

Tasmanian Ports Corporation

Ports Procedures Manual

June 2019

This Ports Procedures Manual is authorised by the TasPorts Chief Executive Officer. The consultation process prior to approval has included recommendations from the TasPorts Harbour Master, Marine Pilots and Marine and Safety Tasmania.

A handwritten signature in blue ink, appearing to read 'Anthony Donald', with the name 'ANTHONY DONALD' printed in blue capital letters below it.

**Chief Executive Officer
Tasmanian Ports Corporation Pty Ltd.**

Revision No	Date	Revision	Updated by
1	12.5.11	"Passage" section for each port amended by replacing Port Limit with Point of No Return.	C. Black
2	17.5.11	Removed "Solas Regulation 17 Chapter 5" from reference list as Solas is not mentioned in the document.	C. Black
3	15.6.11	Page 26, Section 8.1.10, para (a) bridge curfew times. Revised afternoon times to "1330 and 1800" on advice from DIER.	C. Black
4	4.10.11	Page 47, Section 8.4.8 Berth Depths. Revised depths entered following hydrographic survey.	C. Black
5	14.05.12	Page 33, Table 8.2.1 – Pilot Boarding Times. Amended to reflect new parameters resulting from pilot boarding ground being move one mile to seaward.	C. Black
6	22.6.12	Page 46, Section 8.4.6 - Revised entry parameter table for Devonport.	C. Black
7	29.8.13	Page 36, Bell Bay depths amended following hydrographic survey in June 2013.	C. Black
8	7.10.13	Appendix 1 added – Shows emergency beaching and anchoring positions in Tamar River.	C. Black
9	24.10.13	Page 23 - Hobart berth depth table 8.1.3 updated from hydrographic survey in Aug 2013.	C. Black
10	24.10.13	Page 48 – Devonport depths, table 8.4.8.	C. Black
11	24.10.13	Page 57 – Burnie depths, table 8.4.8.	C. Black
12	29.1.15	Page 48 – Devonport depths, table 8.4.8.	C. Black
13	29.1.15	Page 57 – Burnie depths, table 8.4.8.	C. Black
14	10.6.15	Page 62 – Port of Grassy Operating Parameters – adjusted to allow night navigation on a case by case basis following a risk assessment.	C. Black
15	28.9.15	Page 47 –Devonport. Re-wording text regarding 5West.	A. Feast
16	28.9.15	Page 48 – Alteration of berth Depths following dredging programme and hydrographic survey.	A. Feast
17	29.12.15	Change Section 4 to Vessel Traffic Services. Include section on Hydrographic Services. Adjust listing of Primary and Secondary ports in line with Deed of Agreement.	C. Black
18	4.1.16	Addition of new requirements in section 2 and the addition of a new section 5 "General Operations."	C. Black
19	April 2017	Adjustment to Secondary Port listing.	C. Black
20	June 2017	Update of Minimum Draughts within Ports and update of port parameters and practices.	A. Feast
21	31.10.17	Section 10.6.6 adjusted to include options for night navigation in Zone D and vessel length.	C. Black

22	June 2019	Port Latta – Pilot and Load Master roles updated.	Harbour Master
23	June 2019	Minimum towage capability added to each primary port.	Harbour Master
24	June 2019	Re-structure of document – no procedural changes made	Harbour Master

Index

1. General

- 1.1. Purpose
- 1.2. Objectives
- 1.3. Authority
- 1.4. Definitions

2. Pilotage

- 2.1. Marine Pilotage Code
- 2.2. Port Operating Parameters
- 2.3. Pre-arrival requirements
- 2.4. Pilotage Decision Points
- 2.5. Acceptability of Pilotage Conditions
- 2.6. Passage planning/MPX
- 2.7. Under Keel Clearance
- 2.8. Non-navigable areas procedure
- 2.9. Pilotage Emergency Procedures
- 2.10. Pilotage Exemptions
- 2.11. Non-Standard Vessel Assessment Process
- 2.12. Berthing/Unberthing Precautions

3. Maritime Incidents

- 3.1. Reporting of Maritime Incidents
- 3.2. Incident Management System
- 3.3. Investigation of Maritime Incidents

4. Vessel Traffic Services (VTS)

- 4.1. VTS
- 4.2. Communication System
- 4.3. Environment
- 4.4. Vessel Monitoring
- 4.5. Anchorages

5. General Operations

- 5.1. Port Closure
- 5.2. Vessel Immobilisation
- 5.3. Requirements for Vessels Alongside
- 5.4. Bunkering
- 5.5. Shifting Ship
- 5.6. Diving
- 5.7. Aquatic Event Advice

6. Navigation Aids

- 6.1. TasPorts Aids

- 6.2. Maintenance
- 6.3. TasPorts Reporting of Outages

7. Emergency Response

- 7.1. TasPorts Emergency Management Plan
- 7.2. Tsunami
- 7.3. Security Plan
- 7.4. Port of Refuge

8. Marine Pollution Response – Oil Spills

- 8.1. Pollution Response Plan
- 8.2. Equipment
- 8.3. Exercises
- 8.4. Training

9. Hydrographic Survey

- 9.1. Survey Requirements
- 9.2. Schedule
- 9.3. Survey accuracy

10. Southern Region

- 10.1. Hobart – Zone A & B
- 10.2. Hobart – Zone C
- 10.3. Spring Bay
- 10.4. Coles Bay
- 10.5. Port Arthur
- 10.6. Port Davey

11. Northern Region

- 11.1. Bell Bay – Zone E
- 11.2. Launceston – Zone D
- 11.3. Lady Barron

12. North West Region

- 12.1. Devonport
- 12.2. Burnie
- 12.3. Port Latta
- 12.4. Grassy
- 12.5. Naracoopa
- 12.6. Stanley
- 12.7. Strahan

13. Reference documents

Appendix 1 Emergency Beaching and Anchoring Locations – Tamar River

1. General

1.1. Purpose

The Ports Procedures Manual describes the parameters and procedures that apply to vessels using the Tasmanian ports listed below and defined in the *Marine and Safety (Pilotage and Navigation) Regulations 2017*:

Primary Ports:

- ✓ Hobart
- ✓ Bell Bay – Zone E
- ✓ Devonport
- ✓ Burnie
- ✓ Port Latta

Secondary Ports:

- ✓ Launceston – Zone D
- ✓ Hobart – Zone C
- ✓ Coles Bay
- ✓ Naracoopa
- ✓ Port Arthur
- ✓ Port Davey
- ✓ Stanley
- ✓ Strahan
- ✓ Grassy
- ✓ Spring Bay
- ✓ Lady Barron

1.2. Objectives

The objectives of the Ports Procedures Manual are:

- a) To provide a safe and consistent pilotage service across all Tasmanian ports.
- b) To provide detailed advice on operating parameters that apply to those ports listed in section 1.1
- c) To provide general pilotage information applicable to all ports
- d) To ensure a consistent approach to the reporting of maritime incidents and risk events
- e) To ensure there is a clear understanding of the communications systems and navigation aids and
- f) To provide a clear set of procedures in the event of a pilotage emergency.

While this manual is intended to be comprehensive, it is recognised that there may be additional factors, due to unexpected events, not covered in this document that require consideration.

This Manual should be read in conjunction with the Pilotage Safety Management Manual.

1.3 Authority

Marine and Safety Tasmania has engaged TasPorts, under a Deed of Agreement, to perform specific functions under the *Marine and Safety (Pilotage and Navigation) Regulations 2017* including:

- Provision of pilotage services
- Regulation enforcement in pilotage areas
- Maintenance of navigation aids
- Maintenance of a communications system
- Provision of a response to marine based pollution

Under the terms of the Deed, only TasPorts employees with the necessary qualifications and experience will perform these functions in accordance with the Pilotage Safety Management System Manual and the Ports Procedures Manual.

MAST is the responsible authority for the issue of pilot licences and pilotage exemptions.

1.4 Definitions

For the purpose of this manual the following definitions apply:

Maritime Incident is defined in the *Marine and Safety (Maritime Incidents) Regulations 2017* as:

(a) the occurrence in navigable waters of any of the following:

- (i) the death or serious injury of a person on board a vessel;*
- (ii) the death or serious injury of a person caused by a vessel;*
- (iii) the loss overboard or presumed loss overboard of a person from a vessel;*
- (iv) the loss or presumed loss of a vessel (whether from sinking, structural failure, explosion or fire or otherwise);*
- (v) the abandonment of a vessel;*
- (vi) the theft, hijacking or suspicious disappearance of a vessel; or*

(b) the occurrence in navigable waters of any of the following to a serious degree:

- (i) the collision or near collision of a vessel with another vessel or any object;*
- (ii) the grounding or stranding of a vessel;*
- (iii) the flooding or swamping of a vessel;*
- (iv) the capsizing or complete roll-over of a vessel;*
- (v) a loss of stability affecting the safety of a vessel (whether from shifting cargo or ballast or other causes);*

- (vi) a loss of steerage or propulsion on a vessel;*
- (vii) the disablement of a vessel to such extent that it requires assistance;*
- (viii) a structural failure in the hull or superstructure of a vessel;*
- (ix) damage caused to or by a vessel;*
- (x) a fire, explosion or dangerous substances emergency on a vessel;*
- (xi) the loss overboard of a shipping container or other major item or quantity of cargo from a commercial vessel;*
- (xii) the loss overboard of spars, rigging or other major items of equipment from a sailing vessel;*
- (xiii) the loss overboard of nets, dredges, cables or other major items of equipment from a commercial fishing vessel.*

Non-standard vessel means any vessel not normally handled at the ports referred to in this manual.

2. Pilotage

2.1. Marine Pilotage Code

The Marine Pilotage Code sets out the required standards for initial applications and renewal applications of licences and exemption certificates in those ports, areas and zones where TasPorts pilots have been defined as the Pilotage Service Provider by Marine and Safety Tasmania in accordance with the *Marine and Safety (Pilotage and Navigation) Regulations 2017* and the Deed of Agreement.

2.2. Port Operating Parameters

The port operating parameters contained in this manual have been formulated from:

- ✓ Recommendations resulting pilotage risk assessment reports
- ✓ Simulator exercises and emergency management exercise outcomes
- ✓ Near miss and incident report outcomes
- ✓ Continuous assessment of pilotage operations
- ✓ Port specific parameters developed and refined over time as a result of experience and knowledge
- ✓ Geographical and environmental characteristics of each port taking into consideration information obtained from meteorological instruments.

The port operating parameters relevant to each port are contained in Section 10 of this manual.

2.3. Pre-Arrival Requirements

Prior to arrival at a port the following assessment and approval process will be undertaken:

- a) Vessel details as specified on the booking form (length, breadth, draft, type, etc.) will be provided to TasPorts for assessment against specific port parameters.
- b) A review of any previous assessments and reports on the incoming vessel will be made.
- c) Restrictions beyond normal operating parameters may be applied following the vessel assessment process.
- d) On completion of the initial assessment the vessel will be accepted, or otherwise, and advice provided on any conditions that may apply.

2.4. Pilotage Decision Points

A three stage decision making process is applied to the pilotage services provided in the ports.

A (Pre-Arrival Requirements) is a port specific vessel arrival policy which assesses the suitability of the vessel. This must be undertaken prior to arrival.

B (Acceptability of Pilotage Conditions) for each vessel that satisfies Stage A, the acceptability of the actual pilotage conditions needs to be assessed and a go/wait decision made. This process is undertaken prior to or on the actual day of the pilotage.

C (Passage) for each vessel that satisfies Stage B, once on the water, the actual conditions determine whether the pilot attempts or aborts navigation to the berth.

