



## HARBOUR MASTER'S DIRECTIONS THE PORT OF PORTLAND

These directions are made pursuant to Part 6.4 (Section 232) of the Marine Safety Act 2010, by Jason Sweetman, being the Licensed Harbour Master for the port waters of Portland on 8 May 2018.

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## 1. DEFINITIONS

For the purposes of this document:

- **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 Portland, of sufficient depth to be used by commercial vessels for navigation and includes a swinging basin, turning circle, and an area alongside a berth or a dock.
- **Gas Free** means a tank, compartment, container or space that has been thoroughly cleaned and ventilated in accordance with the requirements of AS 2865 or an international specification and has been tested and certified by a competent person.
- **Hampered Vessel** means a vessel as defined in the International Regulations for Preventing Collisions at Sea 1972 – Rules 3(f) and 3(g), and therefore unable to keep out of the way of another vessel.
- **Harbour Master** includes an Assistant Harbour Master, authorised under Section 220 and 229 of the Marine Safety Act 2010.
- **Licensed Harbour Master** means a Harbour Master licensed under Chapter 6 of the Marine Safety Act 2010 for the port waters of Portland.
- **Pilot** means a person who is licensed as a pilot for the Port of Portland under Chapter 7 of the Marine Safety Act 2010.
- **Master** in relation to a vessel means a person having command or charge of the vessel.
- **Port Waters** means the waters of the Port of Portland declared by Order in Council made under Section 5(2) of the Port Management Act 1995.
- **Ship** where appearing in these directions in references or publications shall where the context permits have the same meaning as vessel.
- **Tanker** means a vessel carrying bulk liquid dangerous cargoes with flammable or toxic properties, or liquified gas in bulk, or has non-gas free cargo spaces.
- **Unsafe Vessel** means a vessel (including the operation of that vessel) which endangers or potentially endangers life, the safety of other vessels or the environment because of:

- (a) the condition of the hull, machinery or equipment of that vessel; or
  - (b) the un-seaworthiness of the vessel; or
  - (c) the manner in which its cargo or equipment is stowed or secured; or
  - (d) the nature of the cargo; or
  - (e) the overloading of the vessel with persons or cargo; or
  - (f) the number or qualifications of its crew and their capability to perform their duties; or
  - (g) any other reason.
- **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; and
    - (2) An air-cushion vehicle or similar craft that is used for navigation by water.

## 2. GENERAL REQUIREMENTS

### 2.1 Applications

The Harbour Master's directions apply to all vessels in the port waters of Portland as defined above.

### 2.2 Compliance with other Acts, Regulations and Provisions

- (1) All vessels entering the port waters of Portland must comply with relevant and applicable international, Commonwealth and State legislation (including but not limited to the Marine Safety Act 2010 and the Navigation Act 2012), orders and regulations and any Flag State requirements and the practices of good seamanship.
- (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 sub-paragraph (1) including:
  - (a) compliance, insofar as they are not inconsistent with these specific directions, with the International Regulations for Preventing Collisions at Sea 1972 as amended in 2007.
  - (b) displays the signals prescribed from time to time under the International Code of Signals 1969.

- (c) carries copies of and complies with:
  - (i) Victorian Notices to Mariners (or their equivalent) affecting port waters; and
  - (ii) corrected and up to date charts Aus 140, Aus 348, and Aus 349; and
  - (iii) The Australia Pilot Vol. II (NP 14); and
  - (iv) The Australian National Tide Tables (AHP 11) or Victorian Tide Tables.

### **2.3 Application for Use of Port Facilities**

Not less than 4 days before a vessel enters port waters, the Owner or Agent of a vessel of 200 gross tonnes or more must submit an Application for Berth and must not enter port waters until the Owner, Master or Agent has been notified that such Application is approved.

### **2.4 Unsafe Vessels**

Where the Master of a vessel becomes aware of any condition or circumstance relevant to the seaworthiness of the vessel that may have 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 through Portland Port Control.

Pursuant to the above:

- (1) The Master of a vessel seeking permission to enter port waters shall (when possible) provide at least 48 hours notice to the Harbour Master prior to entering port waters.
- (2) The Master of a vessel shall ensure that:
  - (a) The vessel's propeller(s) and rudder(s) are immersed sufficiently to ensure adequate steering control.
  - (b) The bow is deep enough to provide adequate vision from the bridge and maintain steerage stability.

