	Not included

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3.22 Table 3(l)	<p>Towage category: Container vessels Webb Dock only: LOA >310 m to ≤336 m</p> <p>Number of tugs: Arrival: 4¹ Departure: 3¹</p> <p>Effective Bow thruster able to count as 1 tug - ✓</p> <p>Wind limits: Max. 15 knots steady winds</p> <p>Additional remarks: Berthing of vessels with an LOA >310 m at Swanson Dock is subject to prior written permission from the Harbour Master.</p>	Not included
3.22 Table 3(l)	<p>Towage category: Coastal vessels with pilot exempt master: at dedicated berths 1 & 2 Webb Dock East, Station Pier, & South Wharf</p> <p>Additional remarks: The master of the vessel must perform a risk assessment for the prevailing circumstances and conditions for the manoeuvre and be appropriately equipped to the satisfaction of the Harbour Master to allow berthing/unberthing operations to be safely undertaken without the assistance of tugs.</p>	<p>Towage category: Coastals with pilot exempt master: at dedicated berths 1 & 2 Webb Dock East, Station Pier, & South Wharf</p> <p>Additional remarks: Vessel must be appropriately equipped to the satisfaction of the Harbour Master to allow berthing/unberthing operations to be safely undertaken without the assistance of tugs.</p>
3.22 Table 3(l)	<p>Towage category: LOA ≥130 m to ≤250 m</p> <p>Additional remarks: Nil tug required for all head out departures from 24 Victoria Dock, all Appleton Dock berths (provided there is a clear berth ahead), 6 Yarraville, and Station Pier (Outer berths) for non-cruise vessels</p>	<p>Towage category: LOA >130 m to <250 m</p> <p>Additional remarks: Nil tug required for all head out departures from 24 Victoria Dock, all Appleton Dock berths (provided there is a clear berth ahead), 6 Yarraville, and Station Pier (Outer berths).</p>

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Section	11th Edition	10th Edition
3.23 Table 3(m)	<ul style="list-style-type: none"> ▪ All vessels berthing at Yarraville 6 when using bollards off the wharf at which the vessel is berthed – 1 lines boat 	<ul style="list-style-type: none"> ▪ All vessels berthing at Yarraville 5 and 6 when using bollards off the wharf at which the vessel is berthed – 1 lines boat
3.23	<ul style="list-style-type: none"> ▪ All vessels with LOA <150 m berthing at Yarraville 5 when using bollards off the wharf at which the vessel is berthed - 1 lines boat ▪ All vessels with LOA >150 m berthing at Yarraville 5 when using bollards off the wharf at which the vessel is berthed - 2 lines boat 	Not included.

Harbour Master's Directions – major changes between 11th Edition and 10th Edition

Section	11th Edition	10th Edition
3.25.1	<p>Lonsdale VTS sector</p> <p>Tankers, hampered vessels, vessels constrained to the Great Ship Channel (which includes all DUKC vessels) and vessels that have requested a one-way transit shall not enter the Fairway Through Port Phillip Heads when visibility at the Heads is less than 2 nautical miles. Vessels other than those listed above may transit the Heads during periods of restricted visibility but the passing of another vessel with an LOA of 50 m or greater in the Fairway Through Port Phillip Heads is not permitted at such times and vessels must abide by the following restricted visibility protocols.</p> <ul style="list-style-type: none"> • Transits of the Fairway Through Port Phillip Heads - outbound vessels will have priority. • Transits of the South Channel Cut - inbound vessels will have priority. • An outbound vessel: <ul style="list-style-type: none"> ◆ shall, if necessary, adjust its time of passing the Hovell Pile to ensure that it does not pass an inbound vessel between Hovell Pile and South Channel Beacon 12 ◆ if conditions are considered unsafe for transiting the Heads, may, depending on draught, proceed to the Quarantine Anchorage or Shortland Bluff Anchorage until visibility improves. 	<p>Lonsdale VTS sector</p> <p>Inbound tankers, hampered vessels, vessels constrained to the Great Ship Channel (which includes all DUKC vessels) and vessels that have requested a one-way transit shall not enter the Fairway Through Port Phillip Heads when visibility at the Heads is less than 2 nautical miles. Vessels other than those listed above may transit the Heads during periods of restricted visibility but the passing of another vessel with an LOA of 50 m or greater in the Fairway Through Port Phillip Heads is not permitted at such times and vessels must abide by the following restricted visibility protocols.</p> <ul style="list-style-type: none"> • Transits of the Fairway Through Port Phillip Heads - outbound vessels will have priority. • Transits of the South Channel Cut - inbound vessels will have priority. • An outbound vessel: <ul style="list-style-type: none"> ◆ shall, if necessary, adjust its time of passing the Hovell Pile to ensure that it does not pass an inbound vessel between Hovell Pile and South Channel Beacon 12 ◆ if conditions are considered unsafe for transiting the Heads, may, depending on draught, proceed to the Quarantine Anchorage or Queenscliff Anchorage until visibility improves.
3.26.1	<p>The Outer Anchorage has 17 designated anchorage berths centred on the positions listed in Table 3(o), below. Each designated anchorage has a radius of 0.5 nautical mile (926 m).</p> <p>Anchorage S7, S11, S12 & G3 are prioritised for vessels with a draught of 14.0 m and over.</p>	<p>The Outer Anchorage has 13 designated anchorage berths centred on the positions listed in Table 3(o), below. Each designated anchorage has a radius of 0.5 nautical mile (926 m).</p>

Harbour Master's Directions – major changes between 11th Edition and 10th Edition

Section	11th Edition	10th Edition
3.28	<p>The master of a vessel in port waters of the port of Melbourne must not allow a ship to ship transfer of bulk liquid cargoes, other than bunkering operations, to or from the vessel unless:</p> <ul style="list-style-type: none"> • a written application is made to the Harbour Master and permission has been obtained including an authority to conduct the bulk liquid transfer • the ship is anchored at the Outer Anchorage, or is within a temporary restricted area declared by the Harbour Master for the planned transfer operation • the vessels involved in the operation are compatible • pre-planning to cover navigational, operational and safety aspects is done between representatives of the Harbour Master, the pilotage service provider and operators of both vessels • the requirements of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), the Ship to Ship Transfer Guide (Petroleum), and VPCM's Bulk Liquid Cargo Management Guidelines are followed • the receiving vessel is in all respects ready to load before coming alongside the other vessel • pre-washing and/or flushing of tanks is done once vessels are secured alongside each other • the language communication skills, along with the competence and experience of the crew, are acceptable. 	<p>The master of a vessel in port waters of the Port of Melbourne must not allow a ship to ship transfer of bulk liquid cargoes, other than bunkering operations, to or from the vessel unless:</p> <ul style="list-style-type: none"> • a written application is made to the Harbour Master and permission has been obtained including an authority to conduct the bulk liquid transfer • the ship is anchored at the Outer Anchorage, or is within a temporary restricted area • declared by the Harbour Master for the planned transfer operation • the vessels involved in the operation are compatible • the vessels involved ensure the provision of appropriate fendering • pre-planning to cover navigational, operational and safety aspects is done between representatives of the Harbour Master, Port Phillip Sea Pilots and operators of both vessels • the requirements of the International Safety Guide for Oil Tankers and Terminals (ISGOTT), the Ship to Ship Transfer Guide (Petroleum), and VPCM's Bulk Liquid Cargo Management Guidelines are followed • the receiving vessel is in all respects ready to load before coming alongside the other vessel • pre-washing and/or flushing of tanks is done once vessels are secured alongside each other • the language communication skills, along with the competence and experience of the crew, are acceptable.