There is a need to determine specific “Points of No Return” for each of the ports. A Point of No Return (PNR) is defined as the point at which a vessel is committed to entering a channel, passing under the Tasman Bridge or entering a restricted port area. These points have been identified for each port.

2.5. Acceptability of Pilotage Conditions

Passage of a vessel past the pilotage limit line can only be undertaken under the following conditions:

- a) A TasPorts booking form has been accepted.
- b) The vessel complies with the port’s operating parameters.
- c) There is a pilot on board.

The pilot will assess the following conditions prior to boarding the vessel:

- ✓ Visibility
- ✓ Wind strength and direction
- ✓ Weather forecasts
- ✓ Tidal and current conditions
- ✓ Sea conditions
- ✓ Vessel movement within the port

- ✓ Port hazards and warnings
- ✓ Provision of safe pilot boarding arrangements

Once the pilot has assessed the above conditions a decision to wait or proceed with the pilotage will be made. Until the decision to proceed with the pilotage has been made the vessel will not proceed beyond the pilotage limit line.

2.6. Passage Planning/MPX

Prior to passing the point of no return the pilot shall ensure:

- a) The Master/Pilot exchange has been successfully completed, utilising Bridge Resource Management (BRM) principles, and confirmation that the vessel's equipment is functioning normally.
- b) The passage plan has been reviewed and agreed.
- c) Existing weather conditions have been assessed against port operating parameters.
- d) An assessment of other vessel movements has been made.
- e) Port hazards and warnings have been reviewed.
- f) Essential navigation aids are functioning correctly.
- g) Tugs, if required, are available and suitable to ensure safety.

Tug allocation:

Tugs will be allocated by the pilot based on the number listed in the procedures for each port. The pilot will consider the prevailing conditions and may use the formula below to ensure tugs of the correct number and bollard pull are used on any particular vessel movement.

The formula used for the calculation of bollard pull required for ship manoeuvres:

Wind force in tonnes per 1000 sq.m of windage area =

$$\frac{V^2}{18}$$

where V is the wind speed in metres per second

(Source: The Shiphandler's Guide – Nautical Institute publication)

Once the pilot has assessed the above conditions a decision to wait or proceed with the pilotage will be made. Until the decision to proceed with the pilotage has been made the vessel will not proceed beyond the point of no return.

2.7. Under Keel Clearance

The following static UKC has been determined for all ports whilst a vessel is under pilotage:

UKC = 1.6 metres

Vessels are required to maintain an adequate Under Keel Clearance (UKC) at all times to prevent contact with the seabed. UKC is reduced due to vessel squat which is caused by the relative movement of the ship's hull through the surrounding body of water. The following general formula is used to calculate a vessel's Squat:

$$\text{Squat} = C_b \times \frac{V^2}{100} \quad \text{metres}$$

Where: C_b = Vessels block coefficient & V = Vessel's speed

If a situation arises where 1.6m UKC cannot be achieved the duty pilot can make an assessment in consultation with the Harbour Master. UKC may be reduced to no less than 10% of the ships loaded draft. The decision to reduce UKC rests with the duty pilot.

It should be noted that UKC can be further reduced when a vessel is exposed to rough seas and heavy swells. When such conditions exist the following table should be used to determine additional clearances over and above the Static UKC.

Increase in draught due to list or heel

Ship Shape

$$\text{Increase in draft} = (B/2 * \sin \theta) + ((d - r) * \cos \theta) - d$$

Where:

B = Beam

θ = angle of list or heel in degrees

D = Old draft

R = Rise of floor

Theta	0	5	10	15	20	25	30	35
Old draft								
5	0.00	1.29	2.53	3.71	4.83	5.87	6.83	7.70
6	0.00	1.28	2.51	3.68	4.77	5.78	6.70	7.52
7	0.00	1.28	2.50	3.64	4.71	5.68	6.56	7.34
8	0.00	1.28	2.48	3.61	4.65	5.59	6.43	7.16
9	0.00	1.27	2.47	3.58	4.59	5.50	6.29	6.98
10	0.00	1.27	2.45	3.54	4.53	5.40	6.16	6.79
11	0.00	1.27	2.44	3.51	4.47	5.31	6.03	6.61
12	0.00	1.26	2.42	3.47	4.41	5.21	5.89	6.43
13	0.00	1.26	2.41	3.44	4.35	5.12	5.76	6.25
14	0.00	1.25	2.39	3.41	4.29	5.03	5.62	6.07
15	0.00	1.25	2.38	3.37	4.23	4.93	5.49	5.89
16	0.00	1.25	2.36	3.34	4.17	4.84	5.36	5.71
17	0.00	1.24	2.35	3.30	4.10	4.75	5.22	5.53

18	0.00	1.24	2.33	3.27	4.04	4.65	5.09	5.35
19	0.00	1.23	2.32	3.23	3.98	4.56	4.95	5.17
20	0.00	1.23	2.30	3.20	3.92	4.47	4.82	4.99

A minimum UKC of 0.3 metres should be maintained by vessels whilst alongside a berth.

2.8 Non-navigable areas

Should a vessel under pilotage enter a declared non-navigable area the pilot is to notify the Harbour Master by written report within 24 hours. The report should include the following information:

- ✓ Date and time
- ✓ Pilot name
- ✓ Location
- ✓ Reason for entering
- ✓ PPU screen dump if practicable showing vessel's track
- ✓ Pilot audio file
- ✓ The Pilot will notify VTS as required

2.9 Pilotage Emergency Procedures

2.9.1 Engine Failure

An engine failure has 2 main effects:

- ✓ A loss of steerage due to the loss of water flow over the rudder and
- ✓ The loss of forward motion, which leaves the vessel at the mercy of the wind and currents.

The location of the vessel and its speed at the time of the engine failure will determine the level of danger that the vessel is in and what mitigating actions are most appropriate.

The following options are available to the pilot in the event of an engine failure:

1. the vessel can be kept in safe water until engine power is restored
2. the vessel can be positioned such that an anchor can be used to hold a safe position,
3. the vessel may be able to beach itself in a preferred location

Procedure in event of engine failure:

1. Inform VTS that the vessel has had an engine failure
2. Inform any other river traffic of the emergency
3. Request 2 tugs for immediate attendance
4. Determine a course of action – tug assistance/ anchor / beaching / drift until power is restored.
5. If a grounding is likely:
 - a) Inform VTS of the vessels position, the likelihood of oil pollution, and any other safety concerns.
 - b) Request of VTS that the Harbour Master be informed.
6. Record as much information as possible and report to TasPorts, AMSA & MAST.

2.9.2 Steering Failure

Steering failure results in the loss of control of a vessel. A steering failure could result in the vessel departing the channel and grounding.

If there is a total failure of the steering system then the pilot shall use escort towage to advantage, use the main engine to advantage and prepare for letting go anchors to try to avoid a grounding or collision. A partial system failure may mean that the emergency steering system can be used to move the rudder. The use of the vessel's emergency steering system depends on the type of system, the training of the crew and the position of the vessel in the port at the time of the failure.

The options available to the pilot are to:

- ✓ Stop the main engine, or attempt to go astern, and release the anchors to safely anchor the vessel or if a collision is likely, to lessen any impact, or
- ✓ Use tugs to control the vessel safely.

Procedure in event of steering failure:

1. Inform VTS that the vessel has had a steering failure.
2. Inform any other river traffic of the emergency
3. Request 2 tugs for immediate attendance
4. Determine a course of action – anchor / beaching / drift until steering is restored
5. If a grounding is likely:
 - a) Inform VTS of the vessels position, the likelihood of oil pollution, and any other safety concerns.
 - b) Request of VTS that the Harbour Master be informed
6. Determine a plan for post grounding. Options include running the main engine ahead to hold position (avoid making it worse) or to back out into the channel and anchor. Factors to take into account include: tug availability, vessel damage, location, state of the tide and vessel design.
7. Record as much information as possible and report to TasPorts, AMSA & MAST.

Tug availability:

If a tug is booked for arrival it will usually depart its berth around the same time that the vessel approaches the port.

If a tug is used for departure it will usually be in the vicinity of the vessel until it clears the port area.

If tugs are not booked, then their response time will be dependent on where crews are positioned and this may take up to 3 hours.

2.9.3 Tug Failure

Tug failure can mean tow line failure, tug propulsion failure or tug out of position and unable to render assistance. The level of emergency that results depends on:

- a. The proximity to dangers (i.e. Tasman Bridge, wharves, other vessels or shallow ground)
- b. Speed of vessel
- c. Tide and wind conditions
- d. Level of tug force expected to be applied for a safe manoeuvre

- e. Where the tug is positioned. A tug failure aft may not be as great a problem as a tug failure forward because of the ability to use the vessels rudder and main engine to control the stern. A tug failure forward means that it may be possible to control the bow by using an anchor, provided that releasing the anchor does not endanger the tug.

Procedure in event of tug failure:

1. Determine nature of problem and gain a time to repair it from the tug master.
2. Determine if a grounding or collision is likely. If so, inform VTS and the other vessels or the personnel on the wharf.
3. If the tow line has parted, determine if there is enough time to secure another line without endangering the vessel.
Consider options such as:
 - a. Moving the tug to a pushing position on the opposite side of the vessel,
 - b. Releasing an anchor,
 - c. Increasing main engine power and proceeding to a safer location,
 - d. Stopping the vessel and drifting safely, or
 - e. Moving the aft tug forward to assist where it is most needed.
4. If the tug has lost propulsion and/or it is out of position, consideration must be given to stopping the vessel's movement through the water until the tug is in a position to continue to assist.
5. Record information where possible and report incident to TasPorts. Report to MAST & AMSA if appropriate.

2.9.4 Communications Failure

There are 2 main emergencies that can arise from a communication failure.

- a. Failure to communicate with the tug, particularly when berthing
- b. Failure to communicate with other river traffic particularly with regard to passing traffic.

Options for alternative communications:

1. Use ships VHF
2. Use ships portable VHF
3. Use mobile phone (pilots and tug masters must have all numbers programmed in)
4. Use emergency whistle signals

A vessel that intends to enter, depart or move within the port, must report its intentions to VTS. If there has been a communications failure between the vessel and VTS then the vessel should not proceed with the intended movement until communications are re-established.

Any vessels that intend to manoeuvre on the river simultaneously must re-confirm their previously arranged plan by VHF before commencing. If communications cannot be established then both vessels are not to proceed until communications are re-established.

2.9.5 Interaction with Pleasure Craft

High levels of pleasure craft activity are not uncommon. Numerous yacht club racing takes place, with the greatest volume on the river Derwent throughout the year. Particularly busy periods occur during summer evenings, long weekends and during water festivals. A common problem is the lone craft that does not anticipate the presence or speed of commercial shipping and therefore is not keeping a proper lookout.

Any action taken to avoid a collision with pleasure craft must be done so in accordance with the International Regulations for the Prevention of Collisions at Sea, particularly with regard to the early use of sound signals.

During busy periods, the pilot launch, when available, is utilised as an escort vessel for vessels under pilotage within Zones A and B. Specific procedures have been developed, with the Pilot launch intercepting pleasure craft who fail to keep clear & could impede a bridge transit or berthing operation.

Procedure for dealing with a Pleasure Craft Emergency

1. Manoeuvre vessel to reduce impact (often not possible).
2. Stop propeller if craft appears to be in danger from it.
3. Stop and render assistance if possible. A vessel transiting Zone B is unlikely to be able to stop.
4. Inform VTS.
5. Notify potential rescue craft – i.e. Pilot boat, lines boat, tugs, yacht club craft etc.
6. Notify Police and Ambulance if considered necessary.
7. Record information where possible and report incident to TasPorts. Report to MAST & AMSA if appropriate.

