

Australia – Victoria

No. – 345 (T) - 2022

**PORT OF MELBOURNE
AMENDMENT TO SECTION 3.13.7. OF HARBOUR MASTER'S DIRECTIONS – MELBOURNE
EDITION 13**

Date: 18 October 2022

Refers: N/A

Details: Mariners and port users are advised that effective 18 October 2022, section 3.13.7. of Harbour Master's Directions – Melbourne Edition 13 are amended for the management of vessels when different pilotage service providers have similar boarding times at the pilot boarding ground (PBG).

The amendment to 3.13.7. is as follows:

- **Port Phillip Sea Pilots (PPSP)** will be assigned VHF Ch 9 for communication between the pilot launch and the arriving vessel.
- **Auriga** will be assigned VHF CH 10 for communication between the pilot launch and the arriving vessel.
- **Poseidon** will be assigned VHF Ch 13 for communication between the pilot launch and the arriving vessel.

Refer to **Operational Instruction 04 – 2022** (attached) - Management of vessels when different pilotage service providers have similar boarding times at the pilot boarding ground (PBG), for further details.

Harbour Master's Directions - Melbourne Edition 13, September 2022 is available on the Ports Victoria [website](#).

**Charts &
Publications
affected**

Harbour Master's Directions – Melbourne Edition 13, September 2022

Operational Instruction No. 04 / 2022**Management of vessels when different pilotage service providers have similar boarding times at the pilot boarding ground (PBG)****Date:** 18 October 2022

This Operational Instruction (OI) applies to the management of vessels belonging to different pilotage service providers when they are operating at the Port Phillip pilot boarding ground (PBG).

- **Port Phillip Sea Pilots (PPSP)** will be assigned VHF Ch 9 for communication between the pilot launch and the arriving vessel.
- **Auriga** will be assigned VHF CH 10 for communication between the pilot launch and the arriving vessel.
- **Poseidon** will be assigned VHF Ch 13 for communication between the pilot launch and the arriving vessel.

Under the supervision of the Duty Assistant Harbour Master (SVTSO), Lonsdale VTS will provide instructions for vessels to maintain a minimum separation of 15 minutes.

When the ETA to the PBG of an outbound vessel is similar to that of an inbound vessel, the outbound vessel shall:

- prior to exiting the Fairway Through Port Phillip Heads, report to Lonsdale VTS their intentions for disembarking the pilot and the vessels intended movements following pilot disembarkation on VHF Ch 12.
- once clear of the fairway, remain clear of the inbound vessel to avoid impeding its passage into Port Phillip and the PBG.

If for any reason a marine pilot or the vessel master is unsure of the intentions of another vessel engaged in pilot boarding operations, clarification should be sought from Lonsdale VTS.

Despite the above protocols, if Lonsdale VTS observes that a situation is developing, an instruction will be issued to the individual vessel to keep clear of the impending traffic.

This Operational Instruction is to be read in conjunction with **NtM 345 (T) - 2022**.

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.

Ports Victoria Notices to Mariners can be downloaded from the website, www.vicports.vic.gov.au

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



**Warwick Laing
Harbour Master**

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