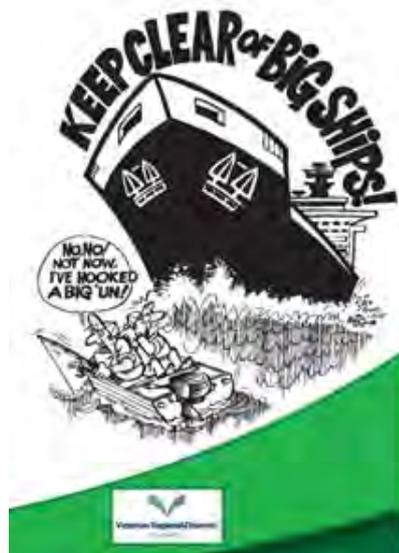


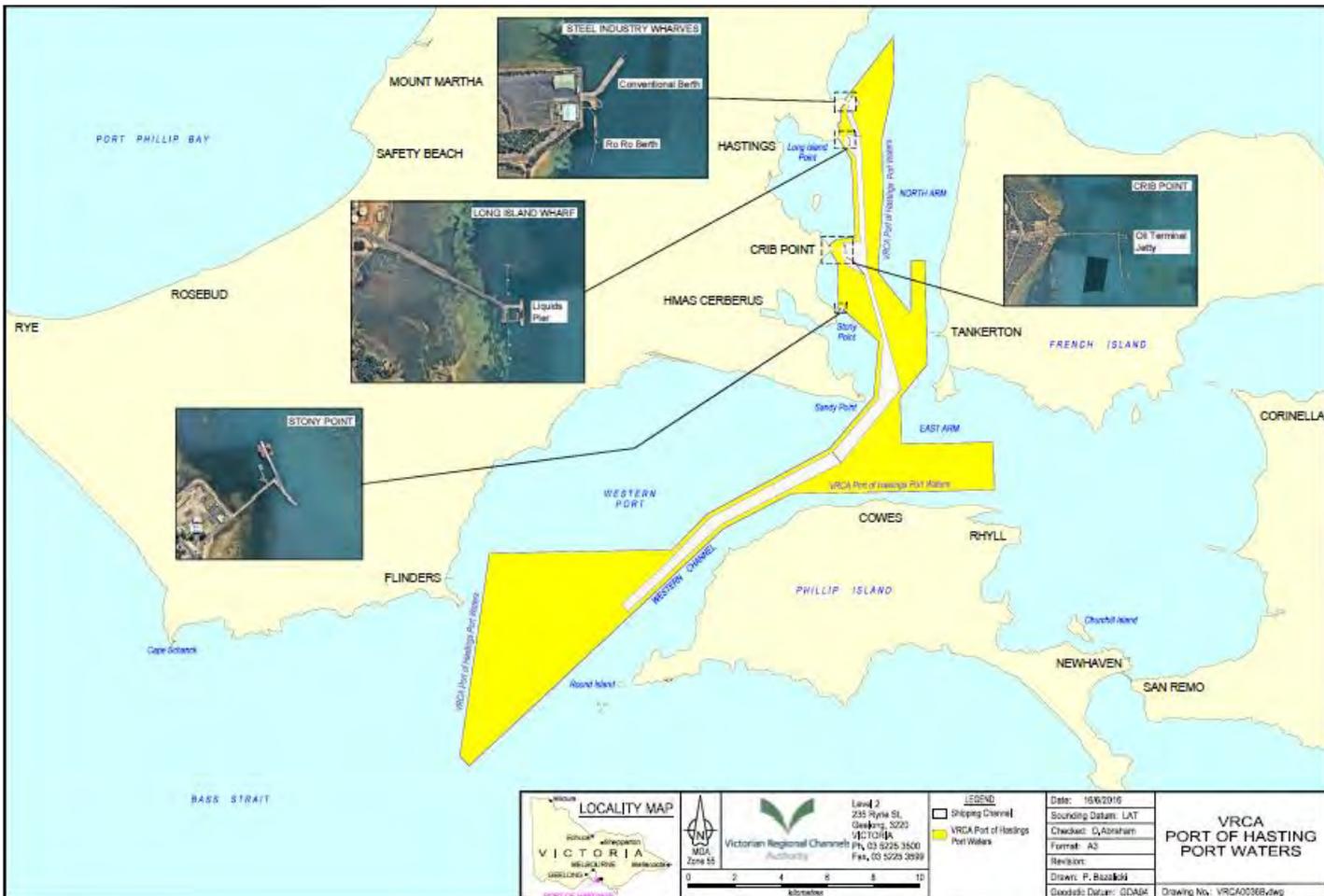
VRCA Hastings

Harbour Master's Directions

July 2017 Edition



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HARBOUR MASTER'S DIRECTIONS

These “Harbour Master’s Directions” are made by Capt. Paul Shane Vedamuttu being the Licensed Harbour Master for the “Port Waters of the Port of Hastings”.

