

**Title:** Interference and Visibility of the Mersey River entrance lead lights

**Port:** Devonport

**References:** Marine and Safety (Pilotage and Navigation) Regulations 2017, Regulation 78 Lights

**Description:** Mariners are advised of the development occurring on the Devonport waterfront that has the potential to impact visibility of the Devonport Entrance Leads.

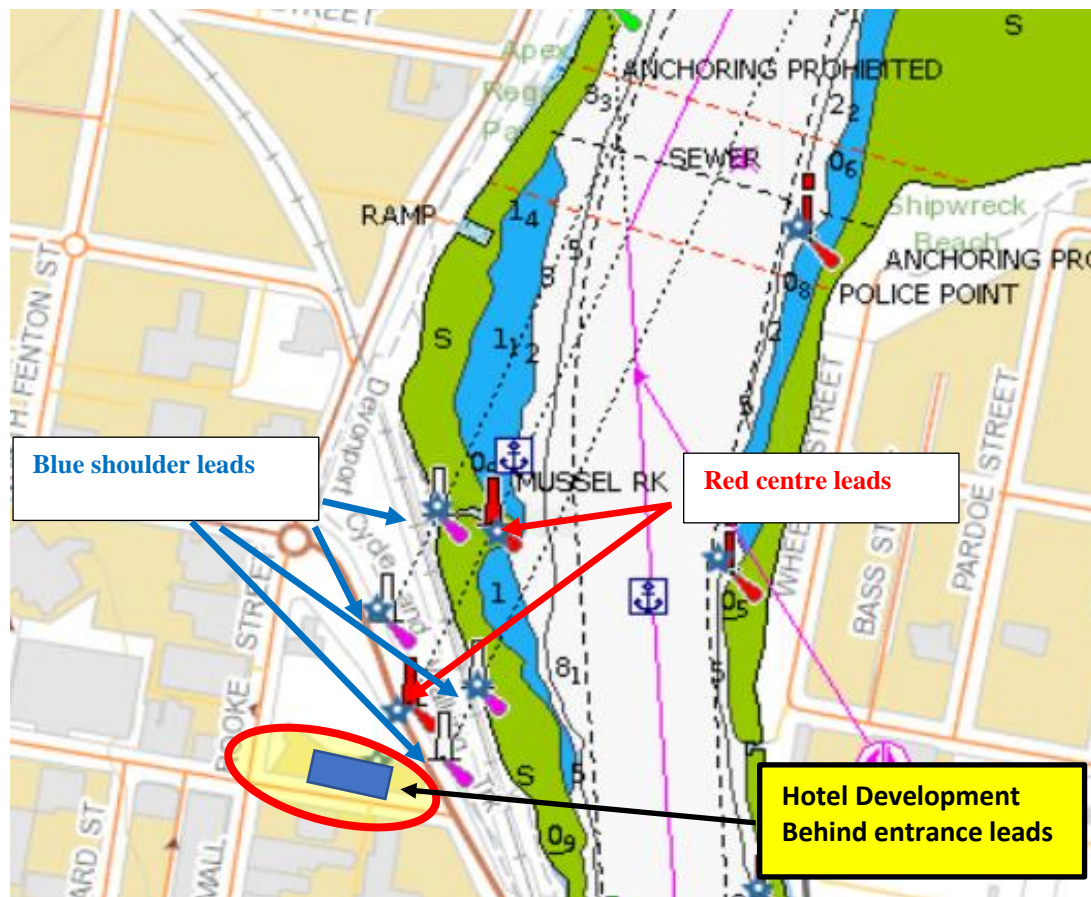
## Information:

As part of the 'Living City' urban renewal project undertaken by the Devonport City Council, a 'waterfront' hotel on Formby Road, between Best Street and Rooke Street is nearing final stages of construction. The hotel sits behind the Devonport Entrance Leads used by vessel navigating into the Port of Devonport. Along with engagement with the hotel construction team last year, TasPorts engaged Royal HaskoningDHV to assess the potential impact of the waterfront hotels lighting on the visibility of the Entrance Lead Lights.

The study was a desktop assessment of the likely visible range of the existing lead lights and the hotel lighting behind the lead lights. As the brightness of the proposed hotel is not known, typical design levels of lighting were assumed for the assessment.

Noting the centre leads being Red, and the shoulder leads being Blue, due to the lack of an equivalent Australian Standard, and the lead light technical and characteristic data, the calculation method and typical background lighting levels was undertaken using the European Code for Signs and Signals on Inland Waterways.

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**Findings of the assessment are:**

Under **average** city lighting conditions, the lead lights are calculated as being visible to the Port Limits for both **Red** centre leads, and **Blue** shoulder leads.

Under **substantial** background light (ie an industrial facility) the calculated visible range of the lead lights (Red and Blue) is not visible beyond the Port Limits. The red centre lead lights are visible beyond the Channel Escape Area (Point of No Return), while the Blue shoulder lead lights fall short by approx. 200m.

The reports notes the lead lights are currently operating at 75% intensity, if they were increased to 100%, the light range for the substantial background light condition would increase, but still not reach the Port Limits. The Blue shoulder lead visibility would however reach the Channel Escape Area.

**Note:** The TasPorts Ports Procedure Manual s12.1.2 defines the Point of No Return for arriving vessels at Devonport as 1.6 nm from the Fairway Beacon.

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# HARBOUR MASTERS INSTRUCTION

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The expected light range of the lead lights will depend on the final light intensity of the new waterfront hotel once complete. Under typical city lighting conditions, the lead lights are expected to be visible at or beyond the Port Limits, however, if lighting conditions prove to be more akin to **substantial** lighting conditions the lead lights may be found to not be sufficient for Port Operations and alternate measures may be required.

We encourage mariners particularly our Pilotage Exempt Masters, and Marine Pilots to keep us informed to the changing condition of lead light visibility as the 'waterfront' hotel development proceeds and comes to completion.

Feedback reports should be forwarded to: [vtsmanager@tasports.com.au](mailto:vtsmanager@tasports.com.au)

Regards

A handwritten signature in black ink, appearing to read "W Doran".

**Captain Wendy Doran**

Harbour Master – Tasmania

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