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<b>Front Page</b>	Edition 12.1 December 2021	Edition 13 - September 2022
<b>Page i</b>		12 September Warwick Laing – Harbour Master
<b>1.1</b>	This publication supersedes and replaces the Harbour Master's Directions – May 2019 edition.	This publication supersedes and replaces the Harbour Master's Directions – December 2021, 12 <sup>th</sup> edition.
<b>1.7.5</b>	<p><b>Type of VTS</b></p> <p>The VTS will provide the following services, as described in the International Association of Marine Aids to Navigation and Lighthouse Authorities Guidelines and Recommendations:</p> <ul style="list-style-type: none"> <li>Information Service (INS): a service that provides essential and timely information to assist the on board decision-making process, and</li> <li>Traffic Organisation Service (TOS): a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS Area.</li> </ul>	<p><b>Purpose of the VTS</b></p> <p>The purpose of VTS is to contribute to the safety of life at sea, improve the safety and efficiency of navigation and support the protection of the environment within a VTS area by mitigating the development of unsafe situations through:</p> <ul style="list-style-type: none"> <li>Providing timely and relevant information on factors that may influence ship movements and assist onboard decision-making.</li> <li>Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements.</li> <li>Responding to developing unsafe situations.</li> </ul>
<b>1.7.8</b>	<ul style="list-style-type: none"> <li>Commercial vessels &lt;50 m LOA</li> </ul>	<ul style="list-style-type: none"> <li>Domestic Commercial vessels &lt;50 m LOA</li> </ul>
	Table 1(b) VTS participation	Revised Table 1(b) VTS participation
<b>2.2</b>	<b>Coastal vessel</b> means an Australian registered vessel that is trading regularly between an Australian port and Melbourne with a Maritime Safety Victoria approved pilot exempt master.	<b>Coastal vessel</b> means an Australian registered vessel that is trading regularly between an Australian port and Melbourne with a Safe Transport Victoria approved pilot exempt master.
<b>2.2</b>		<b>Eastern Coastal Channel</b> means a channel to allow coastal vessels (as mentioned in HMDs section 3.13.1) inbound through the Heads for a vessel outbound constrained to the Great Ship Channel.

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		<p>The channel is marked by Virtual Buoys to mark the eastern end of the channel and bound by following positions:</p> <p>Pos 1: Lat 38° 17.49' S, Long 144° 39.02' E</p> <p>Pos 2: Lat 38° 17.70' S, Long 144° 38.33' E</p> <p>Pos 3: Lat 38° 18.20' S, Long 144° 38.00' E</p> <p>Pos 4: Lat 38° 18.10' S, Long 144° 37.87' E</p> <p>Pos 5: Lat 38° 17.54' S, Long 144° 38.43' E</p>
2.2	<p><b>Eastern Triangle</b> 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 and the Outer Eastern Channel. A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Eastern channel.</p>	<p><del><b>Eastern Triangle</b> 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 and the Outer Eastern Channel. A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Eastern channel.</del></p>
2.2	<p><b>Low powered vessel</b> means a vessel whose maximum speed is less than 12 kt, or a vessel whose engine is subject to auto slowdown resulting in speed below 12 kt (as assessed by the pilot).</p>	<p><b>Low powered vessel</b> means a vessel who is unable to attain a service speed of 12 kt or more, or a vessel whose engine is subject to auto slowdown resulting in speed below 12 kt (The pilot is to seek confirmation from the vessel's master regarding auto slowdown in relation to the effects of tidal stream to be encountered).</p> <p>If the vessel should experience an auto slowdown for any reason within port waters, the HM may deem this vessel to be Low powered</p>
2.2	<p><b>Western Triangle</b> 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 Outer Western Channel. A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Western Channel.</p>	<p><del><b>Western Triangle</b> 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 Outer Western Channel. A vessel using this 'triangle' must have sufficient under keel clearance to transit the Outer Western Channel.</del></p>