These directions are amended, varied and further directions made from time to time. Set out below are the “Harbour Master’s Directions” in force as at the date of publication of these Directions. Users of the Port of Hastings must make their own enquires as to any further amended or varied directions in force from time to time. These directions are to be read in conjunction with the ‘Port of Hastings, Port Operating Handbook “available on both POHDA and VRCA websites.

1) DEFINITIONS

- “**Berthed Vessel**” means a Vessel secured to a wharf, jetty or pier or to another berthed Vessel.
- “**Channel**” or “**Fairway**” means that part of the body of water within the Port Waters of Hastings of sufficient depth to be used by “Vessels of Commerce” for navigation that is either marked with Navigation aids or an open water area that connects with the marked channel or channel approaches.
- “**Gas Free**”; a tank, compartment or container is gas free when sufficient fresh air has been introduced into it to lower the level of any flammable, toxic, or inert gas to that required for a specific purpose, eg: hot work, entry, etc. Gas freeing will be carried out to the relevant Australian and International standards and certified by a competent person.
- “**Gross Under keel Clearance**” means the difference between the dynamic draught of a Vessel and the declared depth of the seabed it is traversing.
- “**Hampered Vessel**” means a Vessel restricted in her ability to manoeuvre and has the same meaning as a hampered vessel as defined in the *International Regulations for Preventing Collisions at Sea*.
- “**Harbour Master**” includes a person authorised by a Licensed Harbour Master to exercise the functions of the Harbour Master.
- “**Licensed Harbour Master**” means a Harbour Master licensed by Transport Safety Victoria for the Port Waters of the Port of Hastings.
- “**Master**” means a person having command or charge of a Vessel.
- “**Port Waters**” has the same meaning as waters in the Port of Hastings as declared under the *Port Services Act*.
- “**Ship**” where appearing in these directions or in referenced publications shall where the context permits have the same meaning as Vessel.
- “**Tanker**” means a Vessel constructed or adapted for the carriage of liquid Cargo or gas in bulk (including oil, chemicals or liquefied gas)
- “**Vessel**” means any kind of Vessel that is used, or capable of being used, in navigation by water, however propelled or moved, and includes, but is not limited to;
 - (1) A barge, lighter, floating restaurant or other floating Vessel; and
 - (2) An air-cushion vehicle or similar craft that is used for navigation by water.
 - (3) Aircraft capable of manoeuvring on the water, for as long as the aircraft is on the water.

2) **GENERAL REQUIREMENTS**

Application *These directions apply to all Vessels within the Port of Hastings*

Compliance with other Acts, Regulations and Provisions

The Master of a Vessel shall ensure that the Vessel, while in Port Waters,

- (1) Complies, insofar as they are not inconsistent with these specific directions, with the *International Regulations for Preventing Collisions at Sea* and with all rules and regulations relating to the ‘Port Waters’ of the Port of Hastings.
- (2) Displays the signals prescribed under the International Code of Signals;
- (3) Carries copies of and complies with:
 - (i) Victorian Notices to Mariners (or their equivalent) affecting Port Waters
 - (ii) Corrected, up to date charts Aus 150, Aus 151 and Aus 152 ,
 - (iii) Australian National Tide tables or Victorian Tide Tables; and
 - (iv) The Australian Pilot Vol. II (NP 14)
 - (v) Have access to AMSA Marine Orders

Seaworthiness

- (1) Where the Master of a Vessel becomes aware of any condition or circumstance relevant to the seaworthiness of the Vessel that may impact upon the safe navigation of the Vessel, or any other Vessel in Port Waters, or which may in any way affect the day to day operations or environment of the Port Waters; the Master shall immediately notify the Harbour Master.
- (2) The Master of a Vessel seeking permission to enter Port Waters under the circumstances described in (1) above shall give notice to the Harbour Master of the nature of the vessels deficiency as early as practicable prior to entering Port Waters **and not enter Port Waters until permission is granted to do so by the Harbour Master.**
- (3) To ensure manoeuvrability is maintained, the Master of a Vessel, while in the Port of Hastings, shall ensure that:
 - (a) The Vessel’s propellers & rudder are immersed sufficiently to ensure control.
 - (b) The bow is deep enough to provide adequate vision from the bridge.
 - (c) The Vessel’s anchors are unlashd and ready for letting go.

