



# VRCA Hastings

## Harbour Master's Directions

March 2018 Edition

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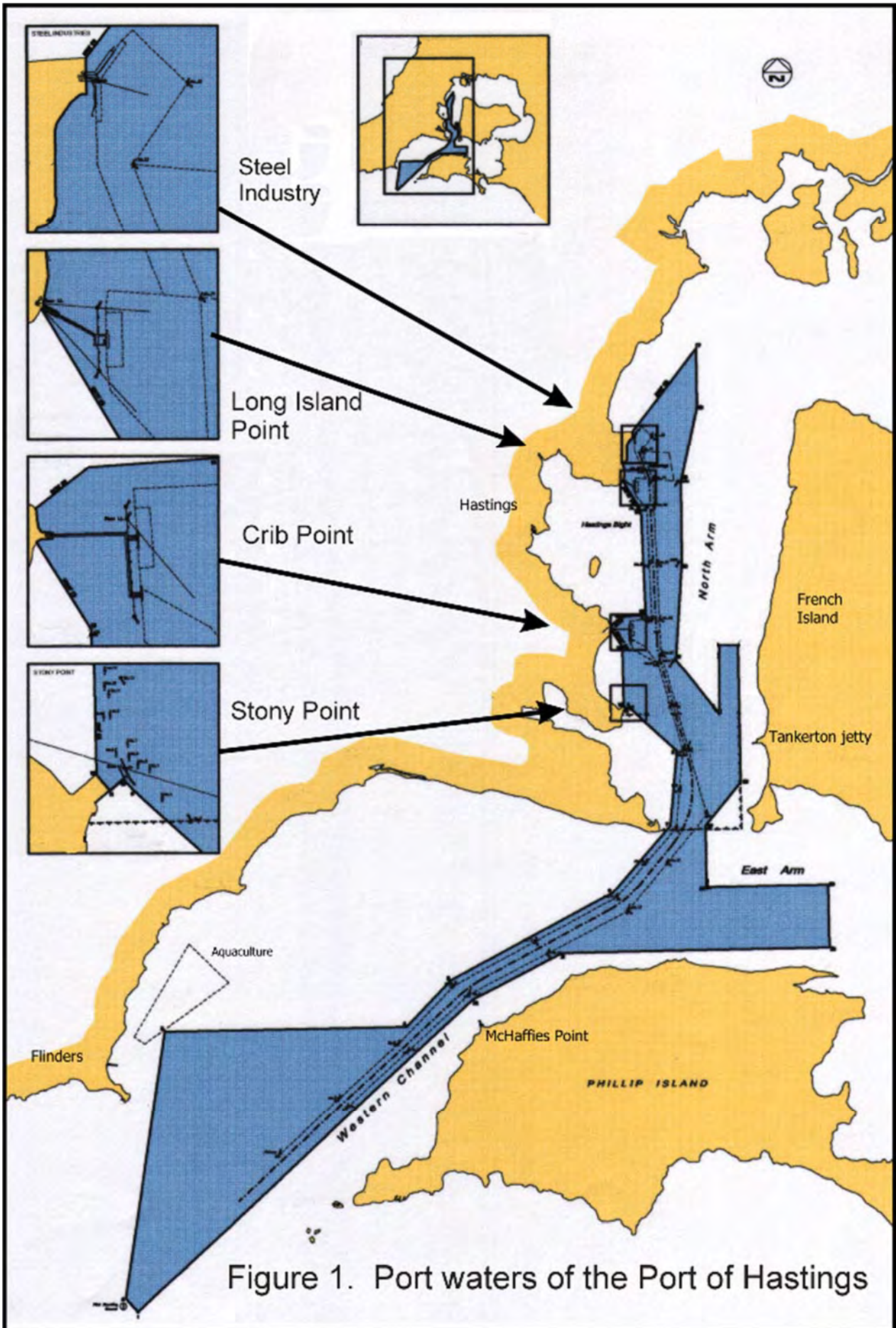


Figure 1. Port waters of the Port of Hastings

# 1 Victorian Regionals Channels Authority – Overview

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## 1.1 Preamble

This document is intended to provide information and guidance to vessels' Masters, agents and owners to facilitate the safe and efficient operation of shipping within port waters. The details are correct at the time of publication and may be subject to variation from time to time.