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2.9.1	<ul style="list-style-type: none"> <li>For further information refer to Transport Safety Victoria's (TSV) <i>Local Knowledge Certificate for Masters of Commercial Vessels Guide</i> or contact Maritime Safety Victoria.</li> </ul>	<ul style="list-style-type: none"> <li>For further information refer to Transport Safety Victoria's (TSV) <i>Local Knowledge Certificate for Masters of Commercial Vessels Guide</i> or contact Safe Transport Victoria.</li> </ul>
2.13.1	<p><b>Contractor diving</b></p> <p>Any company undertaking contractor diving activities or under-wharf work, for construction or maintenance purposes, must apply for and be issued with a Occupational Diving Permit.</p>	<p><b>Contractor diving</b></p> <p>Any company undertaking contractor diving activities or under-wharf work, for construction or maintenance purposes, must apply for and be issued with either an <i>Occupational Diving Notification</i> or <i>Work Afloat Notification</i>.</p>
2.13.3	<ul style="list-style-type: none"> <li>the designated shipping channels, designated anchorages, fairways, the Transit Only Zone, docks, swinging basins, and berths in port waters of the port of Melbourne, as delineated on charts Aus143, Aus144, AUS 154, Aus155, and Aus158, or relevant official electronic navigational charts (ENCs).</li> </ul>	<ul style="list-style-type: none"> <li>the designated shipping channels, designated anchorages, fairways, the Transit Only Zone, docks, swinging basins, and berths in port waters of the port of Melbourne, as delineated on charts Aus143, Aus144, <del>AUS 154</del>, Aus155, and Aus158, or relevant official electronic navigational charts (ENCs).</li> </ul>
2.16.2	<p>It is prohibited for any person to interfere with a navigation aid.</p>	<p>It is an offence under the <i>Marine Safety Act 2010</i> (Vic), to wilfully or negligently interfere or tamper with, or obstruct the use or operation of, a navigation aid.</p>
3.5.6		<p><b>3.5.6 Reporting serious injury or illness of a person on board a vessel to VTS</b></p> <p>The master must, in the first instance, contact VTS on VHF channel 12 to notify and/or request medical assistance.</p> <p>The master shall provide an Australian service mobile phone number to VTS to facilitate on going communications between the vessel and emergency services.</p> <p>The VTS will contact emergency services which may include arranging a medical evacuation of the patient if necessary.</p> <p>The vessel must continue to standby on VHF channel 12 for further information and/or directions from VTS, or the attending emergency services.</p>

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		This Direction applies to all vessels whether underway, at anchor or moored at a berth
3.7	The notification must be made using the <i>Application for permission to immobilise</i> form which is available from the Ports Victoria website.	The notification must be made using the <i>Application to immobilise</i> form which is available from the Ports Victoria website.
3.12.2		<p><b>Requirement to switch VHF radio to 1 Watt power while berthed</b></p> <p>When the vessel is berthed, the master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.</p>
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: <i>Tasmanian Achiever II, Victorian Reliance II, Liekut, Searoad Mersey II, Spirit of Tasmania I</i> and <i>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 permitted 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 and uses the Eastern Coastal 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: <i>Tasmanian Achiever II, Victorian Reliance II, Liekut, Searoad Mersey II, Spirit of Tasmania I</i> and <i>Spirit of Tasmania II</i>.</p>
3.13.3	<ul style="list-style-type: none"> <li>for low-powered vessels transit is restricted to a tidal stream <math>\leq 3</math> kt.</li> </ul>	<ul style="list-style-type: none"> <li>for low-powered vessels transit is restricted to an adverse tidal stream <math>\leq 3</math> kt. This restriction may be amended subject to the approval of the Harbour Master for an individual vessel. Pilots are to assess the vessel on her first arrival and departure prior to requesting dispensation.</li> </ul>

