

# HARBOUR MASTERS INSTRUCTION

## EXT HMI-25-39

**Title: Minimum Declared Depths and Maximum Operating Drafts**

**Port: Port of Launceston**

**Reference: Depths in the Upper Reaches of the Tamar River**

### Details:

Following recent observation reports from mariners and hydrographic surveys undertaken, the following declared depths are now applicable when calculating the maximum operational drafts for Commercial Vessels to and from all berths on the Tamar River from the Batman Bridge to the Kings Bridge.

**Note: all depths refer to a Chart Datum of Zero tide.**

Area	Previous Minimum Depth	Updated Minimum Depth
Main Shipping Channel - Rosevears	2.4m	2.4m
Main Shipping Channel – Beacon No 7 to Kings Wharf	1.7m	1.1m
All other areas – depths as noted on Nautical Charts.		

Any vessel underway in the area from Rosevears to Beacon No.7 is to do so with a minimum Under Keel Clearance (UKC) of no less than 1.6m at all times.

Any vessel underway in the area from Beacon No.7 to the Kings Wharf is to do so with a maximum draft of no greater than 5.0 m and with no less than 0.5m Under Keel Clearance (UKC) at a static draft as measured and not exceeded that in the table below as calculated given the observed tide on the day.

Any smaller Commercial Vessels operating in the areas from Kings Wharf to Kings Bridge is to do so will full regard to the available depth of navigable water and follow their own Safety Management System procedures.

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Given the nature of the vessels transiting the area and the proximity of a number of navigational hazards in the area, the following table is to be used for reference in calculating the required tide height for a vessels given draft to safely transit the section of the river.

Tide Height at Rosevears (metres)	Maximum Operating Draft (metres)	Tide Height at Launceston (metres)	Maximum Operating Draft (metres)
0.0	1.5	0.0	0.6
0.5	2.0	0.5	1.1
1.0	2.5	1.0	1.6
1.5	3.0	1.5	2.1
2.0	3.5	2.0	2.6
2.5	3.9	2.5	3.1
3.0	4.4	3.0	3.6
3.5	4.9	3.5	4.1
4.0	5.4	4.0	4.6
4.5	5.9	4.4	5.0

Allowance must be made for any difference in predicted and observed tide heights and also any barometric pressure anomalies which may affect tide heights in the Upper Reaches.

*"Electronically signed"*

Captain A. Michael Wall

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