It contains an overview of Victorian Regional Channels Authority (VRCA) Hastings and its role, together with the Harbour Master's powers and the regulations and codes governing vessel operations in port waters.

It also provides Harbour Master's Directions for the navigation and operation of vessels in port waters.

It is intended that this document will be revised and updated approximately every two years. Any significant changes occurring between revisions that materially affect the use of this document will be disseminated as Notices to Mariners.

It is the responsibility of persons using this document to ensure they are referring to the latest edition and any relevant Notices. A copy of the latest edition of this document can also be obtained from VRCA website at [www.vrca.vic.gov.au](http://www.vrca.vic.gov.au)

**Note - These directions are to be read in conjunction with the 'Port of Hastings Port Operating Handbook', also available on VRCA website. [www.vrca.vic.gov.au](http://www.vrca.vic.gov.au)**

## 1.2 Disclaimer

The information and material contained in this document has been compiled by VRCA for use as a guide only and any persons requiring specific information about the operations of VRCA Hastings or the port waters within the jurisdiction of VRCA should make their own enquiries.

The information directly relating to other berth operators is provided for as a guide only. VRCA excludes all liability or responsibility of whatsoever nature and howsoever arising from any reliance upon any information compiled or provided by other berth operators. Any specific enquiries relating to berth operations should be directed to the relevant berth operator and not to VRCA.

VRCA shall not in any way be or become responsible in law or otherwise to any third party whomsoever for any consequences of any errors in or omissions from this document of whatsoever nature and howsoever occurring nor shall VRCA be liable or responsible for any third party's reliance upon any information compiled by VRCA and contained in this document.

The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts or publications, RAN Hydrographic Charts, Commonwealth Acts, Marine Orders, State Acts, ordinances, rules or regulations, or from publications of other relevant organisations, both public and private, and any

information contained in this document is in all circumstances whatsoever subject to such material, documents and publications.

### 1.3 Abbreviations

AHD	Australian Height Datum
AMSA	Australian Maritime Safety Authority
AQIS	Australian Quarantine and Inspection Service
COLREGS	International Convention on the International Regulations for Preventing Collisions at Sea, 1972.
EPA	Environment Protection Authority
GUKC	Gross under-keel clearance
MARPOL	International Convention for the Prevention of Pollution from Ships
MSA	Maritime Safety Act (2010)
MSV	Maritime Safety Victoria
PoHDA	Port of Hastings Development Authority
Port waters	Port waters of Hastings under the jurisdiction of VRCA
PPSP	Port Phillip Sea Pilots
PSA	Port Services Act (1995)
TSV	Transport Safety Victoria
UKC	Under-keel clearance
VRCA	Victorian Regional Channels Authority

## 2 Victorian Regional Channels Authority





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### 2.1 Role & responsibility

VRCA was established in April 2004 under the Port Management Act 1995 to manage Victoria's regional shipping channels. Its main objective is to ensure that port waters and channels in port waters are managed for use on a fair and reasonable basis.

VRCA is responsible for the navigation channels in the port waters of Geelong Hastings and Portland. It owns associated navigation aids and other equipment relevant to its operations.

Its primary functions are:

-  Shipping control
-  Provision of navigation aids
-  Dredging of channels
-  Marine environment protection and safety.

VRCA is directly responsible for shipping control, channel management and the provision of navigation aids in the port of Hastings.

## 2.2 Jurisdiction

This document refers only to the port waters of Hastings

## 2.3 Mission statement

The mission of VRCA Hastings is to provide safe, secure and environmentally responsible navigation services to the users and operators of the port of Hastings

## 2.4 Board of directors and senior management

Ms Kate Roffey	Chairperson
Mr Des Powell	Deputy Chairperson
Mr Peter Niblett	Director

Michael Harvey	Chief Executive Officer
Shane Vedamuttu	Harbour Master

## 3 The Harbour Master

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### 3.1 Appointment

Transport Safety Victoria is empowered under the Marine Safety Act 2010 to licence Harbour Masters and to determine standards for the training of Harbour Masters.