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3.13.3	Table 3(i) Tidal Stream Limits	Revised Table 3(i) Tidal Stream Limits
3.13.5	The 400 m wide Secondary Channel with least depth of 13.1 m located north east of the Hovell Pile and due west of the defined channel, with its south western edge marked by Beacon 22 (Fl(3) R.10s 8M) may be used for the transit of vessels with a draught less than 11.6 m. All deep draught vessels must transit via the defined deep water channel where the maintained depth is 16.0 m (which forms the eastern section of the Deep Water Route).	The 400 m wide Secondary Channel with least depth of 13.1 m located north east of the Hovell Pile and due west of the defined channel, with its south western edge marked by Beacon 22 (Fl(3) R.10s 8M) may be used for the transit of vessels with a draught less than 11.6 m. All deep draught vessels must transit via the defined deep water channel where the maintained depth is 16.0 m (which forms the eastern section of the Deep Water Route).
3.13.7	<ul style="list-style-type: none"> <li>• <b>Australian Pilotage Group (APG)</b> will be assigned to VHF CH 10 for communication between the pilot launch and the arriving vessel.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Auriga</b> will be assigned to VHF CH 10 for communication between the pilot launch and the arriving vessel.</li> </ul>
3.15	Table 3(j) Berth information, berthing and unberthing	Revised Table 3(j) Berth information, berthing and unberthing
3.17.3	<p>When portainer booms are lowered for maintenance/repair, Melbourne VTS must be advised as soon as possible and provided with the chainage position of the crane legs. In such situations, movements may be delayed should additional tugs be required. Movements at West Webb may also be impacted when portainers are in the lowered position at East Webb.</p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p>When portainer booms are lowered for maintenance/repair, Melbourne VTS must be advised as soon as possible and provided with the chainage position of the crane legs. In addition the form <a href="#">Notification of booming down a portainer crane or grain loader</a> is to be completed. In such situations, movements may be delayed should additional tugs be required. Movements at West Webb may also be impacted when portainers are in the lowered position at East Webb.</p> <ul style="list-style-type: none"> <li>•</li> </ul>
3.17.6		If safe access to the mooring bollards and a safe working area to the mooring gang is not maintained, the affected scheduled ship movement will be deferred until such time as the mooring company can safely operate in the area.
3.17.9	When winds are forecast to be 30 kt (steady) or above from the south-west through to west, a car carrier moored alongside any of the berths at West Webb must make use of the storm bollards provided, otherwise a	When a Strong wind warning or greater is issued by the Bureau of Meteorology for Port Phillip waters from the South through to North-West quadrant, a car carrier moored alongside any of the berths at West Webb must make use of the storm bollards provided, otherwise a tug will

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	tug will be mandated to standby the vessel for the expected duration of strong winds	be mandated to standby the vessel for the expected duration of the warning.  If a Strong Wind Warning or greater has not been issued and the Master / Pilot intend to use the storm bollards, this information is to be conveyed to the VTS at the time of ordering the tugs. This gives the VTS, the mooring gang and the stevedores sufficient time to ensure that the storm bollards are accessible and clear of any wharf cargo.
<b>3.17.17</b>	<ul style="list-style-type: none"> <li>Vessels with LOA &lt;260 m, wind and tug requirements as per the HMDs.</li> </ul> <p>Vessels with LOA &gt;260 m will require 2 tugs. Wind restrictions as per HMDs.</p>	<ul style="list-style-type: none"> <li>Vessels with LOA &lt;260 m, wind and tug requirements as per the HMDs.</li> <li>Vessels with LOA &gt;260 m will require 2 tugs. Wind restrictions as per HMDs.</li> </ul>
<b>3.17.19</b>	<p>iii. Tug requirements:</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>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.</p>	<p>iii. Tug requirements:</p> <ul style="list-style-type: none"> <li>For Arrival: As per the Towage table 3(l), one tug is to be in attendance from BreakWater and the other two tugs are to meet the vessel at River Entrance.</li> </ul> <p>For Departure: As per the Towage table 3(l), one tug is to be in attendance untill Breakwater.</p>
<b>3.17.19</b>	<p>iv. 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</p>	<p>iv. <del>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</del></p>
<b>3.22</b>	Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)	Revised Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)
<b>3.26.2</b>	<ul style="list-style-type: none"> <li>within prohibited anchorage as delineated on charts Aus143, Aus144, Aus 154, Aus155, and Aus158, or relevant official ENC's</li> </ul>	<ul style="list-style-type: none"> <li>within prohibited anchorage as delineated on charts Aus143, Aus144, <del>Aus 154,</del> Aus155, and Aus158, or relevant official ENC's</li> </ul>
<b>3.26.5</b>		<ul style="list-style-type: none"> <li>A qualified DPO maintains a bridge watch at all times while the vessel is in DP mode.</li> </ul>
<b>4.1</b>	Commercial vessels <50 m LOA	Domestic Commercial vessels <50 m LOA