Note - Notifying the Harbour Master of unseaworthiness does not relieve the Master of his obligations under the Marine Safety Act and Commonwealth Navigation Act

VHF Listening Watch

The Master of a Vessel shall ensure that at all times that a Vessel is underway or at anchor within the Port of Hastings, a listening watch is maintained on VHF Channels 14 and 16.

Sound Signals

The Master of a Vessel shall ensure that the sound signals required by the *International Regulations for Preventing Collisions at Sea* are adhered to, and, if appropriate for the purpose of warning another Vessel, ensure that the following sound signals are made in relation to swinging in a fairway or narrow channel:

- (a) If the Vessel is proceeding up or down a fairway or channel:
 - (i) When the Vessel is at least 500 meters distant from the point at which it intends to swing, a warning signal consisting of four short blasts on the whistle
 - (ii) Immediately prior to the commencement of swinging, a repeat of the sound signals described in (a) (i) and also, after a short interval, the international signal to indicate the movement of the Vessel's head or engines going astern.
 - (iii) Immediately prior to departing the Main Channel to the east or west the appropriate sound signal required by the Col. Regs.
- (b) When the Vessel is a tug towing another Vessel not under power, the sound signals described in paragraph (a) shall be made on the tug.
- (c) When the Vessel is leaving a berth to swing at a point in the fairway or channel at a distance of less than 500 metres from the berth, the sound signals described in (a) (i) shall be given immediately on letting go.

Note. Masters should keep a sharp lookout for recreational Vessels and give the appropriate warning in plenty of time

Incidents in the Port of Hastings

The following requirements relate to Masters, Owners or Agents of Vessels that have sunk, stranded or collided within the Port of Hastings and Owners of objects that obstruct Port Waters.

- (a) Any injury or fatality in Port Waters or the associated berths must be reported to the Harbour Master immediately.
- (b) If a collision takes place causing damage to any Vessel, wharf or property within port waters, or if a Vessel strands or sinks within Port Waters, the Master of every Vessel involved shall immediately:
 - (i) Report the circumstances to the Harbour Master, and
 - (ii) As soon as possible, confirm the report in writing to the Harbour Master.
- (c) If a Vessel sinks or strands within Port Waters or if any object impedes the navigation or use of Port Waters, the Master, owner or agent of the Vessel and the owner of the object by which the obstruction is caused, shall immediately:
 - (i) Notify the Harbour Master of the position of the obstruction, and
 - (ii) Take the necessary steps for removal of the obstruction.

Pilotage

Pilots are licensed by Transport Safety Victoria (TSV). Pilotage is compulsory for all commercial ships exceeding 35m length except those whose Master is specifically exempt from Pilotage. Pilots for the Port of Hastings are available on a 24 hour basis. ETA must be given not less than 48 hours prior to ship's arrival.

Pilot Boarding Ground

Ships will normally embark their Pilot at the outer Pilot boarding ground, in position approximate 38° 32.7' S, 145° 01.8' E, from a launch showing the signals and lights prescribed for a pilot launch. That is, by DAY approximately 3.5 miles 180° from West Head. By NIGHT in the white sector of Mchaffie's Point Light, with Cape Schanck light bearing 295° (white).

Alternative Pilot Boarding Ground - Flinders Bight

An alternate Boarding Ground for use by ships of up to 9.75 m draught is situated east of Flinders Jetty in position approximate 37° 28.3' S, 145° 04.6 E. A yellow buoy showing a yellow light flashing every 4 seconds (flash 1 second, eclipse 3 seconds) marks its centre.

Note: Vessels are NOT to use this alternate Pilot boarding ground unless directed by Hastings Harbour Control or the Pilot.