Pursuant to the Port Management Act of 1995, defining Victorian port waters, VRCA must appoint a licensed Harbour Master for the port waters of Hastings.

### 3.2 Powers to direct

The general powers of a Harbour Master are provided under Marine Safety Act, (MSA) 2010, Chapter 6, Part 6.4. In summary, a Harbour Master has wide powers and functions and may give directions, either written or oral, on relevant issues relating to port waters from time to time, including in respect of:

- The time and manner in which a vessel may enter or leave port waters
- The navigation and movement within those waters
- The position and manner of anchoring or securing
- The time and manner of taking or discharging cargo, stores, fuel, fresh water or ballast
- The securing or removing of a vessel within those waters
- Requiring a pilot to remain on board an anchored vessel
- The prohibition from entry into or the removal from port waters of a vessel in imminent danger of sinking.

In accordance with MSA 2010 section 230(2) a Harbour Master must carry out his or her functions so that he or she:-

“Ensures the safety of persons and the safe operation of vessels and minimises the effect of vessel operations on the environment”.

### **Failure to comply with direction or obstruct a Harbour Master**

In accordance with MSA 2010 section 237, the Master of a vessel must not without reasonable excuse, refuse or fail to comply with a direction given by a Harbour Master or any direction in the regulations.

A person must not, without reasonable excuse obstruct a Harbour Master (or a person acting under the direction of a Harbour Master) performing a function or exercising any power under Chapter 6 of MSA 2010

**Note:** Penalties apply for failing to comply with direction or obstructing Harbour Master

### **3.3 Assistant Harbour Master (Marine Safety Act 2010 Chapter 6, Part 6.3)**

VRCA “may, having first –

- (a) consulted the Harbour Master engaged by that body; and
- (b) obtained the approval in writing of the Director – authorise, in writing, a person to act as an assistant Harbour Master for the waters that have been so declared to be part of the port”

#### ***Assistance to be given to officers of VRCA***

The Master of a vessel which is within port waters must, by every means consistent with the safety of the vessel, assist an officer of VRCA in boarding or leaving the vessel in the execution of his or her duties, including the supply of information and documents regarding the status of the vessel.

No person on board the vessel may interfere with or obstruct any officer of VRCA whilst carrying out his or her duties.

### **3.4 Other Powers**

In addition to giving Direction, a Harbour Master may:

Board and cause a vessel to be dealt with as required by the Harbour Master (MSA, Part 6.4: Section 236).

VRCA’s appointed Harbour Master, delegates and any other authorised officers must carry a signed photo identity card.



### 3.5 Port management and berth details

**The Port of Hastings Development Authority responds to all oil pollution incidents and manages port security on land and port waters.**

The Port of Hastings port waters are owned and managed by VRCA.

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 metres	On application	6.1 metres
Crib Point Jetty 1	UNITED	300 metres	15.7 metres	14.2 metres
Long Island Point	ESSO	300 metres	15.7 metres	14.2 metres
Steel Wharf 2	BlueScope	190 metres	12.0 metres	9.0 metres

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

## 4 Harbour Master's directions

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These directions are made by Capt. Paul Shane Vedamuttu, being the Licensed Harbour Master for the "port waters" of the Port of Hastings, pursuant to Section 26E of the Marine Act 1988 now known as the Marine Safety Act 2010. As these directions may have been amended or varied from time to time or further directions made, set out below are the Harbour Master's Directions as in force as at the date of publication of this document. Users or intended users of port waters should make their own enquiries as to any further, amended or varied directions in force from time to time.

### 4.1 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 sufficient depth to be used by vessels of commerce for navigation that is either marked with navigation aids or an open area of water that connects the marked channels or channel approaches.

'Colregs' means the international regulative for preventing collision at sea (1972)

'Gas-Free' means a tank or space that has been thoroughly cleaned and ventilated in accordance with the requirements of AS 2865 or to current ISGOTT gas-free standards and has been tested and certified by a competent person.

'Gross under-keel clearance' means the difference between the static draught of a vessel and the declared depth (on the large-scale chart) of the seabed that it is traversing.

‘Harbour Master’ includes a person authorised by a licensed Harbour Master under Chapter 6 of the Marine Safety Act 2010 to exercise the functions of the Harbour Master

‘ISGOTT’ means the International Safety Guide for Oil Tankers & Terminals.