2.10 Pilotage Exemptions

The Harbour Master can issue a pilotage exemption certificates (PEC) to vessel masters that satisfy regulatory criteria and have successfully completed the necessary examinations and assessments. Masters requesting pilotage exemptions must make an application on the appropriate form. Pilotage exemptions will be monitored and controlled as provided in the *Pilotage Exemption Procedure*.

2.11 Non-Standard Vessel Assessment Process

Non-standard vessels seeking to call at ports in Tasmania will be assessed to determine their suitability for a particular port and what restriction may be applied to ensure their safety of navigation. The assessment process is provided in the *Non Standard Vessel Assessment Procedure*.

2.12 Berthing/Unberthing Precautions

Wharf cranes and loaders will be positioned, boom up, amidships, or clear of the vessels bow/stern as determined by the Duty Pilot.

Whilst a vessel is berthing no crane or loader movements will occur until the vessel is securely moored alongside.

When a vessel is departing no crane or loader movements will occur until the vessel is clear of the wharf.

Cranes and loaders will remain unmanned whilst a vessel is manoeuvring on, off or along a wharf.

3 Maritime Incident Reporting

3.1 Reporting of Maritime Incidents

All maritime incidents will be reported verbally, by the pilot, directly to MAST and VTS and at least within four (4) hours of the event. The pilot will also make an initial verbal report to the Harbour Master. If considered necessary, the Harbour Master will inform the Australian Maritime Safety Authority (AMSA) and the Australian Safety Transport Bureau (ATSB).

3.2 Incident Management System

All maritime incidents will be entered into TasPorts' Incident Management System by the pilot and a written report will be provided to the Harbour Master as soon as possible and within twenty four (24) hours of the event. A verbal notification shall be made to the Harbour Master as soon as possible. The Harbour Master will immediately notify the Safety Team and Divisional Leadership team and forward a copy of the written report to MAST within twenty four (24) hours of the incident. The written report will be completed on the standard form. Incidents will be investigated internally and in some cases externally. A register of incidents will be retained and reviewed quarterly by TasPorts and MAST.

3.3 Investigation of Maritime Incidents

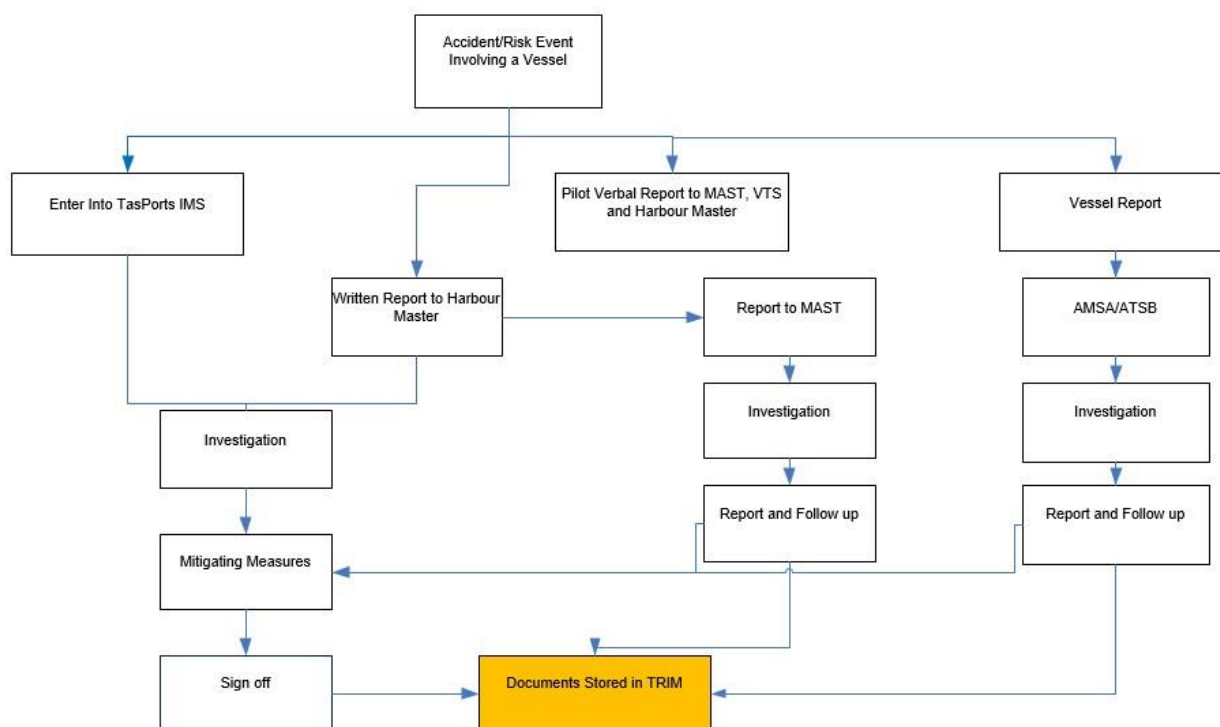
Following the reporting of an incident the Harbour Master will initiate an investigation to determine the root cause(s) of the incident and make recommendations on measures that need to be implemented to reduce the likelihood of a similar occurrence. Copies of the Harbour Master's report will be forwarded to Marine and Safety Tasmania for discussion at quarterly pilotage review meetings. The information will also be made available to the pilots. Marine and Safety Tasmania and/or ATSB may wish to independently investigate a maritime incident.

3.4 Review

TasPorts Incident Management System is reviewed weekly by the Executive group to ensure appropriate and timely follow up and sign off of accidents/risk events is achieved. A consolidated list of accidents and risk events, is retained in TasPorts Document Management System (TRIM) by TasPorts for review during the annual port audit process. The list of accidents/risks will also be referred to when the primary ports undergo a risk assessment every three years.

Following a review of accidents and risk events, the Pilotage Safety Management Manual and procedures will be amended where necessary. Information relating to accidents and risk events in the form of Pilot Alerts or Notice to Mariners are made available on the TasPorts intranet to keep pilots advised of important safety messages.

Accident and Risk Event Reporting and Investigation Flow Diagram



4 Vessel Traffic Services (VTS)

4.1 VTS

VTS is the primary communications centre for contact with vessels. Whilst it will provide information to vessel masters and pilots and effectively perform the function of a Vessel Traffic System (VTS) at primary ports it will not issue instructions. Information provided will be advisory only. In addition to the communications function, the VTS Centre (VTSC) will monitor exempt master requirements as provided in the *Pilotage Exemption Procedure*. VTS applies to all vessels over 35m in length under pilotage or a pilotage exemption.

4.2 Communication Systems

TasPorts will maintain a 24/7 VHF communications network covering all Primary Ports. The main system will be supported by a duplicate structure that is capable of providing the same full range of services. In addition, local VHF stations will be available at each of the Primary Ports for direct communication with vessels and as a support network in case the main systems fail. All VHF communications will be recorded for future reference.

4.3 Environment

Access to hydrological and meteorological data is important for a VTS in order to maintain a comprehensive situational awareness of the VTS areas. TasPorts hydrological subsystem consists of sensors and readouts that provide data on the following:

- Wind speed and direction
- Tidal current speed and direction
- Water depth

The VTS Centre (VTSC) will continuously monitor environmental information and provide advice on existing conditions to vessel masters and pilots upon request. Any potential adverse weather events that could impact on the safe working of a port will be reported to the Duty Pilot for consideration.

Information from instruments established at Primary Ports is remotely monitored at the VTS Centre and accessible through the mobile phone network.

4.4 Vessel Monitoring

Monitoring equipment has been established at each of the Primary Ports to provide VTS Operators with situational awareness in relation to traffic movements.

The Automatic Identification System (AIS) is intended as a primary VTS sensor and as such the system provides coverage of vessels located within each of the primary ports and their approaches.

An internet based back up system is available for VTS to use through AMSA on line services.

CCTV information is a useful VTS monitoring tool which provides VTS operators with real time visual information and the opportunity to make an assessment concerning vessel traffic movements within VTS areas.

4.5 Anchorages

Vessels seeking to anchor off a Primary Port will be required to anchor outside port limits at a safe location determined by the master.

A vessel proceeding to anchor must report to the VTS Centre on channel 12 or 14 VHF and advise when the vessel is safely at anchor.

5 General Operations

5.1 Port Closure

During extreme weather conditions the Harbour Master may undertake a risk assessment to determine what measures need to be taken to ensure vessels can safely navigate within port areas. If considered necessary the Harbour Master may determine that a port should be closed to vessel navigation until conditions improve and normal operations can be resumed.

5.2 Vessel immobilisation

Vessels are not allowed to immobilise propulsion machinery whilst within a port area unless they have received specific permission from the Harbour Master. A request to immobilise must be made on the *Vessel Immobilisation Request* form as required in the *Vessel Immobilisation Procedure*.

5.3 Requirements for Vessels Alongside

- ↗ Masters shall ensure their vessels are safely secured at all times.
- ↗ Vessel Masters must inform VTS if they are experiencing difficulty in keeping their vessel alongside or a failure of mooring lines.
- ↗ During periods of adverse weather additional lines may be deployed as necessary, with additional crew and main engine on standby. Specific procedures are in place

for specified berths during periods of adverse weather. VTS, in conjunction with the duty pilot, will provide information to vessels during severe weather events.

- ↗ The washing of cargo tanks or holds is not permitted without approval from TasPorts.
- ↗ Vessels shall not lower lifeboats or other craft from the vessel into port waters unless approval has been granted by TasPorts. Applications can be made via the VTS Centre.
- ↗ Vessels are required to seek approval from TasPorts to carry-out any of the following works that could affect the safety of the port or its environment:

- Hot work
- Underwater inspections or maintenance
- Overside painting
- Engine trials
- Engine immobilisation

5.4 Bunkering

Vessels intending to undertake bunkering operations must obtain approval from TasPorts, complete a *Non-Cargo Liquid Transfer Application* form and submit it to TasPorts VTS for processing. TasPorts personnel will attend to ensure the bunkering operation is carried-out safely and in accordance with established procedures.

5.5 Shifting Ship

Any shift along a wharf must be referred to the Duty Pilot for approval and TasPorts VTS for clearance prior to commencement of the movement. The shifting operation must not be attempted in adverse weather conditions. Vessels may shift ship alongside a wharf without the assistance of a pilot provided no more than 1 mooring line is shifted at any one time. Vessels must advise VTS prior to and on completion of a shift.

5.6 Diving Operations

Organisations intending to conduct commercial diving operations within a Primary Port area must complete TasPorts *Notification of Intention to Conduct Commercial Diving Activities within Port Areas* form and submit it to the VTS Centre prior to commencing diving activities. Once permission is granted, dive operators must contact VTS prior to divers entering the water and advise when operations are completed.

5.7 Aquatic Events

Organisers of aquatic events taking place within Primary Port areas must advise TasPorts of requested details and ensure contact with the VTS Centre is maintained during the event.

5.8 Berth Closures

In the event that construction, maintenance or other activities prevent a berth from being utilised in the intended manner, or the intended activities impact on the safety of persons and mooring requirements of vessels using the berth, the Harbour Master in consultation with the relevant Regional Manager shall close the berth. Berth closure shall be promulgated to shipping agents and other relevant stakeholders well in advance by the Regional Manager. An estimated expected re-opening date shall also be advised.