Naval Gunnery Range (AREAS R.312A and R.312B)

A Naval Gunnery Range is situated south and west of West Head, and active 0930 to 1500 (local time) on weekdays. Area R.312B is the area used for surface gunnery practice. Vessels entering or leaving the Port should keep out of Area R.312B.

Aquatic Events

Hastings Harbour Control must be informed of all aquatic events that may affect the safety of Navigation in Port Waters.

The notice may be sent by email to dhmhastings@regionalchannels.vic.gov.au

Note:- The Harbour Master may at any time suspend or cancel any aquatic event in Port Waters in the interest of safety or efficient commercial operations.

Hastings Harbour Control – Vessel Procedures

- a) Report to Hastings Harbour Control on Marine VHF CH 14, one hour prior to arrival at the outer Pilot boarding ground. Not proceed to the inner Pilot boarding ground unless authorised to by Hastings Harbour Control.
- b) Not enter Port Waters until the Pilot has boarded unless authorised to do so by Hastings Harbour Control. The Pilot does not take charge of the navigation of the Vessel until such time as it is mutually agreed to between the Pilot and the Master of the Vessel. Report Pilot boarding & disembarking times to Hastings Harbour Control on Marine VHF CH 14.
- c) Not arrive or depart or shift from a berth or anchorage unless authorised to do so by Hastings Harbour Control.
- d) Report to Hastings Harbour Control on Marine VHF CH 14, the time of passing the Fairway Buoy, inbound and outbound.
- e) Report to Hastings Harbour Control on Marine VHF CH 14, the time of passing Sandy Point, inbound and outbound,
- f) Only anchor in areas, specified on a case by case basis, by Hastings Harbour Control.
- g) When anchoring or departing an anchorage, report the time and position of anchoring or the time of departing the anchorage to Hastings Harbour Control on Marine VHF CH 14.
- i) Monitor Marine VHF Channels 08, 14 and 16 while underway, at anchor, lying alongside a berth and when carrying out cargo operations.
- j) Report to Hastings Harbour Control discrepancies in aids to navigation or hazards to navigation that may be observed while in Port Waters
- k) Report to Hastings Harbour Control deficiencies on the Vessel prior to entering Port Waters and deficiencies on the Vessel that develop after entering Port Waters
- l) Comply with Harbour Masters Directions and relevant Port, State, National and International legislation and regulation.
- m) While in Port Waters, at no time allow either the dynamic or static under keel clearance of the Vessel to fall below 0.6 meters or 10% of the Vessels maximum draught, whichever is greater.

Vessels with draughts inwards or outwards of 13.0 metres or greater *must* advise the Harbour Master prior to arranging a charter and fixing a cargo for the Port of Hastings.

Port Management

The Port of Hastings Development Authority responds to all oil pollution incidents and manages Port Security.

The Port of Hastings Waters are owned and managed by VRCA - Hastings.
The Jetties at Long Island Point, Crib Point and Stony Point are owned by PoHDA.

Berth	Manager	Max LOA Alongside	Max depth in berth pocket	Approach Channel depth
Stony Point Jetty	PoHDA	70 Meters	On application	6.1 Meters
Crib Point Jetty 1	UNITED	300 Meters	15.7 meters	14.2 meters
Long Island Point	ESSO	300 Meters	15.7 Meters	14.2 Meters
Steel Wharf 2	BlueScope	190 meters	12.0 Meters	9.0 Meters

Note – Prior to a vessel entering the Port of Hastings, relevant applications to use the channel and berths must be submitted to PoHDA and the VRCA. Approval must be received in writing from both the VRCA and PoHDA prior to entering Port.

Channel Description

The commercial shipping channels are marked by buoys and beacons IALA SYSTEM A. Reference Charts Aus 150, Aus 151 and Aus 152.

The Western Entrance buoyed channel has a minimum width of 400 metres and a swept clearance of 14.8 metres. It is a two way traffic channel.

The main channel in the North Arm has a maintained depth of 14.2 metres and a width of 180 metres between Hanns Inlet and Crib Point Jetty swing basin (between Nos.19 and 23 buoys); and a width of 245 metres between Crib Point Jetty and Long Island Point Jetty swing basins (between Nos.25 and 29 buoys). It is a one way traffic channel.