## **2.5 Communications**

- (1) VHF radio communications in port waters shall generally be carried out through Portland Port Control.
- (2) The Master of a vessel shall ensure that while the vessel is berthed in port waters, as far as practicable, a listening watch is maintained on VHF Channels 12 and 16.
- (3) The Master of a vessel shall ensure that while the vessel is in port waters but not berthed, a listening watch is maintained on VHF Channels 12 and 16 at all times.

## **2.6 Incidents on Port Waters**

The following requirements relate to Masters, Owners or Agents of vessels that have sunk, 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 Portland Port Control 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; and
  - (iii) display such lights and shapes and give such warning signals as are required pursuant to the Colregs; and
  - (iv) comply with all other statutory obligations and directions and if required by the circumstances, give statutory notice thereof to AMSA and TSV.
- (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 circumstances occurs that is required to be reported pursuant to the Navigation Act 2012, the Master of every vessel involved shall immediately:
  - (i) report the circumstances and position to Portland Port Control; 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 the Colregs; and
- (iv) comply with all other statutory obligations and directions and if required by the circumstances, give statutory notice thereof to AMSA and MSV.

### **3. ANCHORING AND BERTHING**

#### **3.1 Vessels to be Properly Berthed and Anchored**

- (1) The Master of a vessel not underway 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 permission from Portland Port Control.
- (3) If a vessel parts from its anchor, or drags from its anchoring position or parts mooring lines, the Master of the vessel shall immediately notify Portland Port Control of the event and take all necessary measures to ensure the safety of the vessel.
- (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, fairways and other vessels at anchor.
  - (b) There is sufficient cable out considering the holding ground and the prevailing and forecast weather conditions.
  - (c) When the vessel is anchored, the Master shall advise the time and position of anchoring to Portland Port Control.
  - (d) Communication is established with Portland Port Control and a listening watch is maintained on VHF Channel 12 and 16 for relevant navigation/berthing information including weather bulletins.

- (5) The Master of a vessel at anchor or berthed in port waters shall not permit the immobilisation of main engines without prior permission of the Harbour Master (or his delegate) and shall not permit such immobilisation if directed by the Harbour Master (or his delegate) not to do so.
- (6) The Master of a vessel must comply with all the requirements of the 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.

### **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 other vessels, and in any case, shall not anchor the vessel within 5 cables of another vessel.
- (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 immediately hauling alongside the wharf.
- (3) The Master of any vessel, including vessels less than 25 metres, shall not cause or permit the vessel to anchor at harbour approaches, entrance and turning circle as marked on Chart Aus 140.

### **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. In any circumstance that STCW-95 does not apply, at least one competent and responsible person must be on watch on deck at all times, to ensure security and safety are in place, while the vessel is anchored or berthed, unless alternative arrangements, as agreed by the Harbour Master, are in place.

### **3.4 Crewing of Vessel**

The Master of the vessel, whether at anchor or berthed alongside, shall ensure that there is sufficient crew available to shift the vessels 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.

### **3.5 Towage and Tug requirements**

The Master of a vessel must comply with the specific tug requirements for the vessel's arrival to or departure from the nominated berth with reference to the Port Procedures guidelines giving due consideration to the safety of the vessel and the port structures.

- (1) The Master of an inward vessel must confirm the required number of tugs with the pilot subject to weather conditions and vessel type/characteristics, windage and displacement.
- (2) The Master's departure requirements can be discussed with the pilot during the inward passage and ordered through the Agent.

### **3.6 Use of Propellers at Wharves**

The Master of a berthed vessel shall not cause or permit a propeller to be worked other than for testing the engines prior to departure without the prior permission of Portland Port Control as appropriate 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.

### **3.7 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 and over the deck of that vessel and to and from the wharf and any other vessel moored or lying alongside that vessel.

### **3.8 Removal of Vessels**

If directed by the Harbour Master, the Master of a vessel shall cause the vessel to be removed from the berth allocated to it in accordance with the directions of the Harbour Master.

## **4. PILOTAGE IN PORT WATERS**

- The Master of the vessel, who does not possess a pilotage exemption, shall not approach closer than 1.5 miles off the main breakwater without a licensed pilot on board.



- The Master shall ensure that the crew are adequately rested prior to any pilot's arrival; main engine, steering gear and communication systems are checked out and in order for the critical pilotage operation.
- The Master shall ensure that adequate number of tugs and mooring arrangements are in place for the safe pilotage operation.
- The Master must not allow the licensed pilot during the pilotage operation to take any actions that may compromise safety for commercial rationalism or economic returns.

