

# Major changes between 12th Edition and 11th Edition Harbour Master's Directions for port of Melbourne

Section	12 <sup>th</sup> Edition	11 <sup>th</sup> Edition
1.1	May 2019	August 2017
1.3	<p>Ports Victoria formed on 1 July 2021 is the successor organization to Victorian Ports Corporation (Melbourne), which was established following the lease of the port of Melbourne's commercial operations effective 1 November 2016.</p> <p>PV is a public entity established under section 10 of the Port Services Act 1995 (Vic) and continued under section 141B of the Transport Integration Act 2010 (Vic).</p> <p>PV retains responsibility for the Harbour Master, Station Pier, relevant safety and environmental regulation, waterside emergency management and marine pollution response.</p>	<p>VPCM is the successor organisation to Port of Melbourne Corporation (PoMC) following the lease of the port of Melbourne's commercial operations to the Lonsdale Consortium effective 1 November 2016.</p> <p>VPCM is a public entity established under section 10 of the Port Services Act 1995 (Vic) and continued under section 141B of the Transport Integration Act 2010 (Vic).</p> <p>VPCM retains responsibility for the Harbour Master, Station Pier, relevant safety and environmental regulation, waterside emergency management and marine pollution response.</p>
2.2	Low powered vessels means a vessel other than a tanker whose maximum speed is less than 12 kts, or a vessel whose engine is subject to auto slowdown resulting in speed below 12 kt (as assessed by the pilot)	Not Included
2.2	Notice to Mariners means a navigational procedure or navigational safety notice promulgated by PV or any other authorised body to vessels and port users intending to navigate in or through the port waters of the port of Melbourne. Notices are consecutively numbered, starting with No. 1 on 1 January of each year. PV-issued Notices to Mariners are available on the respective websites of both the PV and the Victorian Regional Channels Authority.	Notice to Mariners means a navigational procedure or navigational safety notice promulgated by VPCM or any other authorised body to vessels and port users intending to navigate in or through the port waters of the port of Melbourne. Notices are consecutively numbered, starting with No. 1 on 1 January of each year. VPCM-issued Notices to Mariners are available on the respective websites of both the VPCM and the Victorian Regional Channels Authority.
2.2	Oversize vessels means a container vessel with an LOA > 310 m and ≤ 337 m and/ or with a beam > 42.9 m and ≤ 45.6 m	Not Included
2.13	Diving and under-wharf activities	Diving activities

Section	12 <sup>th</sup> Edition	11 <sup>th</sup> Edition
2.13.1	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.	Any company undertaking contractor diving activities, for construction or maintenance purposes, must apply for and be issued with an Occupational Diving Permit.
3.9	If the PPU is not operational or unable to connect to the DUKC system, the master must immediately advise the VTS and refer to the backup copy of the DUKC passage plan for the remainder of the vessel's transit.	If the PPU is not operational or unable to connect to the DUKC system, the master must immediately advise the VTS and refer to the backup hardcopy DUKC passage plan for the remainder of the vessel's transit.
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"> <li>the coastal vessel is inbound</li> <li>the coastal vessel remains to the east of the Great Ship Channel</li> <li>there is prior agreement from both the master of the other vessel and Lonsdale VTS.</li> </ul> <p>The coastal vessels to which this exception applies are: Tasmanian Achiever II, Victorian Reliance II, Liekut, Searoad Mersey II, Spirit of Tasmania I and Spirit of Tasmania II.</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> <p>the coastal vessel is inbound</p> <p>the coastal vessel remains to the east of the Great Ship Channel</p> <p>there is prior agreement from both the master of the other vessel and Lonsdale VTS.</p> <p>The coastal vessels to which this exception applies are: Tasmanian Achiever II, Victorian Reliance II, Searoad Mersey, Searoad Tamar, Searoad Mersey II, Spirit of Tasmania I and Spirit of Tasmania II.</p>
3.13.1	<p>If an inbound vessel and an outbound vessel are converging at the Fairway Through Port Phillip Heads and one or both are a vessel type listed above:</p> <ul style="list-style-type: none"> <li>the outbound vessel will have priority to proceed, and</li> <li>the inbound vessel must not enter the Fairway until the outbound vessel has exited the Fairway</li> </ul>	<p>If an inbound vessel and an outbound vessel are converging at the Fairway Through Port Phillip Heads and one or both are a vessel type listed above:</p> <ul style="list-style-type: none"> <li>the outbound vessel will have priority to proceed</li> <li>and the inbound vessel must not enter the Fairway until the outbound vessel has either: <ul style="list-style-type: none"> <li>exited the Fairway or</li> <li>has passed the inbound vessel.</li> </ul> </li> </ul>
3.13.3	For low-powered vessels, transit is restricted to a tidal stream $\leq$ 3 knots	Not Included