The secondary channel in the North Arm to the East of the main channel has a least depth of 10 meters. It is marked on the East side by piles along the 10 meter contour adjacent to Middle Spit. The swing basins at Long Island Point Jetty & Crib Point Jetty have a maintained depth of 14.2 metres with berth pockets of 15.7 metres (350 metres long 90 metres wide).

The channel north of Long Island Jetty swing basin has a maintained depth of 9.0 metres and a width of 200 metres. It leads to the swing basin off the Steel wharves which has a maintained depth of 9.0 metres. The berth pockets at both steel wharfs have depths of 12.0 metres and are 290 metres long and 30 metres wide.

Tides and Tidal Information

The height of tide within the commercial port varies from 2.1m at neap tides to 3.4m at springs.

Tidal currents of over 2 knots are usually experienced at the berths and over 5 knots in the fairways, the ebb generally being stronger than the flood. Currents at the berths and in the fairways may be higher than stated above, depending on meteorological conditions and storm surges. The water level and tidal streams in the Port of Hastings vary greatly. They may be more than half a metre above or below prediction and may be more than an hour on either side of predicted times.

3) ANCHORING & MOORING

Vessels to be properly anchored

- (1) The Master of a Vessel proceeding to anchor is required to ensure that sufficient water is available for safe anchoring at the intended anchor position and its surrounds.
- (2) The Master of a Vessel at anchor shall ensure that at all times the Vessel is properly and effectively anchored.
- (3) The Master of a Vessel at anchor in Port Waters shall not cause or permit the Vessel to change its position without permission from the Harbour Master
- (4) If a Vessel parts from its anchor, or drags from its anchoring position, the Master of the Vessel shall immediately notify the Harbour Master of that event.
- (5) The Master of a Vessel anchored in Port Waters shall ensure that:-
 - (a) The Vessel is anchored in a position that will permit the Vessel to swing clear of the Channels and fairways;
 - (b) There is sufficient cable out considering the holding ground and the prevailing and forecast weather conditions;
 - (c) When the Vessel is “brought up” the Master shall advise the time and position of anchoring to Hastings Harbour Control.
 - (d) A continuous listening watch is maintained on VHF Channel 14 and 16 for relevant navigation information including weather bulletins.
 - (e) The safety and security of the vessel is maintained at all times
- (6) The Master of a Vessel at anchor in Port Waters shall not permit the immobilisation of main engines without prior permission of the Harbour Master.
- (7) Vessels anchoring in the designated anchorage areas in the Port of Hastings must do so only with the permission of Hastings Harbour Control and report the time of anchoring and their anchor position to Hastings Harbour Control

Vessels not to Anchor in Certain Locations

- (1) The Master of a Vessel shall ensure that an anchor is not dropped in a position which may endanger the safety of the Vessel or of other Vessels.
- (2) The Master of a Vessel shall not cause or permit the Vessel to be anchored or lie at a distance of less than 200 metres from any wharf except for the purpose of swinging the Vessel or immediately hauling alongside that wharf.

Watch to be on Deck

The Master, owner or agent of a Vessel within the Port of Hastings shall ensure that sufficient competent persons are on watch on the Bridge and on Deck at all times.

Crewing of Vessels -

The Master of the Vessel in the Port of Hastings shall ensure that sufficient crew are available to man the Vessel at all times.

Avoid Obstruction of Fairways or Channels

- (1) Unless compelled by unavoidable circumstances, the Master of a Vessel shall not, without the permission in writing of the Harbour Master.
 - (a) Cause or permit the Vessel to anchor or lie in any fairway or channel.
 - (b) Cause or permit any cable, chain, hawser, rope or other obstruction across, (through, below or above) any fairway, or channel.
- (2) Where unavoidable circumstances have compelled a Vessel to anchor or lie in any fairway or channel, the Master of the Vessel shall:
 - (a) Immediately notify the Harbour Master of the position of the Vessel, and
 - (b) As soon as possible, move the Vessel to a place where it does not interrupt or interfere with the passage of other Vessels.
 - (c) The Master of a Vessel shall notify the Harbour Master immediately the Vessel has cleared the fairway or channel.