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4.3.1	<ul style="list-style-type: none"> <li>Verbal confirmation that the master either has an applicable pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Maritime Safety Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a pilot. (Verbal confirmation is acceptable but the master must provide documentary proof upon request.)</li> </ul>	<ul style="list-style-type: none"> <li>Verbal confirmation that the master either has an applicable pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Safe Transport Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a pilot. (Verbal confirmation is acceptable but the master must provide documentary proof upon request.)</li> </ul>
4.4.1		<p><b>Requirement to switch VHF radio to 1 Watt power while berthed</b></p> <p>When the vessel is berthed, the master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.</p>
4.6.2	Speed limits for vessels with an LOA of less than 35 m operating in the Yarra River are prescribed in the Schedules to the Guide to Vessel Operating and Zoning Rules (VOZR) published by MSV.	Speed limits for vessels with an LOA of less than 35 m operating in the Yarra River are prescribed in the Schedules to the Guide to Vessel Operating and Zoning Rules (VOZR) published by STV.
4.15.2	The owner/master of a vessel must also supply Maritime Safety Victoria (the AMSA delegate in Victoria) with a written marine incident report within 72 hours of becoming aware of the incident, using the form <i>Marine Incident Report</i> form which can be downloaded from the <a href="#">Maritime Safety Victoria website</a> .	The owner/master of a vessel must also supply Safe Transport Victoria (the AMSA delegate in Victoria) with a written marine incident report within 72 hours of becoming aware of the incident, using the form <i>Marine Incident Report</i> form which can be downloaded from the <a href="#">Safe Transport Victoria website</a> .
5.3.1	<ul style="list-style-type: none"> <li>confirmation that the master either has an applicable pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Maritime Safety Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a pilot. (Verbal confirmation is</li> </ul>	<ul style="list-style-type: none"> <li>confirmation that the master either has an applicable pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Safe Transport Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a pilot. (Verbal confirmation is</li> </ul>

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	acceptable but the master must provide documentary proof upon request.)	acceptable but the master must provide documentary proof upon request.)
5.3.3	<ul style="list-style-type: none"> <li>confirmation that the master either has an applicable pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Maritime Safety Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a pilot.</li> </ul>	<ul style="list-style-type: none"> <li>confirmation that the master either has an applicable pilot exemption certificate or holds a valid Local Knowledge Certificate, applicable for the areas of port waters in which the vessel will be operating, issued by the Director of Safe Transport Victoria and which, in accordance with section 248 (2) (c) of the Marine Safety Act, provides exemption from the requirement to use a pilot.</li> </ul>
5.8.3	Pursuant to Exemption Notice 1 of MSV's Vessel Operating and Zoning Rules, all operators and occupants of a rowing boat or canoe (excluding dragon boats) or kayak engaged in formal training or competition on the River between the Bolte Bridge and River Entrance are exempt from both the carriage of safety equipment requirements and PFD wearing requirements, as specified in Regulation 96 of the Marine Safety Regulations (2012,) providing:	Pursuant to Exemption Notice 1 of STV's Vessel Operating and Zoning Rules, all operators and occupants of a rowing boat or canoe (excluding dragon boats) or kayak engaged in formal training or competition on the River between the Bolte Bridge and River Entrance are exempt from both the carriage of safety equipment requirements and PFD wearing requirements, as specified in Regulation 96 of the Marine Safety Regulations (2012,) providing:
5.14.1		<p><b>Requirement to switch VHF radio to 1 Watt power while berthed</b></p> <p>When the vessel is berthed, the master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.</p>
5.16.2	The owner/master of a vessel involved in a marine incident is also required by law to report the incident to Maritime Safety Victoria using the form <b>Marine Incident Record Serious Incident Form</b> which can be downloaded from the Maritime <a href="#">Safety Victoria website</a> .	The owner/master of a vessel involved in a marine incident is also required by law to report the incident to Safe Transport Victoria using the form <b>Marine Incident Record Serious Incident Form</b> which can be downloaded from the <a href="#">Safe Transport Victoria website</a> .