

Title: TASMAN BRIDGE TRANSIT CURRENT PARAMETERS

Port: Port of Hobart, Zone B

References: Regulation 63(1) of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*
Section 44 of the *Marine and Safety Authority Act 1997 (Tas)* - Instrument of Appointment dated 28 June 2012)

Description: Current parameters for Tasman bridge transits by vessels of LOA 150-185m

Background:

Elevated river current flow has the potential to compromise the safe transit of larger vessels through the Tasman Bridge.

Consideration is required in both the planning and execution phases of the Tasman Bridge pilotage. On occasions it may be prudent to defer Tasman Bridge transit until conditions are believed conducive for safe transit.

The following factors may be amongst those conditions that indicate the potential for adverse current speed or direction in vicinity of the Tasman Bridge, and warrant the deferral of Tasman Bridge transit:

- Meadowbank dam has significant uncontrolled overflow.
- Derwent River flow below Meadowbank Dam is 20,000ML/day or greater.
- Duration of 20,000 ML/day flow event > 12 hrs.
- There has been a 20,000 ML/day flow event within the previous 24 hrs.
- Tides are in the Spring tidal range.
- Transit time is during the Ebb tide phase.
- Close proximity of a strong Southerly Sea breeze event.
- Vessel draft is in ballasted or partly loaded state. I.e Vessel within higher surface flow + Higher windage.
- Stanhope beacon current flow at a depth corresponding to vessel draft exceeds 1.0 kt through the water column.
- Current corresponding to vessel draft, on the current profiler on the approach side of the Tasman Bridge exceeds 0.75 kts in any direction.
- Tugs have difficulty maintaining square at Risdon due to current flow.

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Harbour Master Direction:

In accordance with and pursuant to regulation 63(1) of the *Marine and Safety (Pilotage and Navigation) Regulations 2017 (Tas) (Regulations)*, I, Captain Wendy Doran, direct as follows:

1. This direction applies to 150-185m vessels whenever that vessel is in any of the following pilotage areas as defined in the Regulations:
 - a. the Port of Hobart, Zone B.
2. This direction applies to persons and masters who are:
 - a. required to ensure that the services of a pilot are employed when the vessel is in the pilotage area; and
 - b. Pilots with a valid Zone B Pilotage licence issued by MAST in accordance with Regulation 12 of the Marine and Safety (Pilotage and Navigation) Regulations; and
 - c. Line of sight officers.
 - d. Vessel Traffic Services (VTS) Operators
3. For the purposes of this direction, each of the following is the applicable vessel size:
 - a. Vessels with a length overall between 150m and 185m.
4. The person or master seeking to move within Hobart Zone B and the attending Pilot must ensure:
 - a. once a pilotage movement has commenced, and prior to the vessel reaching the Point of No Return (PNR), transit of the Tasman Bridge should not take place where the current flow conditions as measured by the current profiler on the approach side to the Tasman Bridge exceeds the following values:
 - i. where the current corresponding to the draft of the vessel, exceeds 1.0 knot in any direction.
5. The attending Pilot undertaking the Pilotage within Hobart Zone B must ensure:
 - a. they have assessed the River Derwent current risk factors & conditions in the planning of pilotage movements through the Tasman Bridge.
 - b. where they are concerned that the combination of risk factors likely to generate adverse current at the Tasman Bridge, the movement may be rescheduled to a suitable time to ensure a safe bridge transit.
6. The Line-of-Sight Officer involved in the bridge transit occurring in Hobart Zone B must ensure:
 - a. during the commencement of Pilotage, they monitor and report to the attending Pilot environmental conditions from the TasPorts Metocean portal on the Current Profiler Display or Standby display as directed.

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7. The Harbour Master reserves the right to:
 - a. make a further direction in relation to Tasman Bridge Transit Current Parameters.
8. This direction operates on and from the date of this direction and remains in effect until it is varied, incorporated into future updates of the Port Procedures Manual, or revoked.

I make this direction as an authorised person appointed by the Marine and Safety Authority (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) of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

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)

Dated: 13 September 2022

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