Boats Astern of Vessels - The Master of a Vessel which is lying at anchor shall not, without prior permission of Harbour Control;

- (1) Cause or permit any boat to ride astern of or be attached to the Vessel at a greater distance there from than six metres.
- (2) Cause or permit any lighter or deeply-laden boat or other floating, entirely or partially submerged object likely to obstruct or damage any other Vessel to ride astern of or be attached to the Vessel.

Vessels to be properly moored - The Master of a Vessel berthed at a jetty must ensure that

- (a) The Vessel is adequately secured with a mooring plan to the satisfaction of the Harbour Master.
- (b) Moorings are tended as required, keeping the lines evenly tight, thus ensuring that the Vessel remains alongside the berth and prevents undue movement of the Vessel.
- (c) Mooring wires or ropes are fastened only to the proper fixtures provided for this purpose.
- (d) Self tensioning winches are not used in automatic mode.

Mooring of Vessels Alongside

If directed by the Harbour Master, the Master of a Vessel which is berthed at a wharf shall permit other Vessels to moor or lie alongside that Vessel and give free passage to persons and goods across and over the deck of that Vessel and to and from the wharf and any other Vessel moored or lying alongside that Vessel.

Removal of Vessels

If directed by the Harbour Master, the Master of a Vessel shall remove the Vessel from the berth or anchorage allocated to it in accordance with the directions of the Harbour Master.

Use of Propellers at Wharves

The Master of a berthed Vessel shall not cause or permit a propeller to be worked without the prior permission of Harbour Control and if permission is granted, the Master shall notify the Masters of Vessels at adjacent berths and the berth operator of his intention to work the propeller. He must also ensure that the Vessels moorings are of sufficient quantity and in a suitable condition for the operation, that there is no danger to boats or personnel in the vicinity and there is no danger of causing any damage due to the working of the propeller for the entire duration of the operation.

Watch to be on Deck

The Master, owner or agent of a Vessel shall ensure that sufficient competent persons are at watch on deck at all times, unless suitable alternative arrangements to ensure security and safety are in place, while the Vessel is alongside a berth.

Crewing of Vessels

The Master of the Vessel alongside a jetty shall ensure that there is sufficient crew available on board to shift the Vessel if required.

Passenger Vessels at Anchor

The Master of a Passenger Vessel at Anchor is required to enter into a Declaration of Security (DOS) with the Port Security Officer (PSO) prior to entering Port. All security arrangements are determined by the DOS. The provision of any passenger screening, surveillance/monitoring will be undertaken by the Vessel. If the Master of a Vessel requires a Water side Restricted Zone enforced, the Vessel is responsible for monitoring this zone.

Note: - Unauthorised persons are not allowed onto the jetty head during mooring and unmooring operations. The Port of Hastings is subject to strong currents and sudden gusty gale force winds, which may or may not have been predicted. Vessels have broken out from the berth in such conditions through mooring lines being slack and/or winch brakes not being fully applied.

Weather precautions

Operations shall be stopped during severe electrical storms, periods of high wind or during still air conditions, at the discretion of either the Harbour Master, Vessel's Master, Berth Operator or Port Operator Representative. When operations are stopped, all tank openings and cargo valves shall be closed. All vessel's Masters are required to and are responsible for monitoring the weather at all times while within the Port of Hastings

NOTE: At all the Jetties in the Port of Hasting, when berthing vessels, Masters and Pilots must ensure that a vessel is brought in as parallel to the berth as possible and contact with the berth must be made as gently as practicable.