Section	12 <sup>th</sup> Edition	11 <sup>th</sup> Edition
<b>3.13.3</b>	<p>Container vessels with an LOA &gt; 310 m and ≤ 337 m and/ or with a beam &gt; 42.9 m and ≤ 45.6 m:</p> <ul style="list-style-type: none"> <li>• Inward and outward transit is restricted to tidal stream &lt; 1.5 kt</li> <li>• Tidal stream limit can be increased to 2.0 kt for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from the VTS.</li> </ul>	Not Included
<b>3.13.3</b>	Revised Table 3(i) Tidal Stream Limits	Table 3(i) Tidal Stream Limits
<b>3.13.4</b>	<p>Vessels converging at the Fairway through Port Phillip Heads, Hovell Pile and South Channel transit</p> <p>The master of a vessel inbound or outbound who has a similar time of transit with another vessel within the following zones must, prior to entering the respective zone, communicate with the other vessel and agree on the passing arrangements on VHF Channel 12:</p> <p><i>Zone 1:</i> Hovell Pile – between Beacon 16 and Beacon 24</p> <p><i>Zone 2:</i> The Fairway Through Port Phillip Heads</p>	<p>Vessels converging at the Heads or Hovell Pile</p> <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>
<b>3.13.7</b>	Management of vessels when different pilotage service providers have similar boarding times at the pilot boarding ground (PBG)	Not Included
<b>3.15</b>	Revised Table 3(j) Berth information, berthing and unberthing	Table 3(j) Berth information, berthing and unberthing
<b>3.16</b>	Revised Table 3(k) Swinging basin dimensions	Table 3(k) Swinging basin dimensions

Section	12 <sup>th</sup> Edition	11 <sup>th</sup> Edition
3.17.7	<p>Swanson Dock – restriction on the movement of vessels with beam &gt;32.5 m</p> <p><b>PERMISSIBLE</b></p> <p>If the total available lateral distance between the 2 ships moored at the berth is equal to or greater than 3 times the beam of the passing ship, wind and tug requirements will be as per the table 3(l)</p> <p><b>RESTRICTED (UNDER PERMIT)</b></p> <p>If the total available lateral distance between the 2 ships moored at the berth is less than 3 times the beam of the passing ship and provided there is a minimum of 40 m distance available on either side of the passing ship, the following additional conditions will apply subject to the approval by the Harbour Master:</p> <ul style="list-style-type: none"> <li>• Head-line towage with 3 Tier 1 tugs.</li> <li>• A maximum steady wind speed of:</li> <li>• 15 kts for wind in the North or South quadrant (45 degrees either side of True North or South) OR</li> <li>• 10 kts for wind from the East or West quadrant (45 degrees either side of True East or West)</li> <li>• No vessel shall be berthed to the South of +20 m chainage mark at Swanson Dock 1 East.</li> <li>• The pilot shall use a Portable Pilot Unit (PPU) approved by the Harbour Master.</li> <li>• Master/Pilot to assess risk and advise Melbourne VTS if any specific portainers crane boom(s) need to be raised. This request must be made in adequate time to allow for its implementation.</li> </ul> <p>Note: for the purpose of this section, the lateral distance between the fenders of East Swanson and West Swanson is 210 m</p>	<p>Swanson Dock – restriction on the movement of vessels with beam &gt;32.5 m</p> <p>If a vessel with a beam &gt;32.5 m moored on one side of Swanson Dock overlaps any part of a vessel with a beam &gt;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 &gt;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> <ul style="list-style-type: none"> <li>• Three Tier 1 tugs for arrival and departure.</li> <li>• A maximum steady wind speed of 15 knots with an easterly or westerly component (measured from the South Wharf anemometer) for arrival and departure.</li> <li>• A maximum steady northerly wind speed of 20 knots (measured from the South Wharf anemometer) for departure.</li> <li>• No vessel shall be berthed to the South of +20 metre chainage mark at Swanson Dock 1 East.</li> <li>• The pilot shall use a Portable Pilot Unit (PPU) approved by the Harbour Master.</li> </ul>
3.17.14	Station Pier Outer East – Navigational Controls for berthing / departure movement	Not Included
3.17.15	Station Pier Inner East – Navigational Controls for berthing / departure movement	Not Included

Section	12 <sup>th</sup> Edition	11 <sup>th</sup> Edition
<b>3.17.16</b>	Webb Dock East – Berthing with displacement greater than 118,000 t	Not included
<b>3.17.17</b>	Swanson Dock – Conditions for berthing / unberthing vessels at Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson	Not included
<b>3.17.18</b>	Swanson Dock – Conditions for berthing / unberthing vessels at Swanson Dock when a vessel is berthed at 1 East Swanson and Overhanging the 0 m mark	Not Included
<b>3.17.19</b>	Requirements for Container vessels with an LOA > 310 m to ≤ 337 m and/or vessels with a beam > 42.9 m to ≤ 45.6 m	Not Included
<b>3.22</b>	Revised Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)	Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)
<b>3.22.1</b>	Maribyrnong No. 1 only applies if 5 Yarraville is either vacant or occupied by a vessel not extending into the Maribyrnong Channel (i.e. occupied by a vessel within the 5 Yarraville berth pocket).	Maribyrnong No. 1: only applies if 5 Yarraville is either vacant or occupied by a vessel with a beam <28.6 m
<b>3.23</b>	Revised Table 3(m) Lines boat requirements	Table 3(m) Lines boat requirements
<b>3.24.1</b>	<ul style="list-style-type: none"> <li>At Webb Dock East (berth 4 and berth 5), if the distance is more than 30 m, a lines boat must also attend</li> </ul>	Not Included.
<b>3.26.6</b>	Anchoring in the Bay of vessels with a High Windage area	Not Included
<b>3.32</b>	Management of storing operations by Domestic Commercial Vessel (DCV)	Not included
<b>3.33</b>	Instructions to Vessels and Service Providers when a Strong Wind. Gale Force or Squall warning are issued	Not Included
<b>3.34</b>	Exhaust Gas Cleaning Systems (EGCS)	Not Included
<b>4.16</b>	Management of storing operations by Domestic Commercial Vessels (DCV)	Not Included