HARBOUR MASTERS INSTRUCTION

EXT HMI 22-58

Title: **Tasman Bridge – Maximum Beam - Correction**

Port: **Port of Hobart**

References: ***Ports Procedure Manual***, June 2019, s10.1.3
Marine and Safety (Pilotage and Navigation), Regulations 2017, Reg 63(1)
Harbour Master Instruction HMI 22-55 Tasman Bridge – Maximum Beam

Correction: HMI 22-55 failed to contain the most recent towage table as declared by HMI 21-10E, as such HMI 22-55 is hereby cancelled and replaced by the following:

Background:

The TasPorts ***Ports Procedure Manual*** details the operating parameters that apply to Primary and Secondary Tasmanian Ports, including the Port of Hobart Operating Parameters for the Tasman Bridge.

The maximum beam for vessels transiting the Tasman Bridge is detailed at s.10.1.3 of the Ports Procedures Manual and was at the time intended to align with the maximum beam that was equivalent to a vessel transiting the Panama Canal. This dimension being a limiting factor in the design of the class product tankers deemed acceptable for regular transit of the Tasman Bridge to Selfs Point and return. As such the dimension was specified within the operating parameters as 32.2m.

The maximum beam for vessel transiting the Panama Canal prior to the expansion project was in fact 32.31m.

Due to the marginal difference between the operating parameter and design particular, case by case approval for vessels marginally greater than 32.2m beam has been required. In order to remove this anomaly, with immediate effect the maximum beam for vessels transiting the Tasman Bridge will be increased to **32.31m.**

Vessels with beam greater than the limitation of 32.31m beam wishing to transit the Tasman Bridge will be required to apply to the Tasmanian Harbour Master under the TasPorts "***Non-Standard Vessel Assessment Procedure***". Due allowance should be given to the timeframe required for this assessment process.

Description:

In light of the information above please be advised that from the date of this direction section 10.1.3 "Port of Hobart Environmental Operating Parameters" has been deleted and replaced with the following:

10.1.3 Port of Hobart Operating Parameters

Vessels entering the port of Hobart must comply with the table below which describes weather limitations applicable to various sizes of vessels.

In the absence of specific parameters, particularly in relation to extreme weather situations, pilots will assess existing conditions using all available resources and determine if a vessel can safely manoeuvre within the port area.

Port (Zone)	**Maximum LOA/Beam**	**Wind relative to track,** at which a considered assessment, second pilot, Harbour Master, Pilot Manager is to be made or consulted **and/or towage increased**			
		< 15 deg	15 to 30 deg	30 to 50 deg	> 50 deg
Hobart (A)	**n/a**	**35 k**	**30 k**	**25 k**	**25 k**
Hobart (B)	**185*/32.31 ****	**35 k**	**30 k**	**25 k**	**25 k**
LOA greater than 170m^		**35 k**	**25 k**	**20 k**	**20 k**
Hobart (C)	**n/a**	**35 k**			

Notes

1. ** Zone B length limit with current towage in port.*
   *** Maximum beam for Tasman Bridge*
   ^ Vessels greater than 170m in light ship condition may require further reduction in wind speed for Tasman Bridge transits

2. Special consideration is to be given for vessels 100m – 185m LOA when lightship and with ebb tide and wind conditions between 30˚ and 90˚ on the beam.

3. Maximum air draft for Tasman bridge transit 44m

4. Careful consideration of squat is to be given for deep draft vessels entering the Derwent estuary (Iron Pot) especially with a swell running.

5. Wind restrictions must take into consideration the ability of the harbour tugs to apply a force to overcome the net effect of the wind. The effect of wind on a vessel (yaw moment) is at its greatest between abeam and up to approximately 30°each side of abeam (Hensen H, 2003).

6. In strong wind conditions, leeway must be considered for vessels transiting the Tasman Bridge.

7. For vessels berthed or to be berthed in zones A, B or C and wind readings exceed 40 knots or the BoM forecast winds to Gale Force in the above zones, the Harbour Master or Duty Pilot may request standby tugs to be activated for vessel and port safety in the event of unsecure moorings.

	Vessel length				
Berth	0-95 m LOA	95-125 m LOA	125-150mLOA	150-180mLOA	> 180 m LOA
P 1 & Elizabeth	1		2	N/A	
P 2 to 4	Nil	1	1 to berth 2 to swing 1 to sail if HO	2	
Mac 1	1	1 to berth 2 to swing 1 to sail if HO	N/A		
Mac 2 & 3	Nil	1	1 to berth 2 to swing 1 to sail if HO	2 to berth 2 to swing 1 to sail if HO	2
Mac 4 to 6	Nil	1	1	2 to berth 1 to sail	2
Self-Point	Pilot Discretion	1	2 to berth 1 to sail	2	
Risdon	Pilot Discretion	1	1 to berth 2 to swing 1 to sail if HO	2 to berth 2 to dep	
Port Huon	Nil	1	2 1 to sail if HO		N/A

1) When transiting the Tasman Bridge

1. All vessels greater or equal to 95m LOA require an escort tug for Tasman Bridge escort.
2. All vessels greater than 150m LOA require 2 tugs.

2) Other than for Tasman Bridge escort work:

- *Operative Thruster = 1 tug*
- *Twin screw and twin rudders = 1 tug*
- *Triple screw = 1 tug*
- *Limited space, High Sided or, Strong Wind/Current astern, = Plus 1 Tug*

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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 *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

Dated: 19/09/2022

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Captain Wendy Doran
Harbour Master

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