## **5. NAVIGATION OF SMALL VESSELS**

The Master of vessel less than 25 metres in length shall ensure that the vessel keeps out of the way of;

- (1) Vessels more than 25 metres in length,
- (2) The tug(s) or launch assisting the movement, berthing or unberthing of another vessel.

## **6. BUNKERING**

The following requirements apply prior to and during bunkering operations whilst in port waters;

- (a) The Master or Agent of a vessel intending to take bunkers while anchored or berthed in port waters shall notify Portland Port Control of:
  - (i) Anticipated start date and time
  - (ii) Anticipated finish date and time
- (b) The Master of a vessel must not carry out bunkering if:
  - (i) The weather conditions are not suitable.
  - (ii) The anchorage has not been approved for bunkering.
- (c) The Master of a vessel shall ensure that no bunkering operation is commenced or allowed to continue unless the safety and environmental requirements have been complied with.
- (d) The port regulations at the Port of Portland have in place procedures governing bunkering from road tankers at berths. Masters are required to follow these procedures diligently.

- (e) The Harbour Master or his delegate may inspect all facets of the bunkering before commencement of and during the operations.

## 7. DIVING ACTIVITIES

The Master of a vessel underway or at anchor in the port waters of Portland must not, without prior permission from the Harbour Master, allow any professional, commercial or recreational diving activities to be conducted within the Port of Portland.

Professional, commercial or recreational diving activities in port waters may be conducted only after notifying and obtaining permission from the Harbour Master or his delegate.

When diving activities are being conducted, all necessary signs and signals must be displayed as per regulations and conditions.

## 8. MARINE TRAFFIC CONTROL

All shipping movements in port waters are controlled by and subject to the directions of the Harbour Master. The Harbour Master has the discretion to give general or specific directions and to permit instructions, directions or approvals to be given via Portland Port Control. Further details are outlined in the Marine Traffic Procedures Manual.

### 8.1 Service Category

Port of Portland Pty Ltd (POPL) undertakes to provide Marine Traffic Services to the Transport Safety Victoria (TSV) determined VTS standard of **Service Category 1**.

### 8.2 Service Level

POPL undertakes to provide a Marine Traffic Service to the VTS standard of an **Information Service**

### 8.3 Categories of Vessels expected to comply

All vessels that are required to submit an "Application for Berth" to POPL must comply with the requirements of Portland Port Control. All other vessels may be required to comply with requirements of Portland Port Control at the discretion of the Harbour Master.

**Note:**

- (a) Portland Port Control is an information service only. The ultimate responsibility for the safe navigation of a Vessel always remains with the Master of the Vessel.

#### **8.4 Tasks/activities that Portland Port Control undertakes**

- (a) To collect and monitor information on vessel traffic movements within the port waters area through all means reasonably available in conjunction with Harbour Master's directions and the requirements of POPL.
- (b) To receive information from appropriate sources reasonably available to Portland Port Control on predicted vessel movements, hazards to navigation, discrepancies in aids to navigation and any other information which is likely to be of relevance to port users.
- (c) To provide pertinent information to port users on request or at the discretion of Portland Port Control
- (d) To ensure, as far as reasonably practicable, that the quantity and quality of the information provided to port users is appropriate to assisting vessels in their shipboard navigational decision making.

#### **8.5 Hours of Operation**

Portland Port Control will operate from one hour prior to the expected pilot boarding time for the arrival or departure of a vessel that is expected to comply with Portland Port Control requirements until the vessel is berthed or has cleared Port Waters. Portland Port Control does not operate outside of these times.

**Note:**

Portland Port Control does not operate for vessels that arrive earlier than their advised pilot boarding time with a view to drift or anchor either within or outside the "Declared Port Waters of the Port of Portland".