‘Licensed Harbour Master’ means a Harbour Master licensed under Chapter 6 of the Marine Safety Act 2010 for the port waters.

‘Master’ means a person having the actual or lawful command or charge of a vessel for the time being (and where the context so requires includes any person who is acting as the pilot of that vessel).

‘Pilot’ means a person who is licensed as a pilot under Chapter 7 of the Marine Safety Act 2010.

‘Port Working vessel’ means a vessel engaged in, or intended for, commercial, support or maintenance activities relevant to the port activities (i.e. dredge, pile driving barge, floating crane, work boat, tug, etc).

‘Port waters’ has the same meaning as waters in the “Port of Hastings” as declared under the “Port Services Act”

‘Tanker’ means a vessel constructed or adapted for the carriage of liquid cargoes or gas in bulk (including oil, chemicals and liquefied gas) and is listed in Column 6 (Ship Type) of Lloyd's Register of Ships as a Tanker.

‘Vessel’ means any kind of vessel that is used, or capable of being used, in navigation by water, however propelled or moved and includes:

- (1) a ship, barge, lighter, floating restaurant or other floating vessel,
- (2) an air-cushion vehicle or other similar craft, that is used for navigation on water, and
- (3) an aircraft capable of manoeuvring on the water, for as long as that aircraft is on the water,

or any other type of craft defined in any applicable law to be a ‘vessel’.

## **4.2 General requirements**

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### **4.2.1 Application**

The Harbour Master’s Directions apply to all vessels in port waters

#### **Compliance with Acts, Regulations and Provisions**

- 1) Vessels entering Western Port must comply with all relevant and applicable International, Commonwealth and State legislation (including but not limited

to the Marine Safety Act 2010 and the Navigation Act 2012). Compliance is also required of all current navigation orders and regulations in accordance with the vessel's flag state requirements and include the due diligence of good seamanship at all times.

- 2) The Master of a vessel shall ensure that the vessel, while in port waters complies with all Harbour Master's Directions and complies with subparagraph (1) including:
  - (a) complies with the International Regulations for Preventing Collisions at Sea 1972 ('Colregs').
  - (b) displays as applicable the signals prescribed under the International Code of Signals.
  - (c) carries copies of and complies with:
    - (i) Victorian Notices to Mariners (or their equivalent) affecting the port waters.
    - (ii) (corrected to date), Charts Aus 150, Aus 151 and AUS 152
    - (iii) The Australia Pilot Vol. II (NP 14).
    - (iv) Australian National Tide tables (AHP 11) or Victorian Tide Tables.

### Channel Usage Application

- 1) Not less than 48 hours before a vessel enters port waters, the owner or agent of a vessel of 200 gross tons or more must submit a Channel Usage Application and must not enter port waters until the owner, Master or agent has been notified that such Application is approved.
- 2) All Channel Usage Applications should be lodged with VRCA electronically using the agent login available on VRCA website [www.vrca.vic.gov.au](http://www.vrca.vic.gov.au)

### 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 waters, 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

## Unsafe vessels

- 1) Any vessel which an unsafe vessel is prohibited from entering or transiting the port waters without the prior written approval of the Harbour Master. Where the Master of a vessel becomes aware of any condition or circumstance relevant to the seaworthiness of the vessel that may affect the safe navigation or operations (including cargo operations) of the vessel, or any other vessel in port waters, or which may in any way affect the day-to-day safety or operations (including cargo operations) or environment of the port waters; the Master of a vessel shall:
  - a) if the vessel has not entered or transited port waters, provide full particulars of any deficiencies (actual or suspected) to the Harbour Master at least 24 hours before the vessel enters or transits port waters. Any such entry or transit may only begin after receipt of written approval from the Harbour Master and subject to strict compliance with any directions (including conditions, restrictions or requirements) imposed by the Harbour Master.
  - (b) If the vessel has already entered port waters, immediately notify Harbour Control of the changes to the conditions or circumstances affecting the seaworthiness of the vessel and thereafter provide written notice thereof within 24 hours.
- 2) A vessel is an 'unsafe vessel' for the purposes of these Directions if the vessel or the operation of the vessel is likely to endanger any life, the safety of the vessel or any other vessels or the environment by reason of:
  - (a) the condition of the vessel and/or its equipment;
  - (b) the manner in which cargo or equipment is or has been stowed and secured on the vessel;
  - (c) the nature of any cargo loaded or to be loaded on the vessel;
  - (d) any overloading of the vessel, either by way of persons or cargo or both;
  - (e) any inadequacy in the number and/or qualifications of the crew; or,
  - (f) any other reason relating to the nature of the vessel and anything or person or about the vessel including the competency of the Pilot on board.
- 3) The Master of a vessel shall ensure that at all times the vessel is in port waters (including transiting of port waters):