6 Navigation Aids

6.1 TasPorts Navigation Aids

Under the Deed of Agreement, TasPorts has been assigned maintenance responsibility for navigation aids in Hobart, Launceston, Devonport, Burnie, Spring Bay, Grassy, Stanley and Strahan. The aids are listed in TasPorts asset register as well as the asset maintenance system.

6.2 Maintenance

Under TasPorts maintenance system navigation aids are subject to a preventative maintenance program which provides regular work orders to ensure they are maintained in a fully operational condition.

Navigation aid outages are reported to the VTS Centre and a works order is initiated to ensure the light is returned to operational mode as soon as possible and within IALA guidelines. The reporting and repair process is contained in the *Navigation Aid Maintenance Procedure*.

6.3 TasPorts Reporting of Outages

Reports on navigation aid outages are made from a variety of sources to the VTS Centre and they will ensure pilots, exempt masters and mariners are promptly advised of the defect.

Information relating to navigation marks that are missing or unlit will be displayed on the *Daily Shipping Advice* sheet.

If there is a delay in repairing a navigation light, a notice to mariners will be issued advising mariners of the problem.

7 Emergency Response

7.1 TasPorts Crisis and Emergency Management Framework

TasPorts Crisis and Emergency Management Framework consists of several documents including Crisis Management Manual, Emergency Management Plan and Site Evacuation Plans. These have been developed to manage serious and extreme incidents or issues which could impact TasPorts and its associated operations and infrastructure. The documents, plans and procedures aim to improve the readiness for, and management of, the impact of emergency events, business disruption and reputational issues to TasPorts and its operations.

Emergency management training and exercising will be undertaken in line with the plans, and will consist of desktop exercises annually and mock exercises every two years, or more frequently where the need is identified. Evacuation drills will be conducted at each site location annually.

7.2 Tsunami

The most vulnerable ports to a tsunami event are Hobart and Spring Bay which are more likely to experience a tidal surge rather than an abnormal wave. Notification of a possible tsunami will be provided to VTS by Tasmania Police. When received, the *Tsunami Response Procedure* will be followed.

7.3 Security Plan

TasPorts has a Maritime Security Plan approved by the Office of Transport Security under the legislative requirements of the Maritime Transport and Offshore Facility Security Act 2003.

The purpose of the Maritime Security Plan is to safeguard TasPorts assets against unlawful interference with maritime transport or port facilities.

7.4 Port of Refuge

Under extreme situations a vessel may make a port of refuge request. If such a request is received the Harbour Master will make an assessment of the situation, as prescribed in the *Port of Refuge Procedure* and provide advice to the TasPorts Crisis Management Team and other responsible organisations on whether or not the vessel should be allowed port access.

8 Marine Pollution Response – Oil Spills

8.1 Pollution Response Plan

The TasPorts Oil Spill Contingency Plan covers the management of a response to Tier 1 oil spills within primary port areas. The Harbour Master has ownership of the plan and is responsible for reviews and updates.

8.2 Equipment

A stockpile of first strike equipment is held at each of the main ports and will be maintained to ensure it is immediately available for deployment. A list of equipment for each port is contained in the contingency plan.

8.3 Exercises

The TasPorts Oil Spill Contingency Plan will be exercised annually to test its effectiveness. The exercises will be held on a rotational basis to ensure each primary port has an opportunity for direct participation. The exercises will consist of an equipment deployment and a table top scenario.

8.4 Training

TasPorts staff will be trained in emergency response to comply with the requirements of the plan and fulfil its obligations under the Deed of Agreement.
XXX LINK XXX (TasPorts oil spill contingency plan)

9 Hydrographic Survey

9.1 Survey Requirements

Periodic hydrographic surveys are required to determine if channels and berth pockets are subject to accumulation of material that could have an effect on shipping and their ability to maximise cargo loadings. The period between surveys is determined on a risk assessment basis which takes into consideration historical hydrographic data, vessel movements and tidal flow. Whilst a long term survey plan can be developed for ports based on known information it should be recognised that adverse weather events can significantly modify sediment movement which can lead to accelerated rates of material accumulation beyond what is forecast as “normal.” It therefore may be necessary to undertake intermediate surveys following a storm event to ensure port areas are safe for shipping or to determine if remedial measures are required.

9.2 Survey Schedule

The current list of scheduled hydrographic surveys can be found on the intranet.

Devonport is surveyed annually due to the on-going deposit of silt in the swing basin and sand and pebble accumulation in the main channel, adjacent to the breakwaters. Other ports don't experience a continuous build-up of material therefore the period between surveys has been extended.

9.3 Survey Accuracy

Hydrographic surveys are carried out by qualified surveyors to ZOC A1 standard, which is the highest category rating, using GeoSwath sonar equipment to ensure maximum coverage and accuracy is achieved and all significant seafloor features are detected.

- Position accuracy = + or – 5 metres
- Depth accuracy = 0.05 m + 1% depth

Information obtained during hydrographic surveys is processed as follows:

1. Survey data is sent to the Australian Hydrographic Office (AHO) along with a “Survey Summary” which provides details on how the survey was conducted and its accuracy.
2. The above documentation is accompanied by a survey report signed by an accredited hydrographic surveyor.
3. The information supplied is checked by the Hydrographic Office for accuracy.
4. The Hydrographic Office issues navigation charts with depth information. It should be noted that the Hydrographic Office accepts responsibility for information that is printed on their charts.
5. A revised depth declaration will be issued by TasPorts Harbour Master.

10 Southern Region – Hobart

PRIMARY PORTS

10.1 Port of Hobart

Port of Hobart is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as comprising Zones A, B and C

***"Zone A"** means the waters of the River Derwent that are enclosed within the following limits:*

(a) to the south, by an imaginary straight line drawn from east to west along the parallel of latitude 42°55.5' South across the width of the River Derwent;

(b) to the north, by an imaginary straight line drawn from the orange diamond-shaped beacons located approximately 450 metres south of the Tasman Bridge on the western shore of the River Derwent to another pair of orange diamond-shaped beacons similarly located on the eastern shore of the River Derwent;

***"Zone B"** means the waters of the River Derwent that are enclosed within the following limits:*

(a) to the south, by an imaginary straight line drawn from the orange diamond-shaped beacons located approximately 450 metres south of the Tasman Bridge on the western shore of the River Derwent to another pair of orange diamond-shaped beacons similarly located on the eastern shore of the River Derwent;

(b) to the north, by the south-eastern side of the Bowen Bridge;

***"Zone C"** means the waters of the D'Entrecasteaux Channel and all the bays and estuaries opening into the Channel that are enclosed within the following limits:*

(a) to the south, by an imaginary straight line bearing 223 degrees from the southern end of Partridge Island to Southport Island;

(b) to the north, by an imaginary straight line bearing 138 degrees from Pierson Point to Kelly Point;

10.1.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line of **Latitude 42 degrees 55.5 minutes South** until the following pre-arrival and acceptability conditions have been met.

10.1.2 Planned Abort Position and Point of No Return

The Planned Abort Position (PAP) is defined as the planned position where a vessel can safely abort. For Tasman bridge transits the position is marked on Aus Chart 172 as the channel escape zones and is marked on the passage plan.

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage. The actual PNR is subject to change due to the following;

- ✓ Vessel type,
- ✓ nature of failure,
- ✓ prevailing weather and current conditions,
- ✓ traffic conditions
- ✓ Towage employed for particular vessel

Generically for vessels heading north and south through the Tasman Bridge, one point of no return has been established at **0.5 miles from the bridge** and is detailed on the passage plan

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
		Sin 15 deg = 0.25 Sin 30 deg = 0.5 Sin 50 deg = 0.77 ¹			
Hobart (A)	n/a	35 k	30 k	25 k	25 k
Hobart (B)	185*/32.2 **	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	Nil	1	2 to berth 1 to sail	2	

Risdon	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
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 130m LOA require an escort tug for Tasman Bridge escort.					
2. All vessels 110m-130m LOA and with a draft greater or equal to 7m, require an escort tug for Tasman Bridge escort.					
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					

10.1.4 Minimum Tug Requirements

The minimum tug requirements for Hobart are listed in the table below.

2 ASD tugs shall be maintained in the Port of Hobart capable of providing a bollard pull of at least 45 tonnes. At least 1 of those tugs shall be Escort capable.

It should be noted that, under certain circumstances, the pilot, in consultation with the vessel's master, may require additional tugs to be employed.

Note : Real time operational tug training shall be conducted as prescribed in the Escort Tug Operations – Exercise procedure.

10.1.5 Berth Depths

The maximum draft for Hobart = 14.1 m

10.1.6 Emergency anchorages

The open nature of the southern approaches to the port of Hobart and the low vessel speeds mean that anchoring is the most likely safe option in the event of an engine failure. If tugs are in attendance then they can either assist with anchoring the vessel or manoeuvre it out to a safe position.

Possible beaching locations can be found south of the line of the Casino on the western shore.

10.1.7 Tasman Bridge Procedures

The following procedures will be followed by vessels transiting the Tasman Bridge.

- a) No vessel *exceeding 35 metres in length* is permitted to pass under the *Tasman Bridge on Monday to Friday* inclusive between the hours of 0630 to 0930 and 1530 and 1800. Public holidays and weekends are excluded from this regulation.

However restricted periods may be prescribed on any day. Such instructions shall be notified by Notices to Mariners or direct to VTS.

- b) When a *vessel of 35 metres or more in length* passes under the Tasman Bridge, all vehicular traffic on the Bridge is to be cleared and traffic stopped.
- c) Tugs, when not engaged in towing or pushing are exempt from (a) and (b).
- d) The master or pilot of a vessel 35 metres or more in length shall advise Port Control when his ship is approximately 30 minutes from transiting the Tasman Bridge. If this Bridge ETA is altered because the vessel has been delayed, this information must be passed to Port Control and the new Bridge ETA advised.
- e) The master or pilot of a vessel intending to pass under the Tasman Bridge by means of the main Navigation Channel shall sound one long blast of at least ten seconds duration on the ship's whistle at the moment any part of the vessel enters the Main Navigation Channel.
- f) The master or pilot will inform port control by VHF when his vessel is 3 minutes from the bridge. All vehicular traffic will be stopped at this time.
- g) The master or pilot will inform Port Control by VHF when the vessel's stern is clear of the Bridge. The Bridge traffic flow will then resume.
- h) When proceeding under the Tasman Bridge, tugs must be navigated through the Main Navigation Span.
- i) On each passage of a tug passing under the Tasman Bridge, two persons must at all times be on the bridge and one of these must be a fully qualified master with a Zone "B" exemption.

10.1.8 Tasman Bridge Vessel Safety Check Instructions

Whenever a vessel is to be piloted under the Tasman Bridge, the pilot will on boarding, ensure that the following requirements are carried out at least one nautical mile distance from the Tasman Bridge.

- a) The ship's main engine(s) to be tested both ahead and astern.
- b) The rudder to be placed hard over each way.
- c) Ensure that both steering motors are working and that the vessel's emergency steering gear is operative, with a ship's officer in attendance, being capable of instantly engaging the emergency steering gear in the event of a steering failure.
- d) A ship's officer will be stationed on the forecastle. Anchors are to be clear and ready for letting go.

- e) Ensure that the Master completes the relevant details in the *Safety Check List* and signs the Passage Plan.

Pilots of vessels passing under the Tasman Bridge will report in writing to the Harbour Master the following occurrences: -

- a) All aborted attempts to pass under the Bridge
- b) Any close call situations; and
- c) Any delays due to adverse weather conditions or to ship's mechanical failures, including steering gear, main engines, whistle failures, anchor problems etc.