## 8.6 Service Area

The area covered by Portland Port Control is the “Declared Port Waters of the Port of Portland” as illustrated below:

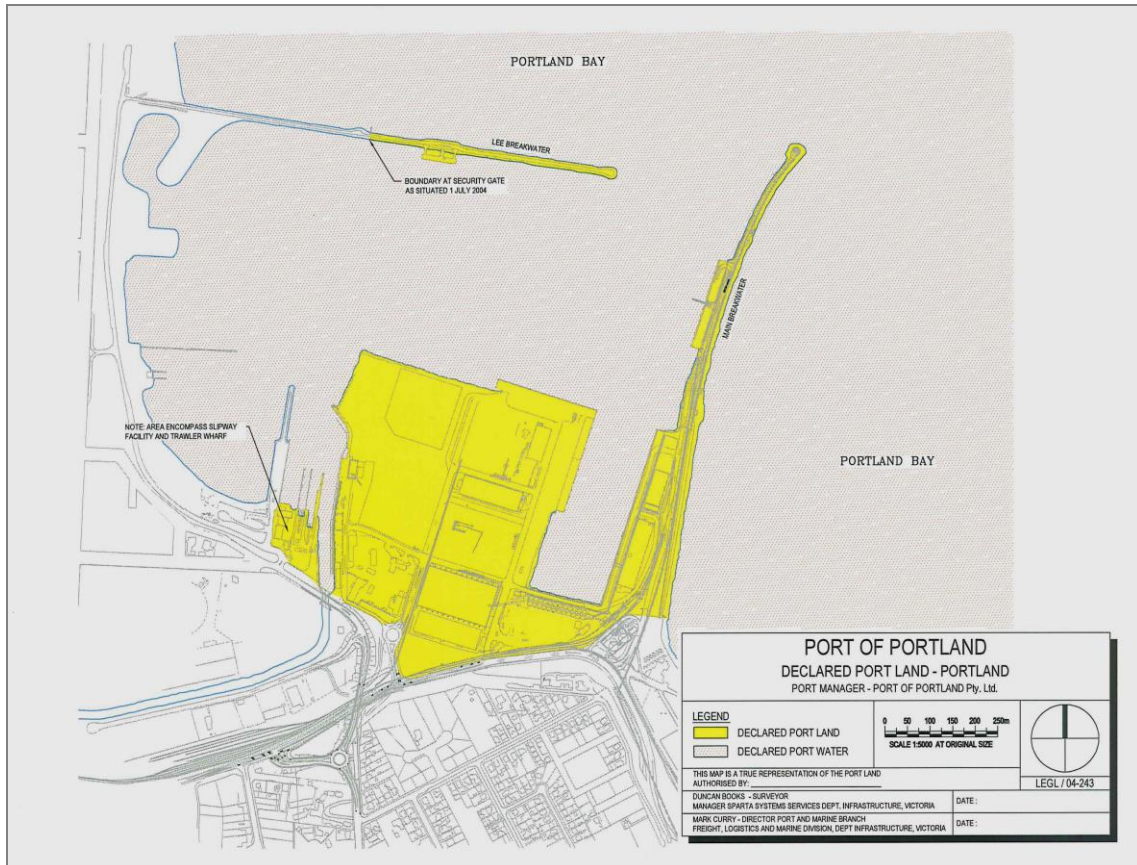


Image: Port of Portland - Declared Port Land/Waters

## 8.7 Portland Port Control Rules

Vessels that are expected to comply with the requirements of Portland Port Control must:

- Report to Portland Port Control on Marine VHF channel 12 or 16, one hour prior to arrival at the pilot boarding ground.
- Not enter port waters until the Pilot has boarded unless Pilot exempt or advised to by Portland Port Control.
- Not proceed to the pilot boarding ground unless advised to by the Pilot or Portland Port Control
- Only anchor in designated anchorage areas unless permission is given to use an alternate anchor position by the Pilot or Portland Port Control.

- e) Once anchored, report the time and position of anchoring to Portland Port Control.
- f) Monitor Marine VHF Channels 12 and 16 while underway, at anchor or when carrying out cargo operations involving dangerous goods.
- g) Report to Portland Port Control any discrepancies in aids to navigation or hazards to navigation that may be observed by the vessel while in port waters
- h) Report to Portland Port Control any deficiencies that develop after the vessel has entered port waters
- i) Comply with relevant International, Commonwealth and State legislation and regulation.
- j) While in port waters, at no time allow the under keel clearance of the vessel to fall below 0.5 metres.

## **9. ACID AND LIQUID PITCH DISCHARGE**

Masters, Owners and Agents of vessels involved with the discharge of acid and liquid pitch within the Port of Portland shall comply with relevant International, Commonwealth and Victorian regulations. Special attention is drawn to the availability and proper use of adequate Personal Protective Equipment on board ship and ashore during cargo operations by ship and shore personnel.