PORTS VICTORIA

Victorian Notice to Mariners

The following Notice to Mariners is published for general information

Australia – Victoria

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PORT OF MELBOURNE
HARBOUR MASTER'S DIRECTIONS
MINIMUM TOWAGE REQUIREMENTS

Date: **25 May 2023**

Refers: **N/A**

Details: Mariners are advised of the following changes to Harbour Master's Directions – Port of Melbourne – Edition 13 (September 2022) Sections 3.17.7, 3.17.17, 3.22. and 3.22.1, **effective from 0001hrs 26 May 2023:**

3.17.7 Swanson Dock – restriction on the movement of vessels with beam >32.5 m

If the total available lateral distance between the 2 ships moored at the berth is less than 3 times the beam of the passing ship and provided there is a minimum of 40 m distance available on either side of the passing ship, the following additional conditions will apply subject to the approval by the Harbour Master:

a. A maximum steady wind speed of:

- 15 kt for wind in the North or South quadrant (45 degrees either side of True North or South) OR
- 10 kt for wind from the East or West quadrant (45 degrees either side of True East or West)

b. No vessel shall be berthed to the South of +20 m chainage mark at Swanson Dock 1 East.

c. The Pilot shall use a Portable Pilot Unit (PPU) approved by the Harbour Master.

d. Master/Pilot to assess risk and advise Melbourne VTS if any specific Portainer crane boom(s) need to be raised. This request must be made in adequate time to allow for its implementation.

Note: for the purpose of this section, the lateral distance between the fenders of East Swanson and West Swanson is 210 m.

3.17.17 Swanson Dock – Conditions for berthing/unberthing vessels at Swanson Dock when a Post Panamax vessel is berthed at 1 East Swanson

The following minimum conditions apply for arriving and departing vessels with a beam >32.5 m to ≤42.9 m:

- Maximum steady wind speed:

- 15 kt from the East or West quadrant (45 degrees either side of True East or West) OR
- 20 kt from the North or South quadrant (45 degrees either side of True North or South).

For the arrival or departure of any vessel with LOA >280 m (irrespective of her beam), the southernmost 20 m of the berth at Swanson Dock 1 East should be unoccupied.

3.22. Towage and minimum requirements

Tugs must be ordered to meet the towage and minimum tug requirements listed in this section - see Table 3(I) - unless the master requests tugs additional to those identified. Masters of vessels on inward transits must discuss with the pilot the tug requirements for departure.

The ship's nominated towage provider will be responsible for providing the required number of tugs and advising Melbourne VTS of the name(s) of tug(s) allocated.

If a vessel experiences main engine or steering failure while transiting port waters of the port of Melbourne, the vessel shall be directed to a designated anchorage until the defect has been rectified to the satisfaction of AMSA and the vessel's classification society. The Harbour Master may impose additional mitigations for the vessel's onward transit.

Ordered tugs must meet a vessel inward bound for:

- berths upstream of West Gate Bridge, at Breakwater
- Station Pier, in the vicinity of Port Melbourne Channel Beacon 70
- other Hobsons Bay berths, in the vicinity of Port Melbourne Channel Beacons 11 and 12

Ordered tugs must attend vessel outbound from:

- Berths upstream of West Gate Bridge:
  - At least 1 tug to be tethered until Yarraville Swing basin
  - Nominated tug(s) to be in attendance (untethered) until beacon 23/24 and at least 1 tug until Breakwater
- Station Pier, at least until Port Melbourne Channel Beacon 70
- Other Hobsons Bay berths, at least 1 tug until Breakwater

Towage requirements for all movements will be subject to a risk assessment conducted by the master and, if one has been engaged, the Pilot, but in any event will not be less than those specified in Table 3(I).

The minimum towage requirements are contained in the Table 3(I) and are based on tugs complying with at least Tier 2 standard (as defined in the Towage Requirements Determination), except where Tier 1 is mandated within the table.

See below updated Table 3(I) – Minimum towage requirements and wind limits.

3.22.1. Notes on the minimum towage table

The towage table has been developed by Ports Victoria in consultation with port stakeholders and incorporates the results of extensive ship handling simulations conducted at the Australian Maritime College.