Should it be necessary to transit the Bridge during the prohibited times, a latitude of about 5 minutes will be granted at the commencement of each restricted period. The Harbour Master is to be advised of the reason for the extension of time.

10.1.9 Severe Weather procedure

This procedure applies to all vessels >35m LOA and vessel movements in Hobart Zone A and B.

Definitions

Large passenger vessel - a passenger vessel with an LOA of 180 m or more.

High Risk Vessels – Tankers at Self's Point >120m LOA and Larger Cruise Vessels >180m LOA

Guidelines for when a Severe Weather Forecast is issued for Derwent Estuary

Actions – VTS	<p>Advise Duty Pilot(s), Duty Tug Master and all vessels in port via VHF or alternatively advise agent of warning status</p> <p>Continuously monitor BOM website for updates on Marine & Land forecasts</p> <p>Continuously monitor CCTV, AIS, ship movement, REMS (Wind & Current) System</p> <p>Inform other parties as advised by Duty Pilot including TSOC and Site foremen as per Emergency Management Plan</p>
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Operational Guidelines for planned vessel arrivals

Zone B – due to the restrictive nature of the pilotage waters north of the Tasman Bridge and the inability to remove vessels from the berth during severe weather events due regard must be made to the forecast conditions before berthing vessels.

Self's Point – Vessels are not to berth if a Gale Warning (34-47 knots) or stronger is forecast for the duration of the vessels stay. (May be mitigated by agreeing Tug stand-by terms for duration of excessive winds)

Nyrstar – An assessment is to be made by Duty Pilot whether it is safe to berth depending on the forecast wind direction.

Zone A – Large cruise vessels (>180m LOA). Assessment made by Duty Pilot in consultation with the Harbour Master and vessels Master.

Tug Availability and expected call out times to be agreed and the Hobart Tug availability sheet signed by Master or as detailed on Seasonal Harbour Master directions for large passenger vessels.

Operational Guidelines for High Risk vessels in port

Wind >35 knots - Gale Force

Actions – VTS	<p>Advise Duty pilot</p> <p>Advise Duty Tug Master</p> <p>Actively monitor vessels via CCTV and Wind gusts on REMS</p> <p>Contact vessel on VHF Ch.12 to offer assistance if required and update forecast</p> <p>Update vessels in port with revised tug call out time</p>
Actions – Tugs	2 crews to be available and response times given to VTS
Actions – Duty Pilot	Assess situation and review forecast.

Wind >48 knots – Storm Force

Actions – VTS	<p>Advise Duty pilot</p> <p>Advise Duty Tug Master</p> <p>Actively monitor vessels via CCTV and Wind gusts on REMS</p>
Actions – Tugs	2 crews on tug, awaiting instructions
Actions – Duty Pilot	Review weather forecasts and prevailing conditions to determine risk to vessels in port, port infrastructure, community and potential requirement for tug assistance, etc

10.2 Hobart – Zone C

Port of Hobart is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as comprising Zones A, B and C

"Zone C" means the waters of the D'Entrecasteaux Channel and all the bays and estuaries opening into the Channel that are enclosed within the following limits:

(a) to the south, by an imaginary straight line bearing 223 degrees from the southern end of Partridge Island to Southport Island;

(b) to the north, by an imaginary straight line bearing 138 degrees from Pierson Point to Kelly Point;

The imaginary lines referred to in (a) and (b) above are shown on the charts as "Port Limits."

10.2.1 Pilotage Limits

Vessels must not proceed past the pilotage limit lines for Zone C until the vessel pre-arrival and acceptability conditions have been met.

10.2.2 Point of No Return

There is no Point of No Return for this port as vessels can safely maneuver within the port area. All above conditions must be met by vessels prior to proceeding beyond the Port Limit lines.

10.2.3 Hobart Zone C Operating parameters

Maximum vessel length	Unrestricted
Draught Restrictions	8.6m at LAT. For greater draughts, vessels will be tide restricted, subject to them maintaining the minimum static UKC.

10.2.4 Tug Requirements

The pilot will determine under what circumstances a tug will be required.

10.2.5 Depths

The minimum depths are:

D'Entrecasteaux Channel	10.2 metres
Port Huon	8.5 metres

Secondary Ports

10.3 Port of Spring Bay

Port of Spring Bay is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters of Spring Bay westward of an imaginary straight line drawn across the approaches to Spring Bay extending from Point Home Lookout to Stapleton Point

10.3.1. Pilotage Limit Line

Vessels must not proceed past the pilotage limit line between Point Home and Stapleton Point until pre-arrival and Acceptability Conditions have been met.

10.3.2 Point of No Return

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage. The PNR for vessels berthing at the woodchip berth in the Port of Spring Bay is 0.6 miles off Freestone Point.

10.3.3 Port of Spring Bay Operating Parameters

Winds from the NW and SW can be very strong with the passing of a cold front particularly between July and December. In winds over 20 knots vessels will not be berthed at the ex-woodchip facility.

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.

10.3.4 Minimum Tug Requirements

The tug requirements for vessels calling at Spring Bay will be determined by the Duty Pilot. There are no tugs stationed at Spring Bay.

10.3.5 Berth Depths

The following berth depths apply in the Port of Spring Bay:

Spring Bay Berth	10.7 metres (mid berth 1-2m off berth otherwise 11.0m)
Swing Basin	10.2 metres

10.4 Port of Coles Bay

The **Port of Coles Bay** is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters –

- (a) to the east of an imaginary straight line drawn between Hepburn Point and the westernmost point of Schouten Island, including Schouten Passage; and

(b) to the west of an imaginary straight line drawn between Cape Tourville and Cape Forestier; and

(c) to the west of an imaginary straight line drawn between Cape Forestier and Cape Sonnerat, including Schouten Passage.

10.4.1 Port of Coles Bay Operating Parameters

Maximum length of vessel that can call at Coles Bay is 105 metres.

Maximum draft for vessels under way is 7 m.

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.

10.4.2 Pilotage Exempt Vessels

Vessel over 35 metres in length wishing to enter the Port of Coles Bay may make application to be exempt from the requirement to employ a pilot in accordance with Section 26 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

10.4.3 Minimum Tug Requirements

Vessels calling at Coles Bay have thrusters and multiple propulsion units therefore tugs are normally not required.

10.4.4 Depths

Depths are those shown on the Australian hydrographic chart AUS 766/Aus 169

10.5 Port Arthur

The Port of **Port Arthur** is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters lying northwards of an imaginary straight line drawn from the south-eastern extremity of West Arthur Head direct to the southernmost point of Budget Head.

10.5.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line, which is a line between Budget Point and West Head until vessel entry and acceptability conditions have been met.

10.5.2 Point of No Return

The point of no return is the pilotage limit line, which is a line between Budget Point and West Head.

10.5.3 Port Arthur Port Operating Parameters

Maximum length of vessel that can use the Inner Anchorage is 190 metres LOA.

Maximum length of vessel that can swing but not anchor in the Inner Anchorage is 235 metres LOA.

There is no length restriction for vessels using the outer anchorage.

Maximum draft for vessel using the Inner Anchorage is 11.9 metres.

Maximum draft for vessel using the Outer Anchorage is 14.1 metres.

In the absence of detailed 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.

10.5.4 Pilotage Exempt Vessels

Vessel over 35 metres in length wishing to enter the Port Arthur may make application to be exempt from the requirement to employ a pilot in accordance with Section 26 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

10.5.5 Tug Requirements

Vessels calling at Port Arthur have thrusters and multiple propulsion units therefore tugs are generally not required.

10.5.6 Declared Depths

Inner Anchorage: Lat 43 09.11'S, Long 147 51.51'E

- Minimum depth 12.8 metres
- Maximum draft 11.9m

Outer Anchorage: Lat 43 08.50'S, Long 147 52.62'E

- Minimum depth 15.0 metres
- Maximum draft 14.1m

10.6 Port Davey

The Port of **Port Davey** is defined in *the Marine and Safety (Navigation and Pilotage) Regulations 2017* as

(a) all the waters lying eastward of an imaginary straight line drawn from a point at North Head where the parallel of latitude 43°19'18.65" South intersects the coastline to a point at Hilliard Head where the parallel of latitude 43°23'15.41" South intersects the coastline, including all the waters of Payne Bay and Hannant Inlet; and

(b) all bays and estuaries opening into Bathurst Harbour

10.6.1 Port Davey Operating Parameters

Maximum length of vessel that can call at Port Davey is 105 metres.

Maximum draft for vessels under way is 7 metres.

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

10.6.2 Pilotage Exempt Vessels

Vessel over 35 metres in length wishing to enter the Port Davey may make application to be exempt from the requirement to employ a pilot in accordance with Section 26 of the *Marine and Safety (Pilotage and Navigation) Regulations 2017*.

10.6.3 Tug Requirements

Vessels calling at Port Davey have thrusters and multiple propulsion units therefore tugs are not required.

11 Northern Region – Bell Bay

PRIMARY PORTS

11.1 Port of Bell Bay – Zone E

Port of Launceston is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred on Low Head and including the area comprising Zones D and E

Zone E" means the waters of the Tamar River from the Batman Bridge, the wharves in Long Reach, Bell Bay, Beauty Point and Inspection Head to the seaward limit of the Port of Launceston.

Zone E is referred to in this manual as Bell Bay.

11.1.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line of **Latitude 41 degrees 02 minutes South** until the vessel pre-arrival and acceptability conditions have been met.

11.1.2 Point of No Return

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage. There are two PNR's, one for arrival and one for departing vessels. These are:

Arrival: One mile from Yellow Rock beacon.

Departure: Bryants Bay. This is the last area where departing vessels can stop or turn prior to committing to a transit out of the river.

In general, where vessels experience difficulties during transit between Yellow Rock and Saltpan Point, emergency procedures as described in 11.1.6 will need to be adopted.

11.1.3 Bell Bay Operating Parameters

Vessels entering the Bell Bay must comply with the limitations shown in the following table:

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.

Pilot Boarding Times

Bell Bay Arrivals

	LOA 0 - 140m	LOA > 140m
Anchorage	Anytime	LW → HW +30min
No. 1	Anytime	LW → HW +30min
No. 2 (PST)	Anytime (Consult pilot)	N/A
No. 3	Anytime	LW → HW +30min
No. 4	Anytime	LW → HW +30min
No. 5	Anytime	LW → HW +30min
No. 6	PST Anytime SST = LW → HW	PST = LW → HW +30min SST = LW → HW
No. 7 (Max LOA 70m)	Anytime	N/A
Deep Draft Bulk/Tanker	(Draft > 10.0m)	HW -30min → HW +30min

Bell Bay Departures

All Berths	Anytime	HW -45min → HW +1hr 15min
	Anytime	LW -45min → LW + 1hr 15min
WoodChip from No.6	N/A	HW -15min → HW +15min

Long Reach

Arrival		SST = LW → HW -1hr 15min
Departure		SST = HW/LW -30min → HW/LW +15min
Long Reach → Anchorage		LW +1hr → HW +30min
Shift Berth		SST = LW +30min → HW +30min

Inspection Head

	Anytime	LW → HW +30min
	Pilot to be consulted for all vessels at this berth	

Upper Tamar (Zone D)

		Daylight between Long Reach and Kings Wharf
	Max. LOA = 80m	
	Max. Draft = 5.0m	
	Min. UKC = 0.5m	

Notes

1. All POB times subject to variation due to tide height to maintain a minimum UKC of 0.6m after allowance for squat.
2. All times subject to pilot variation for specific occasions (extreme weather, floods/unusual v/l)
3. Vessels without a tug / thruster aft will only berth stemming the tide.

