

The following Notice to Mariners is published for general information

AUSTRALIA – VICTORIA**No. 232 - 2021****PORT OF MELBOURNE****OPERATIONAL INSTRUCTIONS IN FORCE****Date:** 26 July 2021**Refers:** N/a.**Details:** Mariners are advised that the following Operating Instructions here attached is in force from 26 July 2021.

Operational Instruction No. 04 / 2021

REQUIREMENTS FOR CONTAINER VESSELS WITH:

- AN LOA 310 - 337 METRES and/ or
- VESSELS WITH A BEAM 42.9 - 45.6 METRES

Further information can be obtained from Melbourne VTS on 9644 9789 or VHF channel 12.

Charts & Publications affected: Harbour Masters Direction (HMD)**Further notice:** No Further Notice will be issued.

Kell Dillon
Harbour Master

Operational Instruction No. 04 / 2021**REQUIREMENTS FOR CONTAINER VESSELS WITH:**

- **AN LOA 310 - 337 METRES and/ or**
- **VESSELS WITH A BEAM 42.9 - 45.6 METRES**

Date: 26 July 2021

This Operational Instruction (OI) applies to container vessels arriving and departing the port with

- a length overall (LOA) greater than 310 metres but equal to or less than 337 meters and/ or
- a beam greater than 42.9 metres, but equal to or less than 45.6 meters.

These protocols have been trialled since Dec 2019.

1. For first visit vessels that this notice applies, Shipping lines/ Agents shall supply the Vessel details a minimum 48hrs prior to arrival of the vessel to the Berth Allocator (BerthAllocator@vicports.vic.gov.au) for consideration
2. 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 VPCM Berthing Allocator will maintain a data-base of compliant vessels.
3. In addition to the requirements specified in the Harbour Master's Directions, the following minimum conditions shall apply to container vessels which fall in this category, irrespective of the terminal they are calling:
 - A maximum trim of 2.5 metres by the stern. Vessels shall not be trimmed by the head.
 - The pilot must have a clear view both ahead and astern as per SOLAS Regulation 22 of Chapter V and meet the IMO navigation visibility requirements.
 - Vessels shall berth head out only
 - Vessel must have an effective bow thruster capable of being operated at 100% of the rated capacity

- Vessel must have bollards suitable for 68t tugs
 - Tidal streams: Inward and outward transit through the Fairway through Port Phillip Heads is restricted to:
 - i. Tidal stream <1.5 knots.
 - ii. Tidal stream limit can be increased up to 2.0 knots for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from VTS.
4. Container vessels calling at SWANSON DOCK, in addition to the above and noting the additional risk profile of these vessels transiting the Yarra river and Swanson Dock approaches/ entry and exit, must also comply with the following:
- a) Pilotage requirements:
 - For vessels with LOA equal to or greater than 325m but less than 337 m:
 - i. Two pilots (both Class 10) must be onboard for arrival and departure (i.e. from Break Water to berth and vice versa)
 - ii. The pilot shall use a Portable Pilot Unit approved by the Harbour Master
 - iii. The pilot with the conduct of the vessel must have conducted simulator training for this size of vessel, or
 - iv. Must have observed two transits in and two out, and undertaken a check pilotage of a vessel of this size
 - Pilot endorsement for these size vessels is subject to the conditions detailed above, to the satisfaction of the Harbour Master
 - b) Maximum steady wind restrictions:
 - For vessels with LOA less than 325m:
 - i. 20 kts for the river transit (Break Water gauge) and
 - ii. 15 kts for berthing and unberthing (South Wharf gauge).
 - For vessels with LOA equal to or greater than 325m but less than 337 m:
 - i. 15 kts for the river transit (Break Water gauge) and
 - ii. 15 kts for berthing and unberthing for wind in North or South quadrant (45 degrees either side of True North or South).
 - iii. 10 kts for berthing and unberthing for wind in East or West quadrants (wind 45 degrees either side of True East or West)
 - c) Tug requirements:
 - 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.
 - 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
 - d) 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.

This notice is a direction of the Harbour Master pursuant to section 232 of the *Marine Safety Act 2010 (Vic)*
The requirements of section 232(2) have been taken into account.

Victorian Notices to Mariners can be downloaded from the Victorian Ports Corporation (Melbourne) website
www.vicports.vic.gov.au

- e) Swanson Dock configuration for vessels of this size berthing and unberthing:
- Vessels with a beam greater than 32.5m are not permitted to berth at 1 West Swanson
 - Vessels with a beam greater than 42.9m are not permitted to berth at 1 East Swanson
 - Vessels with a beam greater than 45.6m must berth at 3 East / West Swanson
 - East Swanson southernmost 200m is to be unoccupied for Arrival and Departure, Crane booms up
 - West Swanson southernmost 50m (for vessel with LOA less than 325m) or southernmost 200m (for vessels with LOA equal to or greater than 325m) is to be unoccupied for Arrival and Departure, Crane booms up
 - Based on the air draught of the arriving or departing vessel's bridge wings, Master/ Pilot may request (through VTS) for other crane booms in use within Swanson dock to be raised
 - For the departure from Swanson Dock, SW 33 is to be unoccupied
5. For vessels that do not meet the criteria above, Shipping lines/ Agents may apply for an Over Dimension permit by email to the Berth Allocator, (BerthAllocator@vicports.vic.gov.au). Applications will be considered on their merit.
6. These instructions will be incorporated into the next version of Harbour Master Directions.

This Operational Instruction is a Direction made under Section 232 (1c) of the Marine Safety Act 2010 (Vic).



Kell Dillon
Harbour Master

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