

Section	Edition 12.1	Edition 12
2.2	Bosphorus Max (BM) means a container vessel with an LOA greater than 310 m and / or a beam greater than 42.9 m	
2.2	Low powered vessel means a vessel 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)	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)
2.2	Operational Instructions (OI) are operational or organisational notices promulgated by the Harbour Master pursuant to Section 232 of the Marine Safety Act, to port users. Notices are consecutively numbered, starting with no. 1 on 1st January of each year and will be disseminated by means of an accompanying Notice to Mariners. A full list of current operational Instructions in force will be available from the Ports Vic website.	Not Included
2.2	Delete	Port Information Notice (PIN) means an operational or organisational notice promulgated by Ports Victoria to port users. Notices are consecutively numbered, starting with no. 1 on 1st January of each year.
2.2	Post Panamax (PP) means a container vessel with a beam greater than 32.5 m but less than or equal to 42.9 m	
3.5.1	Advise if vessel is: <ul style="list-style-type: none"> i. constrained to the Great Ship Channel ii. requires 'one way passage through the Heads' iii. is a low powered vessel 	Advise if vessel is constrained to the Great Ship Channel or requires 'one way passage through the Heads'.
3.5.2	<ul style="list-style-type: none"> • Confirm if vessel requires one-way transit of the Heads or is a low powered vessel 	<ul style="list-style-type: none"> • Confirm if vessel requires one-way transit of the Heads

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3.8.2	Vessels with draughts over 14.0 m are not permitted to enter port waters of the port of Melbourne without the express permission of the Harbour Master.	Vessels with draughts 14 m or over are not permitted to enter port waters of the port of Melbourne without the express permission of the Harbour Master.
3.13.3	<ul style="list-style-type: none"> for low-powered vessels transit is restricted to a tidal stream \leq 3 kt. This restriction may be amended on a case by case basis subject to the approval of the Harbour Master. Pilots are to assess the vessel on her first arrival and departure to the port prior to requesting dispensation. 	<ul style="list-style-type: none"> for low-powered vessels transit is restricted to a tidal stream \leq 3 kt.
3.13.3	3 kt and over	Greater than 3 kt
3.13.4	Vessels converging at the Fairway through Port Phillip Heads, Hovell Pile and South Channel transit <i>Zone 1: Hovell Pile / South Channel - between Beacon 16 and Beacon 24</i>	Vessels converging at the Fairway through Port Phillip Heads, Hovell Pile and South Channel transit. <i>Zone 1: Hovell Pile – between Beacon 16 and Beacon 24</i>
3.13.5	Note: Refer to 3.13.4 for passing protocols in the South Channel	
3.15	Revised Table 3(j) Berth information, berthing and unberthing	Table 3(j) Berth information, berthing and unberthing
3.17.15	<ul style="list-style-type: none"> This applies to the movements of all vessels Berthing and Departing at Inner East Station Pier. 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 kt or gusts are forecast over 20 kt. In addition, a tug may 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 m clear of the edge of the deck when the vessel is manoeuvring 	<ul style="list-style-type: none"> This applies to the movements of all vessels Berthing and Departing at Inner East Station Pier 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 and 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 kt or gusts are forecast over 20 kt. 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 m clear of the edge of the deck when the vessel is manoeuvring

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<p>3.17.16</p>	<p>Webb Dock East and Swanson Dock 3 East – Berthing with displacement greater than 118,000 t</p> <p>As a result of the upgrades to Webb Dock 4 East, 5 East and Swanson Dock 3 East, vessels with a displacement greater than 118,000 t but less than or equal to 140,000 t can berth at these berths only with a berthing speed of 0.11 m/s and the use of a Docking Aid (PPU) approved by the Harbour Master.</p> <p>Pilots will be required to ensure that their (PPU) units are approved by the Harbour Master and that the berthing speed does not exceed 0.11 m/s</p>	<p>Webb Dock East – Berthing with displacement greater than 118,000 t</p> <p>As a result of the upgrades to Webb Dock 4 East and 5 East, vessels with a displacement greater than 118,000 t but less than or equal to 140,000 t can berth with a berthing speed of 0.11 m/s and the use of a Docking Aid (PPU) approved by the Harbour Master.</p> <p>Pilots will be required to ensure that their (PPU) units are approved by the Harbour Master and that the berthing speed does not exceed 0.11 m/s</p> <p>\</p>
<p>3.17.17</p>	<p>This section applies to all vessels arriving and departing from Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson</p>	<p>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</p>
<p>3.17.19</p>	<p>b. 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 section. The Ports Victoria Berth Allocator will maintain a database of compliant vessels.</p>	<p>b. 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 Ports Victoria Berth Allocator will maintain a database of compliant vessels</p>
<p>3.22</p>	<p>Revised Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)</p>	<p>Table 3(l) Minimum towage requirements and wind limits (to be read in conjunction with accompanying Notes)</p>

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3.22.1	<p>Effective stern thruster: can be considered equivalent to 1 tug (as indicated in the table) for the following:</p> <ul style="list-style-type: none"> ● Cruise vessels, all lengths ● Container vessel movements at Swanson and Webb Docks, for vessels with an LOA <200 m ● All other vessels LOA ≤250 m, if the wind is <15 kt ● For vessels with LOA >250 m to <290 m this dispensation only applies to departures: the vessel must be head out and the wind <15 kt ● Coastal vessels refer to table 3(l) <p>Rudders: twin independent or high performance rudders, such as Becker and Schilling designs, can be considered equivalent to 1 tug (as indicated in the table) for the following:</p> <ul style="list-style-type: none"> ● Cruise vessels, all lengths ● Container vessel movements at Swanson and Webb Docks, LOA <200 m ● All other vessels, LOA ≤250 m, if the wind is <15 kt ● For vessels with LOA >250 m to <290 m this dispensation only applies to departures: the vessel must be head out and the wind <15 kt ● Coastal vessels refer to table 3(l) 	<p>Effective stern thruster: can be considered equivalent to 1 tug (as indicated in the table) for the following:</p> <ul style="list-style-type: none"> ● Cruise vessels, all lengths ● Container vessel movements at Swanson and Webb Docks, for vessels with an LOA <200 m ● All other vessels, LOA <250 m ● For vessels with LOA >250 m to <290 m this dispensation only applies to departures: the vessel must be head out and the wind <15 kt (excludes container vessels at Swanson and Webb Docks, and large tankers) <p>Rudders: twin independent or high performance rudders, such as Becker and Schilling designs, can be considered equivalent to 1 tug (as indicated in the table) for the following:</p> <ul style="list-style-type: none"> ● Cruise vessels, all lengths ● Container vessel movements at Swanson and Webb Docks, LOA <200 m ● All other vessels, LOA <250 m ● For vessels with LOA >250 m to <290 m this dispensation only applies to departures: the vessel must be head out and the wind <15 kt (excludes large tankers; and container vessel departures from Swanson and Webb Docks)