4) NAVIGATION WITHIN PORT WATERS & APPROACHES

- (1) The Master of a Vessel shall not enter inwards, or depart from a berth or anchorage without prior permission from Hastings Harbour Control. A dynamic under keel clearance of 0.6 metres or 10 % of maximum draft, which ever is greater, must be maintained by all Vessels within the Port of Hastings.
- (2) The Western Entrance channel from the FWB to Buoy No 13 is a two way traffic channel.
- (3) The main buoyed channel in the North Arm between Buoys No 13 & 31 is a one way traffic channel. Outward bound Vessels have priority. An inbound Vessel must not proceed past the East Arm anchorage, unless asked to do so by Hastings Harbour Control.
- (4) The Secondary Channel to the East of the Main Shipping Channel in the North Arm may be used as a passing channel if required. Permission must be obtained from Hastings Harbour Control prior to using the secondary channel.
- (5) Vessels using the Secondary Channel must remain in the Main Channel as long as practical and indicate with the appropriate sound signals when departing the Main Channel.
- (6) The channel North of Buoy 31, leading to the Steel Wharves, is a one way channel and departing Vessels have priority. Inbound Vessels should adjust their speed to pass the outbound Vessel well south of Long Island Point Jetty.
- (7) Vessels proceeding to the Steel Wharves should give as wide a clearance as possible to Long Island Point Jetty and proceed at the slowest speed possible commensurate with safety when any other Vessel is lying alongside the Jetty at Long Island Point.
- (8) Vessels proceeding to the Steel Wharfs must stay within the 9.0 meter channel North of Buoy no 31. Vessels that want to proceed outside the 9.0 m channel must obtain prior permission from Hastings Harbour Control.
- (9) The Eastern Entrance to the Steel Wharves swing basin between buoys No.33 and No. 35 has a minimum water depth of 7 metres and is subject to strong tidal sets. Vessels using this entrance must inform Hastings Harbour Control prior to entering Port Waters.
- (10) Vessels that intend proceeding North of Buoy 31 with a draft of 8.5 m or over must get permission from Hastings Harbour Control prior to proceeding North of Sandy Point.
- (11) Vessels with arrival or departure draughts in excess of 13.0 metres will consult with the Harbour Master prior to entering the Port of Hastings. For such vessels, permission will only be granted to enter the Port of Hastings if their intended maximum drafts permit safe, tide assisted transit of Port Waters.
- (12) Masters of Vessels which want to pass other Vessels within Port Waters must do so only after prior agreement with the other Vessel and Hastings Harbour Control.
- (13) It is the responsibility of all Vessels in the Port of Hastings to monitor the weather and ensure that the Vessel's safety is monitored at all times while in the Port of Hastings.

- (14) The Master and Owner of any vessel entering the Port of Hastings must comply with all of the requirements outlined in the “**Harbour Masters Directions**”, the “**Port Operations Handbook**” and the “**Port Standards & Procedures**”. These documents may be obtained directly from Hastings Harbour Control. All users of the Port of Hastings are reminded that contravening of any Direction made by the Harbour Master is an offence under Victorian Legislation.
- (15) The Master and Owner of any vessel entering the Port of Hastings must not interfere with, come into contact with, approach or cause any damage to any Navigational Aid, or structure associated with the safe Navigation of Vessels in the Port of Hastings. No person or vessel is allowed to pass under any of the jetties in the Port of Hastings without the permission of the Harbour Master.
- (16) No person or vessel is to interfere with the safe navigation of a vessel in Port of Hastings and it is forbidden to approach or pass under a vessel in the Port of Hastings without the permission of the Master of that vessel.

Declared Depths

The declared depths in the channels are listed below. Consultation with the Harbour Master is required if the Master of a Vessel is in doubt as to her maximum allowable draught or if the Vessel requires tidal assistance to transit Port Waters. These declared depths are reduced if there is a negative tide or tides are lower than predicted.

- (a) ***Declared depth from the Fairway Buoy to No. 13 Buoy*** **14.8 meters**
- (b) ***Declared from No. 13 Buoy to No 31 Buoy*** **14.2 Meters**
- (c) ***Declared between No 31 Buoy and No 34 Buoy*** **9.0 Metres**

Under-Keel clearance

While in the Port of Hastings, the Master of a Vessel is at no time to allow the dynamic under keel clearance of the Vessel to fall below 0.6 meters or 10% of the Vessels maximum draught, which ever is greater

Masters of Vessels transiting the channels north of Sandy Point using the maximum allowable depths above are required to reduce their Vessels speed to minimise the effects of squat.

Masters of Vessels transiting the Steel Wharves Channel using the maximum allowable depths above should keep their speed to a minimum to eliminate the effects of squat

Masters should be aware that meteorological conditions can adversely impact predicted tides by more than half a meter.

Vessels with drafts of 13.0 meters and over

Vessels with draughts inwards or outwards of 13.0 metres or greater *must* advise the Harbour Master at least 48 hours prior to arrival in Port Waters. Conditions of entry, departure, berthing and unberthing for such vessels will be stipulated by the Harbour Master on a case by case basis.