- (a) the vessel's propellers and rudder are sufficiently immersed to ensure adequate steerage and control of the vessel's motion and movements;
- (b) the bow is deep enough to provide adequate visibility ahead from the bridge;
- (c) the vessel has adequate trim and stability (taking into account deck cargo and design characteristics) so as to remain at all times safely afloat and sufficiently upright and with adequate visibility ahead from the bridge;
- (d) the vessel's propellers and hull do not come into contact with the seabed; and,
- (e) subject to sub-paragraph (1), the vessel complies in all respects with all obligations as to seaworthiness.

#### **4.2.2 Communications**

- (1) VHF radio communications in port waters shall generally be carried out through Hastings Harbour Control (call sign Hastings Harbour Control).
- (2) The Master of a vessel must ensure that a listening watch is maintained on marine VHF channel 14 at all times while in port waters and on marine VHF channel 16
- (3) The Master of an anchored vessel must ensure that in addition to sub-paragraph (2) above, a listening watch is maintained on VHF Channel 16 for weather bulletins from Coast Radio Melbourne.

#### **4.2.3 Sound Signals**

- (1) The Master of a vessel must, when required for the purpose of warning another vessel, ensure that the following sound (and, if at night, concurrent light) 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 narrow channel:
    - (i) when the vessel is at least 500 metres distant from the point at which it intends to swing - a warning signal consisting of five or more short blasts on the whistle; and
    - (ii) immediately before swinging - a repeat of the sound signals described in sub-paragraph (a) (i) and also, after a short interval, the international signal to indicate the movement of the vessel's head or engines going astern.
  - (b) When the vessel is a tug towing another vessel not under power, the sound signals described in sub-paragraph (a) (i) shall be made on the tug.

- (c) When the vessel is leaving a berth to swing at a point in the fairway or narrow channel at a distance of less than 500 metres from the berth, the sound signals described in sub-paragraph (a) (i) shall be given immediately on letting go.
- (d) When a vessel is undertaking any of the manoeuvres referred to in sub-paragraphs (a), (b) or (c) and is doing so at night, it must also flash its masthead signal light concurrently with each sound signal.

**Note:** Masters must keep a sharp lookout for recreational vessels and give the appropriate warning in plenty of time

#### **4.2.4 Incidents in port waters**

- (1) The following requirements relate to Masters, owners or agents of vessels that have sunk or stranded or collided within port waters and owners of objects that obstruct port waters:
  - (a) 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 (as the case may be), shall immediately:
    - (i) notify the Harbour Master of the position of the sinking, stranding or obstruction; and
    - (ii) unless directed otherwise by the Harbour Master, take the necessary steps for removal of the vessel or obstruction;
    - (iii) display such lights and shapes and give such warning signals as are required pursuant to the Colregs.
    - (iv) comply with all other statutory obligations and directions and if required by the circumstances, give statutory notice thereof to MSV and AMSA.
  - (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, or any other circumstance occurs that is required to be reported pursuant to Section 186 of the Navigation Act, the Master of every vessel involved shall immediately:
    - (i) report the circumstances and position to the Harbour Master; and
    - (ii) as soon as possible, confirm the report in writing to the Harbour Master;
    - (iii) display such lights and shapes and give such warning signals as are required pursuant to Colregs; and,

- (iv) comply with all other statutory obligations and directions and if required by the circumstances, give statutory notice thereof to AMSA.

**Note:** For emergency contact numbers, please refer to section 8 of this document.

#### **4.2.5 Approaches to port waters**

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.