Port requirements: The table contains the Port Requirements (PR) for towage in standard conditions (based on winds of up to 15 kt and vessel not hampered in its ability to manoeuvre). Tug requirements for other than standard conditions will be subject to a risk assessment by the Master of the vessel and the pilotage service provider, provided that any such assessment shall not result in a lowering of the minimum requirements stipulated in the towage table.

LOA means length overall.

Wind gauges: Masters and Pilots must use wind speed readings from Ports Victoria wind gauges and take into account prevailing weather forecasts to determine compliance with Harbour Master's Directions, referencing the nearest available wind gauge appropriate to the planned manoeuvre.

SWL of bitts: It is important that the Master-Pilot exchange includes the Safe Working Load (SWL) of the vessel's equipment used for towing and that this information is then passed on to attending tugs, as it is now common for tugs to have a bollard pull capacity in excess of the rated SWL of the ship's bitts.

For further information, please contact Melbourne VTS on 9644 9700.

Charts & Publications affected

Harbour Master's Directions – Port of Melbourne – Edition 13 (September 2022)

Further notice:

No further notice will be issued.

Warwick Laing
Harbour Master

Towage Category	Arrival	Departure	Wind Limits	Additional Remarks
Car Carriers: Appleton Dock	2	2	Steady wind >20 kt or gusts >25 kt: movements suspended	During periods when the wind is from the north through to west and forecast to be greater than 30 kt, the master should order a tug to standby to assist in keeping the vessel safely alongside the berth. This can be arranged through the ship's agent or by contacting Melbourne VTS. Tier 1 tugs only
Car Carriers: Webb Dock	2	2	Steady wind >20 kt or gusts >25 kt: movements suspended	When a Strong wind warning or greater is issued by the Bureau of Meteorology for Port Phillip waters from the South through to North-West quadrant, a car carrier moored alongside any of the berths at West Webb must make use of the storm bollards provided, otherwise a tug will be mandated to standby the vessel for the expected duration of the warning. Tier 1 tugs only
Coastal vessels with pilot exempt master: at dedicated berths 1 & 2 Webb Dock East, South Wharf	1	1	Steady wind >30 kt or gusts >35 kt: movement subject to risk assessment carried out by the master.	The following coastal vessels are exempt from the minimum towage requirements.: *Tasmanian Achiever II, Victorian Reliance II, Liekut, Searoad Mersey II.*
Container vessels: Swanson Dock & Webb Dock LOA >130 m to <290 m	2	2	Steady wind >30 kt or gusts >35 kt: movements suspended	
Container vessels: Swanson Dock & Webb Dock LOA ≥290 m to <295 m	2	2	Steady wind >25 kt: movements suspended	Tier 1 tugs only
Container vessels: Swanson Dock & Webb Dock LOA ≥ 295 m to ≤ 310 m	2	2	Steady wind >20 kt: movements suspended	Tier 1 tugs only

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.

Towage Category	Arrival	Departure	Wind Limits	Additional Remarks
Container vessels: Swanson Dock only LOA >310 m to ≤ 337 m	3	3	Refer 3.17.19	Refer 3.17.19 Tier 1 tugs only
Container vessels: Webb Dock only LOA >310 m to ≤ 337 m	3	3	Movements suspended when steady wind >15 kt.	Refer 3.17.19 Tier 1 tugs only
Cruise vessels	See Remarks	See Remarks	Steady wind >20 kt and gusts >25 kt: movement subject to specific risk assessment between master and pilot. A movement must not commence if the steady wind >35 kt.	Refer 3.17.14 and Operational Instruction 06-2022
Other than large tanker: Gellibrand Pier (displacement <100,000 t)	2	2	Steady wind >30 kt or gusts >35 kt: movements suspended	Tier 1 tugs only
Other than large tanker: Gellibrand Pier (displacement >100,000 t)	3	2		
Large tankers: Gellibrand Pier (displacement <70,000 t)	2	2	Steady wind >20 kt if from the South East to the South West quadrant or steady wind >25 kt: movements suspended	**Large tanker** = vessel with a LOA >260 m and beam >45 m Tier 1 tugs only
Large tankers: Gellibrand Pier (displacement >70,000 t)	3	2		
General minimum towage requirements (for all berths and vessel types not specified elsewhere in this table)				
Other: LOA 100 m to <130 m	1	1	Steady wind >30 kt or gusts >35 kt: movements suspended	
Other: LOA ≥ 130 m to ≤ 270 m	2	2		

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The requirements of section 232(2) have been taken into account.