11.1.4 Normal Tug Requirements

The normal tug requirements for Bell Bay are listed in the following table and is a guide only. It should be noted that, under certain circumstances, the pilot, in consultation with the vessel's master, may require additional tugs to be employed.

BELL BAY (Berth No's. 1, 3, 4 & Thermal)		Berthing	Sailing
Under 110m		1	0/1
110 – 140m		1/2	1/2
140 – 170m	Flood Tide	1/2	1/2
140 – 170m	Ebb Tide	2	1/2
Over 170m		2	1/2

BELL BAY (No . 6 Berth)		Berthing	Sailing
Under 110m		1	0/1
110 – 140m		1/2	1/2
140 – 170m		2	1/2
Over 170m	Flood Tide	2	1/2
Over 170m	Ebb Tide	2	2

WOODCHIP BERTHS (Long Reach)		Berthing	Sailing
Over 170m		2	2

INSPECTION HEAD (Berth No. 1)		Berthing	Sailing
Under 110m		1	0/1
110 – 140m		1/2	1/2
140 – 170m	Flood Tide	1/2	1/2
140 – 170m	Ebb Tide	2	2
Over 170m		2	2

INSPECTION HEAD (Berth No. 2)		Berthing	Sailing
Under 110m		1	0/1
110 – 140m		1/2	1/2■
140 – 170m	Flood Tide	1/2	1/2
140 – 170m	Ebb Tide	2	2
Over 170m		2	2

Notes

- Thruster counts as 1 tug.
- Twin Screw/Twin Rudder combination counts as 1 tug.
- When a vessel is constrained by tidal, navigational, or operational factors, the pilot may, at his discretion, handle the vessel without tugs, or with the tug or tugs that are available. Where it is not practical because of the vessel type or construction, to employ tugs as per the above schedule, the vessel may be exempt from compliance.

Refer to the arrival / departure parameters above.

2 ASD tugs shall be maintained in the Port of Bell Bay capable of providing a bollard pull of at least 30 tonnes. Tug(s) shall be available at a minimum of 2 hours notice.

Tug usage will be decided by the Duty Pilot on a case by case basis and will depend on bow thruster power and dependability, vessel draught, the berth and expected weather conditions.

1. 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).

11.1.5 Berth Depths

Maximum draft for Bell Bay = 11.5 m

11.1.6 Emergency anchorages

The location of possible anchoring positions depends on the length of the vessel and whether the vessel is going to swing at anchor before any tug assistance arrives. It must be noted that the holding power of the river bed is unknown and that the river depth changes dramatically in short distances. Vessels that are not likely to swing before assistance arrives (i.e. stemming the tide) may be able anchor in most places in the river. Use of the rudder may be effective in controlling the vessel at anchor if the tide is running. Possible anchorages (showing potential swing diameter) are:

- North of NW Bank (off Lagoon Bay) = 220m
- NE of NW Bank (off She Oak leads) = 180m
- Toroa Patch - eastern side = 250m
- Bombay Rk – western side = 180m
- Garden Is. – off southern end = 300m
- Bryant's Bay – widest part = 320m
- NE of Orari Bk = 290m
- Operational anchorages (4 of) in Bell Bay between No.5 and Power Station locations in deep water.

See Appendix 1 for possible anchoring locations.

The banks of the lower Tamar River are mainly hard rock with gently sloping sand in several locations. Whilst beaching is not a preferred option it may be the only option. The objective of these procedures is to highlight the sandy parts of the river that may provide for a better outcome than striking the hard rock.

Possible beaching areas include:

- ✓ on the area known as the “flats” in Bell Bay.
- ✓ on the area west or east of Middle Island in Bell Bay.
- ✓ on Kelso Beach in the area adjacent to the Kelso Leads.
- ✓ at Pilot Beach avoiding Barrel Spit.

See Appendix 1 for possible beaching locations.

11.1.7 Tug availability

If a tug is booked for arrival it usually departs their berth around the same time that the vessel enters the river. Depending on the tide it could take tugs between 30 – 45 minutes to reach a vessel at the entrance. A vessel at Garden Island could be reached in approximately 15 minutes.

If a tug is used for departure it usually returns to their berth about the time that a vessel nears Pt. Effingham. Tug(s) remain on standby until dismissed by the pilot usually just before the outbound vessel reaches Garden Island.

If no tugs are booked then their response time would be one hour after call out plus steaming time.

11.2 Launceston – Zone D

Port of Launceston is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred on Low Head and including the area comprising Zones D and E.

Zone D means the waters of the Tamar River from Picnic Rock on the South Esk River and Hobblers Bridge on the North Esk River to the Batman Bridge

11.2.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line of **Latitude 41 degrees 02 minutes South** until the vessel pre-arrival and acceptability conditions have been met.

11.2.2 Point of No Return

The Point of No Return is one mile from Yellow Rock beacon.

11.2.3 Port of Launceston Zone D Operating parameters

Maximum vessel length	70 metres LOA
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Maximum draft 5.0 metres

Pilotage of vessels in Zone D will be conducted during daylight only. Night pilotage may be allowed following a risk assessment and completion of night navigation trips on a suitable vessel.

The maximum length of 70 metres may be increased for vessels with good manoeuvring characteristics. i.e. twin screw and bow thruster.

11.2.4 Tug Requirements

Normally only small, (max length 70m) and highly manoeuvrable vessels transit Zone D therefore tug assistance is generally not required. The pilot will determine under what circumstances a tug will be required

11.2.5 Depths

The minimum river depth in Zone D is 2.6 metres

11.2.6 UKC

The following static UKC's has been determined for the Port of Launceston Zone D:

UKC = 0.5 metres

Secondary Ports

11.3 Lady Barron

The **Port of Lady Barron** is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred at the outer extremity of the wharf situated in Adelaide Bay.

11.3.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line, which is a 3 nautical mile radius centred at the outer extremity of the wharf situated in Adelaide Bay until pre-arrival and acceptability conditions have been met.

11.3.2 Point of No Return

There is no Point of No Return for this port as vessels can safely maneuver within the port area.

11.3.3 Port of Lady Barron Operating Parameters

Maximum length of vessel that can call at Lady Barron is 70 metres LOA.

Maximum draft for the port is 3.5 metres.

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.

11.3.4 Minimum Tug Requirements

Given the size and manoeuvrability of vessels calling at Lady Barron, tugs will generally not be required however vessels will be assessed on a case by case basis to determine if tug assistance is necessary.

11.3.5 Depths

Depths are those shown on the Australian hydrographic chart AUS 179

12 North West Region - Devonport, Burnie, Port Latta

PRIMARY PORTS

12.1 Devonport

Port of Devonport is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle centred at Mersey Bluff Lighthouse having a radius of 3 nautical miles, including the waters of the River Mersey up to, but not including, the Victoria Bridge

12.1.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line of **Latitude 41 degrees 02 minutes South** until vessel pre-arrival and acceptability conditions have been met.

12.1.2 Point of No Return

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage and is committed to transiting the Mersey River. There are two PNR's, one for arrival and one for departing vessels. These are:

Arrival: 1.6 nautical miles from the Fairway beacon.

Departure: The Swing Basin

As a guide, 8 degrees leeway is considered to be the maximum acceptable leeway when transiting the main channel.

12.1.3 Port of Devonport Operating Parameters

Vessels entering the Port of Devonport must comply with the operating parameters in the table below.

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.

It should be noted that restricted visibility may present itself from the south with sudden onset during winter months or present itself from the north/northeast in the form of sea fog during summer and autumn months. Refer to Pilotage in Restricted Visibility at Devonport Procedure for detailed information on procedures to be adopted during periods of restricted visibility.

- ✓ Maximum draft for the port is 9.0 metres.
- ✓ Vessels are to be handled on flood tide only if berthing/departing within 72 hours of the time of issue of flood warning for the Mersey River by the BOM

12.1.4 PILOT BOARDING TIMES

Arrival

LOA (metres)	Draft (metres)	UKC (metres)	State of Tide	Towage/Remarks
35 - 95	< 8.0	≥1.60	LW-2.5hrs to HW+1.5hrs	As required. [Steerable nozzle twin screw or ASD tug used at Pilot's discretion] (See Note 1)
35 - 95	≥ 8.0	≥1.60	Flood	As required. [Steerable nozzle twin screw or ASD tug used at Pilot's discretion] (see note 5)
95 - 130	< 8.0	≥1.60	LW-2.5hrs to HW+1.5hrs	Minimum of two tugs (See note 2)
95 - 130	≥ 8.0	≥1.60	Flood	Minimum of two tugs (See note 2)
130 - 180	< 8.0		Flood	Two Tugs as minimum (See notes 2,4)
130 - 180	≥ 8.0 < 9.0		HW -1hr	Two Tugs as minimum (See notes 2,4)
180 to 205	< 9.0	≥1.60	HW -1hr	Two Tugs as minimum (See notes 2,4)

Specific exemptions to above

MV Goliath	< 9.0m	≥1.60	See Note 1	Vessel has B/T and Vect Twin. Can arrive/depart after reduction for UKC. Middle 2 hours of the ebb tide are to be avoided when under pilotage.
LPG vessels	< 5.0m	≥0.50 See Note 3	See Note 1	One tug (See Note 1, 2, 3,5)

Notes

1. Vessels not berthed in middle of ebb tide ie HW+1.5hrs to LW-2.5hrs.
2. Where vessel has adequate bow thruster or stern thruster towage may be reduced by one tug for each.
3. Based on the available depth of water at 5W, a vessel can berth at Low Water provided UKC is $\geq 0.5\text{m}$ at berth.
4. At least one tug must be ASD with minimum bollard pull of 45 Tonnes.

Departure

The following parameters are to be followed for vessel departures:

SST 1W, 3W, 4W, 5W	Vessels berthed SST at numbers 1,3,4,5 west berths are to depart only at slack water +/- 30 mins. Vessel $\geq 130\text{m}$ LOA or $\geq 8.0\text{m}$ draft then two tugs as minimum. (See Note 2 above) Vessel $< 130\text{m}$ LOA tugs at pilots discretion
PST 4W	Vessels berthed PST 4W $\geq 130\text{m}$ LOA depart one tug flood two ebb (See Note 2 above) Vessels $< 130\text{m}$ LOA tugs at pilots discretion
PST 1W	Vessels berthed PST 1W two tugs (See Note 2 above). May be reduced to one tug on flood tide departure after initial vessel assessment. ie regular caller.

For Departing Vessels: Wind gusts in excess of 30 knots are considered to be the upper limit for vessels departing under pilotage.

12.1.5 Minimum Tug Requirements

Refer to the arrival / departure parameters above.

1 ASD tug shall be maintained in the Port of Devonport capable of providing a bollard pull of at least 45 tonnes. An additional tug will be made available as required by the table above capable of providing a bollard pull of at least 30 tonnes. Tug(s) shall be available at a minimum of 2 hours notice.

Tug usage will be decided by the Duty Pilot on a case by case basis and will depend on bow thruster power and dependability, vessel draught, the berth and expected weather conditions.

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).

12.1.6 Berth Depths

12.1.7 Emergency anchorages/beaching

River transits between the entrance and the swing basin are usually conducted at speeds of between 5 and 7 knots. Because of the available width of the river there are not many

options for a vessel with an engine or steering failure. The only real option is to keep the vessel in the channel as long as possible before either **beaching** or trying to **anchor**. If tugs are in attendance then they can be used to assist in safely manoeuvring the vessel.