#### **4.2.6 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 swing basins at Long Island Point Jetty & Crib Point Jetty One 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 wharves have depths of 12.0 metres, are 290 metres long and 30 metres wide.

#### **4.2.7 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 levels 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.

#### 4.2.8 Pilotage and exemptions

Pilotage is compulsory for all commercial ships exceeding 35 metres length except those whose Master is specifically exempt from Pilotage. The Master of a vessel that is liable for pilotage under Part 7.2 of the Marine Safety Act 2010 on entering or leaving port waters, must not cause or permit the vessel to be navigated within port waters unless the vessel is under the direction of a pilot duly licensed by TSV, and approved by the Harbour Master or a Master holding a certificate of exemption from pilotage issued by TSV and approved by the Harbour Master.

The Master of a vessel must, if 'pilotage exempt', cause a white flag to be displayed where it can best be seen, while entering or leaving port waters during daylight hours.

#### 4.2.9 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 Mc Haffie's Point Light, with Cape Schanck light bearing 295° (white).

#### 4.2.10 Alternative pilot boarding ground - Flinders Bight

An alternate pilot 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 marks its centre.

***Vessels are NOT to use this alternate pilot boarding ground unless directed by Hastings harbour control.***

#### 4.2.11 Automatic ship identification system

VRCA operates an Automatic Ship Identification System which identifies all commercial vessels and their movements within the port waters. Such movements are identified and recorded for port operational and safety purposes

#### 4.2.12 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.



## **4.3 Anchoring and berthing**

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### **4.3.1 Vessels to be properly berthed or anchored**

- (1) The Master of a vessel not underway or making way shall ensure that at all times the vessel is properly and effectively berthed or anchored.
- (2) The Master of a vessel at anchor or berthed in port waters shall not cause or permit the vessel to change its position without prior permission obtained via Hastings Harbour Control.
- (3) If a vessel parts from its anchor or drags from its anchoring position or parts any mooring lines, the Master of the vessel shall immediately notify Hastings Harbour Control and take immediate steps to correct any effect of such parting or dragging.
- (4) 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) communication is established with Hastings Harbour Control and a listening watch is maintained on marine VHF Channels 14 and 16
- (5) The Master of a vessel at anchor or berthed in port waters shall not permit the immobilisation of main engines without advance notification to the Harbour Master and shall not permit such immobilization if directed by the Harbour Master not to do so. When the vessel is berthed at any wharf, the prior permission of the berth operator must also be obtained.
- (6) The Master of a vessel must comply with all requirements of "Colregs" (including with respect to lights, shapes and sound signals, as applicable from time to time).
- (7) If the Master of a vessel is, for any excusable reason, unable to comply with any notification under this section, such notice may be given by the agent.

### **4.3.2 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 that vessel or of any other vessels or otherwise cause any obstruction to navigation or any cable or other sub-surface structure.

- 2) The Master of a vessel shall not cause or permit the vessel to be anchored or lie at a distance of less than 300 metres from any wharf except for the purpose of swinging the vessel or immediately hauling alongside that wharf.
- 3) The Master of a vessel shall not cause or permit the vessel to anchor in port waters within 300 metres of where a cable or other sub-surface service has been laid.
- 4) A vessel must not be laid up within port waters without the prior written approval of the Harbour Master.

#### **4.3.3 Watch to be on deck**

The Master, owner or agent of a vessel shall ensure at all times while the vessel is in port waters that the vessel's watch keeping complies with the minimum requirements for STCW-95; but in any circumstance in which STCW-95 does not apply, that at least one responsible officer is at watch on deck at all times, to ensure security and safety while the vessel is anchored or berthed, unless suitable alternative arrangements, as agreed with the Harbour Master, are in place.

#### **4.3.4 Crewing of vessels**

The Master of the vessel, whether at anchor or berthed alongside within port waters, shall ensure that there is sufficient crew available to shift the vessel and/or tend moorings and/or respond to any emergency situations as and when required to do so and to comply with the minimum requirements of STCW-95.