Speed of Vessels in Port Waters

The Master of the Vessel shall ensure that a safe speed is maintained at all times in order to ensure the safety of his own vessel and other vessels navigating and working in the vicinity. A safe speed is also one that takes into consideration, prevailing conditions such as, but not limited to - squat, other Vessel traffic, Vessels alongside, Vessels at anchor, Vessels engaged in diving operations etc.

Approaches to Port Waters

General traffic rules:-

- (1) Vessels should contact Port of Hastings Harbour Control on VHF. Channel 14 one hour prior to arrival at the Outer Pilot Boarding Ground in position approximate 38° 32.7' S, 145° 01.8' E (3.5 miles south of West Head) for pilot boarding instructions and/or traffic movement instructions.
- (2) Vessels should not proceed to the north of the Outer Pilot Boarding Ground unless instructed by Harbour Control.
- (3) An alternate Boarding Ground for use by ships of up to 9.75 m draught is situated east of Flinders Jetty in position approximate 37° 28.3' S, 145° 04.6 E. A yellow buoy showing a yellow light flashing every 4 seconds (flash 1 second, eclipse 3 seconds) marks its centre.

NOTE: Vessels are NOT to use the alternate Pilot boarding ground mentioned in (3) above unless directed by Harbour Control.

5) *Vessels engaged in Diving Activities*

- No professional, commercial, recreational or maintenance related diving activities are to be conducted within Port Waters without the prior permission of the Harbour Master.
- Vessels or persons conducting diving activities in the Port of Hastings must also ensure that appropriate signals indicating that diving activities are being conducted are displayed.
- The Harbour Master must be informed immediately prior to commencement of diving operations and also be informed on completion of the diving operation within Port Waters.
- Diving operations must not be conducted unless the above criteria are complied with.

6) SMALL VESSELS

Navigation of small Vessels

- (1) The Master of a Vessel less than 35 metres in length (other than a port working Vessel) shall ensure that the Vessel keeps out of the way of:-
- (a) Vessels more than 35 metres in length
 - (b) A tug or line boat assisting the movement, berthing or unberthing of another Vessel.

Note: If in doubt the Master should assume the other Vessel's length is more than 35 metres and keep out of the way

- (2) The Master of a Vessel less than 35 metres in length (other than a port working Vessel) must not:-
- (a) Anchor in a channel.
 - (b) Approach within 100 metres of an oil jetty and/ or tankers berthed at oil jetties in compliance with the waterside restricted zones declared under the Maritime Transport and Offshore Facilities Security Act.
 - (c) Navigate Port Waters while taking part in any regatta, contest or race or other event unless the Harbour Master has been advised of the event taking place.
- (3) The Harbour Master requires notification of aquatic events which take place in the Port.

Note: The Harbour Master may at any time suspend or cancel any aquatic event in Port Waters in the interest of safety or efficient commercial operations.

ENVIRONMENTAL PROTECTION

Statutory Provisions and conventions

The Environment Protection Authority (EPA) is the statutory body having primary responsibility for the enforcement of environmental protection laws in Port Waters.

Hull cleaning is not permitted in the Port of Hastings

Whilst a ship is berthed at a tanker terminal, its boilers, main engines, steering machinery and other equipment essential for manoeuvring shall be maintained in a state of readiness so as to permit the ship to move from the berth at short notice.

Emergency Contact Numbers

TELEPHONE NUMBERS

Harbour Master	0429 008 812
Hastings Harbour Control	0428 549 235
PoHDA 24/7 on call duty officer	0437 645 026
VRCA Head Office	03 5225 3500
PoHDA Office	03 5983 9406

EMERGENCIES – 000 and Harbour Master on 0429 008 812

Water Police	1800 135 729
Police Hastings	(03) 5970 7800
BlueScope Hastings Main Gate	(03) 5979 6106
BlueScope Hastings Jetty Gate	(03) 5979 6109
ESSO Hastings Office	(03) 5970 7500
ESSO Hastings Jetty Gate	(03) 5970 7560
ESSO Hastings Jetty Operator	(03) 5970 7561
United Hastings Office	(03) 5979 7177
United Hastings Jetty Gate	(03) 5983 6455

SHIP TELEPHONE NUMBERS WHEN ALONGSIDE

BlueScope Jetty	0421 216 613 Ships Phone when alongside SW2
Long Island Point Jetty	0407 845 057 Ships Phone when alongside LIP
Crib Point Jetty	0407 685 180 Ships Phone when alongside CPJ