The banks of the Mersey River are mainly hard rock and shingle. Whilst beaching is not preferred it may be the end result of an engine or steering failure. Preferred beaching areas are:

- ✓ between the Sayers Point navigation beacons in the swing basin.
- ✓ in an area on the western river bank north of Mussel Rock leads but south of Regatta Point.

In perfect conditions anchoring in the river may keep the vessel from grounding but this is unlikely because its narrowness. The vessel only has to swing through 30 degrees before it would be aground.

12.2 Burnie

Port of Burnie is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred at the eastern end of the Island Breakwater in Emu Bay

12.2.1 Pilot boarding Ground

This is situated at **Latitude 41° 00'S**
 Longitude 145° 58.7'E

12.2.2 Point of No Return

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage and is committed to entering the port. The point of no return for inbound vessels at the Port of Burnie is where Roundhill Leads cross the main entrance lead line which is 0.6 miles seaward of the breakwater.

12.2.3 Port of Burnie Operating Parameters

There are no specific port parameters applicable to vessels calling at Burnie. The Duty Pilot will make an assessment of prevailing conditions, in terms of wind strength and direction, swell, tide and make a determination on whether they are suitable to undertake a particular manoeuvre with due regard to the vessel type.

All vessels will normally berth head out. Vessels berthing head in may be considered and will depend on design and propulsion system. Reference should be made to the Large Passenger Vessels Alongside in Burnie Procedure.

It should be noted that restricted visibility may present itself from the south with sudden onset during winter months or present itself from the north/northeast in the form of sea fog during summer and autumn months. Refer to Pilotage in Restricted Visibility at Burnie Procedure for detailed information on procedures to be adopted during periods of restricted visibility.

12.2.4 Large passenger vessels of 240m and over

Burnie can be exposed to strong winds which could prevent a large passenger vessel, with high windage from remaining securely alongside the berth. The operational checklist for large passenger vessels is to be completed to confirm precautions have been taken to reduce this risk.

12.2.5 Minimum Tug Requirements

The minimum tug requirements for ships berthed head out are:

LOA	Tugs In	Tugs Out
0 - 95m	Nil	Nil
>95m	Two (See note 2)	Nil / One (See notes 1 & 2)

The minimum tug requirements for ships berthed head in are.

LOA	Tugs In	Tugs Out
0 - 95m	Nil	Nil
>95m	Two (See note 2)	Two (See note 2)

If a tug is used for departure they are usually in the vicinity of the vessel until it clears the port area.

2 ASD tugs, maximum LOA of 32m shall be maintained in the Port of Burnie capable of providing a bollard pull of at least 45 tonnes. Tug(s) shall be available at a minimum of 2 hours notice.

Notes :

- Additional tugs may be used at the pilot's discretion.*
- If the vessel is fitted with an adequate bow thruster reduction of one tug may be considered.*
- For berths 6 and 7, if there is a vessel on the other berth then consider extra towage particularly if the propeller configuration is such that the stern will move towards the other ship.*
- Cruise ships fitted with bow / stern thrusters don't require tugs however if the wind is 15-20kts consider one tug, >20kts consider 2 x tugs.*
- When swinging and UKC is minimal, consider using additional towage.*
- As a general guideline, consideration should be given to extra towage if the wind is greater than 15 knots, particularly for vessels in the 120 - 150m LOA range. This is less critical with a westerly wind.*
- Loaded woodchip carriers use a tug on departure.*

8. *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).*
9. *For vessels berthed or to be berthed and wind readings exceed 40 knots or the BoM forecast winds to Gale Force, the Harbour Master or Duty Pilot may request standby tugs to be activated for vessel and port safety in the event of unsecure moorings.*

12.3 Port Latta

The Port of **Port Latta** is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred at the outer extremity of the ore-loading jetty.

12.3.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line, which is a radius of 3 nautical miles and centred at the outer extremity of the ore-loading jetty, until pre-arrival and acceptability conditions have been met.

12.3.2 Point of No Return

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage. Fundamentally there is no PNR applicable to berthing of vessels at Port Latta. At any stage during the berthing process vessels can abort the manoeuvre and head directly out of the buoy pattern into deep water, clear of any obstructions

12.3.3 Port Latta Operating Parameters

The pilotage and marine services at Port Latta are provided by Tasmanian Ports Corporation Pty Ltd (TasPorts) on a contract basis to Engage Marine.

The Duty Pilot remains on active duty on board a vessel alongside the Port Latta loading facility. The vessel remains on 30 minutes' notice in order to depart the berth if weather conditions deteriorate to a point where the Duty Pilot deems it prudent and in the interest of safety of the operation.

12.3.3.1 DEFINITIONS

Lay time	Is the amount of time allowed in a charter for the loading and unloading
Loading Master	The person responsible for the supervision of loading a vessel under the direction of the Grange Resources Terminal Representative
Marine Supervisor	The person appointed to coordinate operations with Grange Resources.
SOLAS	International Convention for the Safety of Life at Sea 1974

TasPorts IMS	Tasmanian Ports Corporation Incident Management System
Terminal Representative	The person appointed by the terminal or other facility where the vessel is loading or unloading, who is responsible for operations conducted by that terminal or facility with regard to the particular vessel.
UKC	Under Keel Clearance

12.3.3.2 COMMUNICATIONS AND RESPONSIBILITIES

TasPorts Pilotage - The TasPorts Harbour Master is responsible for the Pilotage function at Port Latta. Any communications with respect to the movement of vessels to and from Port Latta outside routine operation shall include the Harbour Master.

Loading Operations – Grange Resources to nominate the designated Terminal Representative.

The Terminal Representative shall be kept informed of berthing prospects of arriving vessel.

Loading Master duties shall be delegated by the Terminal Representative. Although certain duties have been delegated to the Loading Master, Grange Resources will at all times retain the responsibility of the Terminal Representative as required by SOLAS and AMSA Marine Orders.

The Loading Master shall inform the Terminal Representative and the pilot at the earliest opportunity if loading operations are stopped for an unforeseen or out of the ordinary occurrence. The Pilot shall advise the Loading Master and the Terminal Representative of the current and forecast weather conditions and the impact remaining alongside the berth will have on the safety of the vessel and terminal facility. Any decision to keep the vessel alongside the berth shall remain with the Vessel Master or Grange Resources EXCEPT if the weather conditions are such that the Pilot deems it prudent and in the interest of the safety of life and property, to remove the vessel to anchor.

12.3.3.3 ACCEPTANCE OF NOMINATED VESSELS

TasPorts Pilots accept the vessels on an operational basis only. The final approval to accept the vessel for loading rests with Grange Resources.

The Master of a nominated vessel MUST complete and sign a Grange Resources VESSEL DATA SHEET and submit this along with a General Arrangement plan to the Duty Pilot for operational acceptance. The GA plan is used by the duty pilot to confirm the vessel has suitable mooring fittings (roller leads) and gangway is located at the accommodation.

The Duty Pilot shall forward an email to the addresses listed below advising acceptance or non-acceptance of the nominated vessel. If the nominated vessel is not accepted, a reason shall be given.

Email Recipients –

1. GRANGE RESOURCES – GRRSHIPPING@grangeresources.com.au

2. VESSEL'S AGENT
3. PORT LATTA PILOTS, VTSO and Harbour Master – Plvesselnominations@TasPorts.com.au
4. Engage Marine - Plvessel.nominations@engagemarine.com

Agent shall complete a Vessel Movement Advice (VMA) and submit to the TasPorts VTS for sign off by the duty pilot.

Criteria for accepting nominated vessels

For operational acceptance the nominated vessels must comply with the criteria set out in the Port Latta Pre-Arrival Advice to Vessel's Master/Owners.

LOA

Minimum - 165 meters - Any shorter and the vessel risks slipping between the dolphins.

Maximum - 230 meters - Any longer and the loaders cannot reach end holds properly.

Beam

Minimum - no minimum

Maximum - 36 meters

Any greater beam and the loaders cannot throw far enough out to keep the vessel upright. It becomes very difficult to spread cargo throughout the hold.

Type of Hatch Covers

Vessels fitted with standard side rolling or fore and aft folding hatch covers **only** are acceptable.

Vessels fitted with "Piggy Back" pontoon type covers that need to be lifted and stowed on top of another hatch cover are **not** to be accepted due to the hazardous situation created by the vessels moving while in the berth area.

Drafts

Minimum - All vessels arriving at Port Latta must be ballasted sufficiently, including hold ballast to have minimum drafts [FWD] 2% of LOA and [AFT] with propeller immersed to 110%.

Maximum - 15.25 + tide – 1.6

Drafts above this figure must be pre-calculated to allow for a 1.6 meter UKC at all times. The depth alongside is 15.25 + tide. Tidal ranges are predicted using Stanley from the National Tide Tables.

Panamax vessels must arrive in **heavy ballast** condition, including hold ballast, to facilitate vessel manoeuvring and comply with air draft restrictions of 15.3m under the loader.

Number of mooring lines available forward

- Handy class - 6 lines, 4 of which must be on winches
- Handymax vessel - 6 lines, 4 of which must be on winches
- Panamax vessel - 7 lines, 5 of which must be on winches (includes the main deck back spring winch)

Number of mooring lines available Aft

- Handy class - 6 lines, 4 of which must be on winches
- Handymax vessel - 6 lines, 4 of which must be on winches
- Panamax vessel - 7 lines, 5 of which must be on winches (includes the main deck back spring winch)

Vessels must provide a mooring plan for forward and aft mooring stations showing lines, leads and winch arrangements.

Mooring lines

- All lines for use at Port Latta are to be a **minimum of 200m** in length.
- Lines that sink will not be acceptable due to the possibility of fouling the vessels propeller during berthing.
- Vessels with LOA less than 225m, must have mooring lines at least 220m in length to be able to reach the buoys and be turned up on the bitts.
- All lines must be in good condition. Only **ONE** joining splice in the length of the rope is allowed, other than the splices required for eyes at each end.

Adequate Manning forward and aft

The minimum required manning at each mooring station is an Officer plus 3 Ratings.

Adequate Manning Bridge

In addition to the Pilot, the minimum required manning of the bridge shall be, the Master, Officer of the watch, and a helmsman, minimum of 4

Vessel Accommodation Ladder

Vessels must have an accommodation ladder located adjacent to the accommodation block to ensure safe access whilst alongside. Amidships accommodation ladders are unsuitable due to proximity of berth fenders.

12.3.3.4 NUMBER OF TUGS TO USE – ARRIVING VESSEL.

1 tug is standard for a vessels initial arrival. Albeit, there may be occasions where the number of tugs to use is determined by the Duty Pilot who will be performing the berthing operation.

If the second tug is required, maximum notice must be given to allow a crewed tug to be made available from the Port of Burnie.

12.3.3.5 NUMBER OF TUGS TO USE – VESSEL PARTLY LOADED

1 tug will be required to berth a partly loaded vessel except;

Maximum vessel draft exceeds 10.0m and/or,

Loaded cargo by shore scale exceeds 1.125 x the total water ballast on board at arrival

2 tugs will be required to berth the vessel.

12.3.3.6 WEATHER CONDITIONS AND BERTHING REVIEWS

It is the responsibility of the Duty Pilot whether a vessel is berthed or left at anchor due to current or expected weather conditions.

The Duty Pilot will attend Port Latta **one hour** before the vessel's final ETA to carry out a weather and berthing review. It is necessary at times for the Duty Pilot to arrive prior to the time of the official berthing review to give extra time for an assessment of the weather conditions.

The setting of the next berthing review is the responsibility of the Duty Pilot based upon the weather forecast information from the Bureau of Meteorology.