#### **4.3.5 Avoid obstruction of fairways or channels**

- 1) Except in an emergency situation, the Master of a vessel shall not, without the permission in writing of the Harbour Master:
  - (a) allow the vessel to anchor or lie in any fairway or channel
  - (b) allow any cable, chain, hawser, rope or other obstruction across (through or above) any fairway or channel.
- 2) Where an emergency situation has compelled the Master of a vessel to allow the vessel to anchor or lie in any fairway or channel, the Master shall:
  - (a) immediately notify Hastings Harbour Control of the position of the vessel; and
  - (b) as soon as possible, move the vessel clear of the channel and to a place where it does not interrupt or interfere with the passage of other vessels.
- 3) Further to sub-paragraphs (1) and (2), the Master of a vessel must notify Hastings Harbour Control immediately the vessel has cleared the fairway or channel.

#### **4.3.6 Use of propellers at wharves**

The Master of a berthed vessel shall not allow a propeller to be worked, other than for testing the engines before departure, without the prior permission of the berth operator and, if permission is granted, the Master shall (and in sufficient time before working the propeller) notify the Masters of vessels at adjacent berths of the intention to work the propeller

#### **4.3.7 Passenger vessels**

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.

#### **4.3.8 Weather precautions**

A wind limit of 30 knots, gusting to 35 knots as measured at the tide/wind gauge on beacon MS3, is prescribed for berthing operations at the steel wharves, Long Island Point Jetty and Crib Point Jetty 1.

Cargo 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. Vessel's Masters are required to and are responsible for monitoring the weather at all times while within the Port of Hastings.

## 5 Prescribed tug numbers for berthing and unberthing operations at steel wharf 2, Long Island Point jetty and Crib Point jetty 1

**Note:** The prescribed tug numbers are a minimum requirement. Additional tugs may be used if necessary. An effective bow thruster is a bow thruster that is considered to be equivalent to one tug.

### 5.1 Tug requirements at steel wharf 2 - wind limit, 30 knots gusting to 35 knots

LOA - metres	Berthing on flood	Berthing on ebb	Berthing at slack water	Departing on flood	Departing on ebb	Departing at slack water
130 -160	2	1	2	1	2	2
130 -160 (with an effective bow thruster)	1	1	1	1	1	1
160 -190	2	2	2	2	2	2
160-190 (with an effective bow thruster)	2	1	2	2	1	1

### 5.2 Tug requirements at Crib Point 1 - wind limit, 30 knots gusting to 35 knots

LOA - metres	Berthing at any state of tide	Depart head out into tide	Depart head out with tide	Depart head in into tide	Depart head in with tide	Depart at slack water
130 – 160	2	1	2	2	2	1
130 - 160 (with an effective bow thruster)	1	1	1	1	1	1
160 - 190	2	1	2	2	2	1
160 - 190 (with an effective bow thruster)	1	1	1	1	1	1
190 and above	2	2	2	2	2	2

### 5.3 Tug requirements at Long Island Point Jetty - wind limit, 30 knots gusting to 35 knots

Vessel Type	Berthing	Departing
Crude oil tanker	2	2
VLGC	2	2

### 5.4 Vessels berthing without the use of tugs

- 1) Vessels with an LOA less than 130 metres, intending to berth without tugs in Western Port are not to do so in wind speeds greater than 30 knots.
- 2) Vessels with an LOA less than 130 metres that intend to berth at the steel wharves, Long Island Point Jetty and Crib Point Jetty 1 must be fitted with an effective bow thruster.

## 6 Navigation within port waters & approaches

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### 6.1 Traffic control

- (1) The Master of a vessel shall not enter port waters or depart from a berth or anchorage without prior permission from Hastings Harbour Control. An under-keel clearance of 0.6 metres or 10 % of maximum draft, whichever 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 & 35 is a one-way traffic channel.
- (4) Vessels that intend proceeding North of Buoy 31 with a draft of 8.5 metres or over must get permission from Hastings Harbour Control prior to proceeding North of Sandy Point.
- (5) 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.
- (6) 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.

- (7) 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 of Hastings Operations Handbook**” These documents may be obtained from VRCA’s website.
- (8) 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.
- (9) 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.
- (10) 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.

