

Title: Berth 4W & 5W restricted operations - amended

Port: Port of Devonport

References: MAST Notice to Mariners M053-22(T) – Prohibited Area
EXT HMI 22-14 is hereby cancelled.

Description:

This HMI is to advise interested parties of the easing of restrictions on access to Devonport Berths 4 West & 5 West.

Activities continue for the oil spill response site at the Devonport 3 West where two tugs are sunk. A process of appointing a Salvor is underway.

- **Devonport 4 West:** Until such time as the appointed Salvor mobilises salvage barges and equipment to site for the salvage of the two tugs, there is opportunity for the easing of restrictions for access to this berth for vessels meeting the following parameters:
 - Oil/ Chemical tankers not greater than 125m in length overall.
 - Vessel equipped with fully operational bow thruster.
 - Vessel will be assisted by one tug for manoeuvring to and from berth.
 - Arrival movement:
 - HW slack tide at the berth, ie Pilot boarding HW-1hr to HW-30min,
 - Daylight hours transiting past berth 3 West.
 - Departure movement:
 - Flood tide, subject to Duty Pilot advice,
 - Daylight, however nighttime movements will be subject to assessment by IMT and HM/ DHM for disruption at 3 west wreck site and marine safety.
 - Winds within Devonport Swing Basin not exceeding 15 kts average.
 - Vessel to maintain not less than 0.3m underkeel clearance whilst alongside berth, and 1.6m whilst underway.
 - Ability of IMT to operate alongside the existing oil spill containment area.
 - Able to be safely manoeuvred past the wreck site a berth 3 West with minimal turbulence disrupting the wreck site.
 - No vessel at berth 5 West utilizing bollards at berth 4 West.
 - Coordination with scheduled shipping.
- **Devonport 5 West LPG berth and RO-RO Ramp:** Conditions will be assessed on a vessel-by-vessel basis, intended to minimize the impact on the wreck site at berth 3 west, subsequent movements will be re-assessed for easing parameters.
- Parameters will vary subject to whether vessels are berthing head-in or stern first.

Issued By	Harbour Master - Tasmania	Date of Issue	22/03/2022	Valid Until	Cancelled	Page 1 of 2
-----------	---------------------------	---------------	------------	-------------	-----------	-------------

- Initial movements will be restricted to the following parameters:
 - **LPG Berth (stern first):**
 - No large commercial vessels berthed at berth 4 west, due to requirement to use 4 west bollards for safe mooring.
 - Fully operational bow thruster.
 - Co-ordination with scheduled shipping.
 - Arrival movements:
 - HW slack tide at the berth, ie Pilot boarding HW-1hr to HW-30min
 - Minimum tide 1.5m.
 - Daylight only.
 - One tug to assist manoeuvring.
 - Departure movements:
 - Flood tide.
 - Daylight, however nighttime movements will be subject to assessment by IMT and HM/DHM for disturbance at the 3 west wreck site and marine safety.
 - Winds within Devonport Swing Basin not exceeding 15 kts average.
 - Vessel to maintain not less than 0.3m underkeel clearance whilst alongside berth, and 1.6m whilst underway.
 - **Ro-Ro Ramp (head-in):**
 - Wind within the Devonport swing Basin not exceeding 15 kts average.
 - Tide Arrival:
 - HW-2hrs till HW +1hr, or
 - LW-2hr to LW+1hr.
 - Tide Departure:
 - HW-1hr till HW+1hr, or
 - LW-1hr till LW+1hr.
 - Day or Night, subject to marine safety & pilot resourcing requirements.
 - Vessel to maintain not less than 0.3m underkeel clearance whilst alongside berth
 - Vessel not to ground on the RoRo Ramp.
- All vessels are reminded of the prohibited area indicated by MAST NtoM 053-22(T).
- Recreational vessel are required to remain well clear and not exceed 5 knots.



Captain Wendy Doran
Harbour Master - Tasmania

Issued By	Harbour Master - Tasmania	Date of Issue	22/03/2022	Valid Until	Cancelled	Page 2 of 2
-----------	---------------------------	---------------	------------	-------------	-----------	-------------