

**Title:** Minimum Under Keel Clearance for vessels loading at, or transiting within the Port of Burnie – revised.

**Port:** Port of Burnie

**Duration:** Until cancelled

**Description:** HMI 22-36 is hereby cancelled.

Vessels loading at the Port of Burnie Berths 4, 5, 6 or 7, and when transiting through the Port, are restricted by maximum draft in order to meet the following Under Keel Clearance requirements.

*In view of the recent HMI 22-39, defining Berth Corridors connecting between the Burnie Turning Circle and the respective berth pockets, a revision to the minimum UKC requirements has been made when transiting through these Corridors.*

### Vessels loading alongside Berth 4, 5, 6 & 7

In accordance with TasPorts Port Procedure Manual s2.7, vessels **shall** maintain an UKC of **not less than 0.3m** whilst alongside a berth in the Port of Burnie.

Acknowledging there is potential for a vessels departure to be delayed for exceptional circumstances, vessels must not exceed a maximum draft that would prevent it from maintaining **not less than 0.3m UKC** whilst remaining within the designated berth pocket for the **next 2 low water tidal predictions** following the planned departure time.

This means that maximum draft a vessel may load to in the Port of Burnie is:

The declared berth pocket depth

**Plus** The lowest of the next two (2) predicted low tides **after** planned departure time.

**Less** 0.3m minimum UKC.

**Equals** Maximum draft vessel may be loaded.

Vessels must monitor their forecasted UKC and adjust cargo loading to maintain not less than the minimum UKC requirement of 0.3m. Where the minimum UKC requirement is forecast to be,

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or has been breached due to unforeseen circumstances Burnie VTS is to be notified at the soonest opportunity, and the vessel shall make preparations to depart to sea.

To assist vessels Masters, a 'Deepest draft at berth report' can be made available through the vessel's agent, providing an indicative hourly figure for the maximum draft available for the expected duration for the state of tide at low water. This document is provided for guidance to the vessel master, with the onus on the vessel's master to comply with Port UKC requirements.

Vessels must at all times remain in an appropriate condition of trim and stability to safely depart to sea. Vessels are not to be trimmed by the head at any stage of the loading operation, other than in exceptional circumstances and only with the prior approval of the Harbour Master, or Deputy Harbour Master.

### **Vessels transiting through the Port**

The areas between the Berth Pocket to the defined Burnie Turning Circle are termed berth corridors. These areas are indicated on HMI 22-39 - Burnie depth declaration. Vessels transiting through berth corridors, when their speed is **not greater than 3 kts**, may maintain **not less than 1.0m** static UKC.

In accordance with TasPorts Port Procedure Manual s2.7, a vessel under pilotage and transiting through the port must maintain **not less than 1.60m** static UKC. This includes the Burnie Turning Circle, and berth Corridors when vessel speed is greater than 3 kts.

### **Direction**

I make this direction as an authorised person appointed by the Marine and Safety Tasmania (pursuant to an Instrument of Appointment dated 28 June 2012) under section 44 of the **Marine and Safety Authority Act 1997** (Tas) for the purposes of regulation 63(1).

If any person to whom this direction applies, does not comply with this direction, that person may be subject to penalty in accordance with regulation 63(3) of the Regulations.



Captain Wendy Doran  
Harbour Master - Tasmania

An authorised person under the **Marine and Safety Authority Act 1997** (Tas)

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