## 6.2 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) | <i>Declared depth from the Fairway Buoy to No. 13 Buoy</i> | <i>14.8 metres</i> |
| (b) | <i>Declared from No. 13 Buoy to No 31 Buoy</i>             | <i>14.2 metres</i> |
| (c) | <i>Declared between No 31 Buoy and No 34 Buoy</i>          | <i>9.0 metres</i>  |

## 6.3 Under-Keel clearance

While in the Port of Hastings, the Master of a vessel is at no time to allow the under-keel clearance of the vessel to fall below 0.6 metres or 10% of the vessels maximum draught, whichever 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 metre.

**Vessels with draughts of 13.0 metres and over.**

- 1) Vessels with draughts inwards or outwards of 13.0 metres or greater must obtain approval from the Harbour Master prior to arranging a charter and fixing a cargo for the Port of Hastings.
- 2) 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.

**6.4 Speed of vessels in port waters**

The maximum speed permitted in the main shipping channel, irrespective of draught is as below.

FWB to Buoy 20 - 16 knots

Buoy 20 to Buoy 30 - 12 knots

Buoy 30 to Buoy 35 - 8 knots

Masters of vessels are reminded that they should always maintain a safe speed and retain marine domain awareness of the impact that their vessel's bow wave or stern wake might have on berthed vessels and/or recreational craft. Adequate speed alterations in ample time may be needed to avoid close quarter situations especially with smaller recreational craft operating on the edge of the channels. Masters may also be required to order a reduction in speed when transiting sections of the channel where the channel profile is likely to increase the vessel squat effect (see notes below). This applies in particular to vessels with a beam greater than 35 metres.

**6.5 Ship to ship transfers**

The Master of a vessel in port waters shall not cause or permit a vessel-to-vessel transfer of petroleum products or any other goods in liquid form (if such other goods are hazardous or noxious goods or are otherwise dangerous goods) unless:

- (a) the prior written permission of the Harbour Master has been obtained; and
- (b) the transfer procedures comply in all respects with the requirements contained within the Safety and Environmental Requirements Section of this document.

## 6.6 Vessels engaged in diving activities

The Master of a vessel shall not anchor for the purpose of conducting any diving within port waters without prior permission being obtained from Hastings harbour control. The information provided to harbour control must contain, but may not be limited to, the location, reason for diving, method of communication during the entire diving operation and estimated duration of the operation. In addition, the following must be complied with

- 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.
- Hastings Harbour Control 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.

## 6.7 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 of the length of another vessel, 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.

## 6.8 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@vrca.vic.gov.au](mailto:dhmhastings@vrca.vic.gov.au)



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.

## 6.9 Environmental protection

The Environment Protection Authority (EPA) is the statutory body having primary responsibility for environmental protection in port waters. The EPA derives its authority from the Environment Protection Act 1970, the Pollution of Waters by Oil and Noxious Substances Act 1986 (POWBONS), the State Environment Protection Policies (SEPP), Waste Management Policies (WMP) for State waters and a number of national and international conventions including the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) (which forms part of both State and Commonwealth law).

### VRCA requirements

VRCA is strongly committed to the protection of the marine environment and to cooperation with the EPA. Without limiting or detracting from any wider environmental provisions or requirements, VRCA requires the Master of a vessel using port waters to:

- (a) Comply with the requirements of POWBONS, MARPOL and SEPP (Waters of Victoria).
- (b) Comply with the requirements of the Port of Hastings Safety and Environmental Management Plan (SEMP).
- (c) Not cause or permit refuse of any kind to be discharged from the vessel (including through scuppers) into port waters.
- (d) Not cause or permit a person to pump or discharge any oil, oily water, spirit or any flammable liquid into port waters or to release by venting into the atmosphere above port waters any noxious or hazardous fumes or gas.

## 7 Hastings Harbour Control – Vessel procedures

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- 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 metres or 10% of the vessels maximum draught, whichever is greater.

## 8 Emergency Contact Numbers

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### **ALL EMERGENCIES – Call the Harbour Master on 0429 008 812**

Hastings Harbour Control	0428 549 235
Harbour Master VRCA	0439 635 912
CEO VRCA	0439 690 485
PoHDA 24/7 on call duty officer	0437 645 026
CEO PoHDA	0422 817 524
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

### **Vessel's 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	