The next weather and berthing review may be at any time in the next 24 hours at the discretion of the Duty Pilot but **will not be more than 24 hours** after the initial review. Any subsequent reviews will be at a period determined by the Duty Pilot but again **will not exceed 24 hours** between reviews.

The Duty Pilot will notify the Marine Supervisor of the decision and timing of the next review. The Marine supervisor will notify all other parties.

The Marine Supervisor will advise the Grange Resources Terminal Representative, tug/s, boat crews and loader crews of the current situation, tug and crewing requirements and timing of the next review.

As a guide if the mooring buoys appear to be dipping below the sea when observed from ashore, the swell is over the 1.5 meter limit. It may be necessary for the Duty Pilot to take a trip out to the berthing area in one of the lines boats and observe the conditions first hand to assist in the decision making process whether to proceed with a vessel berthing.

12.3.3.7 PRIOR TO VESSEL ARRIVAL

The Duty Pilot is to liaise with Grange Resources and agent regarding appointed shipping fixtures, research such nominated vessels and give approval, rejection, or further query prior to their operational acceptance.

Once a vessel has been accepted, the Duty Pilot shall assess the loading plan and advise the vessel (via agent) whether the plan is acceptable or requires alteration. When reviewing the loading plan the Duty Pilot shall ensure:–

- Correct commodity (chips or pellets);
- Air draft does not exceed 15.3m;

- Vessel always trimmed by the stern and trim never exceeds 3.5m;
- SF/BM are provided in seagoing condition, NOT harbour condition; and
- Correct rotation from East to West loaders. A small pour of 1,000 tonnes may be inserted to allow a loader to move between hatches.
- When the vessel's arrival is imminent, the Duty Pilot shall assess the weather pattern in detail, research weather maps and forecasts, and consult with Bureau of Meteorology forecasters if appropriate, to obtain an accurate assessment of berthing prospects.

12.3.3.8 DOCUMENTS TO BE TAKEN TO THE VESSEL

The follows is a list of current documents are to be provided and completed by the Duty Pilot:-

Grange Resources -

- Master Pilot Information Exchange and Pilotage Plan.
- On-board Data Sheet.
- Ship Loading Sequence Sheet
- Ship Loading Time Sheet
- Ship's Advice of Additional Cargo Required.
- Vessel Performance and Suitability Report.
- Cargo displacement and Ship Security level advice.
- Meteorological Bureau weather forecast for the region for the period the vessel will be in port.
- Tide tables for the period the vessel will be in port.
- IMO Ship/Shore Safety Checklist.
- AMSA Shipper's Declaration with AMSA letter attached re cargo properties, provided by Grange Resources

12.3.3.9 MASTER / PILOT INFORMATION EXCHANGE

Port Latta Pilots will use the Master/Pilot information Exchange form for the Port on every occasion of pilotage.

The completed Master/Pilot Information form is to be filed with the other vessel specific paperwork in the marine office at Port Latta.

12.3.3.10 BERTHING

Prior to entering the berthing area, the Duty Pilot must satisfy himself that the vessel is as stated on the Vessel Data Sheet and therefore suitable in all ways to proceed to the berth. If any deficiencies become apparent and are of sufficient seriousness to cause the berthing to be delayed or cancelled, Grange Resources Terminal Representative and TasPorts Harbour Master are to be notified immediately.

Prior to entering the berth, the Duty Pilot shall establish communications with attending tug and lines boats and advise them of the intended berthing procedure.

Vessels are generally berthed PST when prevailing weather conditions have a predominantly westerly component, or SST when weather is predominantly easterly.

The vessel should be positioned approximately 3 metres from the dolphins.

12.3.3.11 AFTER BERTHING COMPLETED AND DURING LOADING

Once the vessel is secure in the berth, one lines boat is released. The Pilot will instruct vessel's crew to prepare the gangway for the Chief Officer to conduct draft survey via lines boat. Generally there is no independent surveyor.

The pilot will remain on board monitoring the safety of the vessel giving due consideration to, maintenance of safe moorings, compliance with agreed loading plan, monitoring of current and forecast weather conditions using all available means and the impact on the vessel to ensure the vessel is always in a state of readiness to depart the berth.

The pilot shall at all times ensure that the vessel remains in a sea-going condition, and that engines remain on 30 minutes readiness;

The pilot shall at all times ensure that the vessel remains properly secured, and in the correct position in relation to dolphins and loaders. Vessel's crew must not adjust any mooring lines unless under supervision of Pilot and vessel's Master. Regularly check mooring lines for chafing and instruct vessel's crew to take appropriate preventative measures;

The pilot shall encourage vessel's officers to check drafts regularly by own means. A lines boat can be used at Pilot changeover times. The Pilot will NOT check drafts at any stage of the vessel loading process; this is a function conducted by the vessel's staff;

The loading Master will perform the duties delegated to them by Grange Resources Terminal Representative.

12.3.3.12 ON COMPLETION OF LOADING

The Pilot will:-

- ✓ ensure lines boats and tug/s are attending in good time;
- ✓ when the vessel is ready for sailing with all hatches closed, gangway in and safe, Pilot ladder rigged as required and crew ready for standby, complete and discuss departure plan with Master;
- ✓ proceed to sail the vessel;
- ✓ when vessel is safely clear of the berth area, leave the vessel by line boat, with the agent and any other authorized persons to go ashore; and

12.3.3.13 PENDING ADVERSE WEATHER WHILE LOADING

The Pilot will:-

- ✓ if current weather deteriorates or the forecast indicates a probable need to remove the vessel from the berth, inform the vessel's Master of the situation and need to leave the berth;

- ✓ inform loader operator that loading is to be halted via VHF ch 74. At normal loading rate, approximately 450 tonnes will run off the belt in approximately 10 minutes;
- ✓ instruct the vessel's Master to have all hatches closed;
- ✓ record the stage of loading, total cargo loaded and quantity per hatch;
- ✓ contact tug and marine office to have lines boats and tug in attendance as soon as possible;
- ✓ discuss departure plan with the vessel's Master;
- ✓ inform tug and lines boat crew of the departure plan; and
- ✓ once the vessel has departed the berth, for Grange Resources purposes, the official "Port Closed time" will be at the cessation of loading.

On return to the Marine Office after departure of a vessel to anchor, the Pilot will:-

- ✓ determine a time for the next assessment of weather and berthing prospects depending on the weather forecast and discussion with the Terminal Representative and Marine Supervisor as necessary;
- ✓ advise the vessel when the next assessment will occur.

12.3.3.14 EXISTING OR PENDING ADVERSE WEATHER PRIOR TO VESSEL'S ARRIVAL

The Pilot will prior to the vessel's arrival, inform the Marine Supervisor of the likelihood of berthing the vessel. If adverse weather conditions or forecast bad weather preclude berthing, the Pilot will set a time for next berthing review. Review times are generally 0700 and 1600 during winter months but can be adjusted during summer months to make best use of daylight to assess conditions.

The Marine Supervisor will communicate berthing the review time to necessary persons.

12.3.3.15 BERTHING AFTER A PERIOD OF ADVERSE WEATHER

The port will be declared "open" when the first line is placed on a buoy or dolphin during berthing. The logic of this is that on entering the berth in such a situation, a firm decision to proceed with the berthing may not be made until that time, i.e. the Pilot may abort berthing and pass through the berth and back to anchor in marginal conditions.

12.3.3.16 NOTICE OF READINESS, LAYTIME, WEATHER DELAY, DISPATCH, OR DEMURRAGE

The terms of the individual charter party will determine the "grace period" between "Tendering Notice of Readiness" (NoR) and "Acceptance of Notice of Readiness".

Currently Grange Resources has between 3 and 12 hours to accept notice and commence loading cargo. The Terminal Representative will contact the agent to confirm the time to accept Notice of Readiness on behalf of Grange Resources.

Under the **“weather working day”** clause, if the port is closed on account of weather, then, even though NoR must then be accepted after the expiry of the “grace period” from NoR being tendered, laytime **does not** commence until the port is declared open.

If the “grace period” has elapsed, laytime will commence at “first line” (port open) when the vessel finally does berth.

If the vessel berths and commences loading before the time stipulated as the “grace period” has elapsed, laytime will commence at “commence loading”.

When the port is closed during loading because of bad weather, laytime will cease at “Port Closed” as defined, and will resume at “first line” (port open) on re-berthing.

When a vessel goes onto demurrage for whatever reason, it remains on demurrage throughout.

Where a vessel due to its size is required to stop loading to shift the vessel to complete the loading sequence, or where it has to stop loading to maintain sufficient Under Keel Clearance and complete loading on the rising tide, those delays do not count as laytime used.

12.3.3.17 VESSEL FINISHING LOADING AROUND LOW TIDE

The minimum “Under Keel Clearance” required to be maintained by all vessels in Port Latta is 1.6 metres. Loading is to be stopped in ample time to pass the low water maintaining 1.6m (or more if appropriate) UKC.

12.3.3.18 TUGS AND LINE BOATS ALWAYS AVAILABLE

At all times when a vessel is alongside, the tug/s will be moored or anchored close by and available at a maximum of 30 minutes’ notice.

Boat crews will be living on site, and are available at maximum 30 minutes’ notice.

12.3.3.19 ISPS SECURITY PROCEDURE

Port Latta is a security regulated port. Grange Resources is responsible for the Maritime Security Plan. The Duty Pilot must observe the requirements of both Grange Resources and the vessel.

12.3.3.20 REPORTING ACCIDENTS / INCIDENTS

In the event of an accident or incident, the Pilot will:-

- ✓ Inform Grange Resources Terminal Representative;
- ✓ Inform TasPorts Harbour Master;
- ✓ Complete incident report in TASPORTS IMS; and
- ✓ Provide a copy of TasPorts incident report to Grange Resources if requested to do so.
- ✓ AMSA incident notification if applicable.

Secondary Ports

12.4 Grassy

Port of Grassy is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred at the outer extremity of the reclamation at Grassy Harbour

12.4.1. Pilotage Limit Line

Vessels must not proceed past the pilotage limit line, which is an imaginary circle a radius of 3 nautical miles and centred at the outer extremity of the reclamation at Grassy Harbour

12.4.2 Point of No Return

The Point of No Return (PNR) is defined as the point where a vessel cannot safely abort the intended passage and is committed to transiting the main channel. There are two PNR's, one for arrival and one for departing vessels. These are:

Arrival: Half a mile from Grassy Island.

Departure: The harbour swing basin

12.4.3 Port of Grassy Operating Parameters

Grassy is a daylight port for vessels over 35 metres in length. Vessels up to 75m in length may apply for night navigation which will be assessed on a case by case basis following a risk assessment.

Vessels over 35 metres LOA must have twin screw configuration.

Vessels over 60 metres LOA must have a bow thruster.

Maximum acceptable vessel length is 90 metres LOA

The maximum draft for the port is 5 metres.

Maximum wind strength for vessels over 35 m LOA is 25 knots.

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.

A minimum dynamic under keel clearance of 1.6 metre is to be maintained for vessels under way.

A minimum static under keel clearance of 0.3 metres is to be maintained alongside the berth.

12.4.4 Minimum Tug Requirements

Tug requirements will be determined by the duty pilot and will depend upon the type of vessel being piloted and its manoeuvring characteristics.

12.4.5 Berth Depths

The minimum depth at the Grassy Wharf is 5.5 metres.

12.5 Naracoopa

The **Port of Naracoopa** is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 3 nautical miles and centred at the outer extremity of the port operator jetty situated at Naracoopa.

12.5.1 Pilotage Limit Line

Vessels must not proceed past the pilotage limit line, which is a 3 nautical mile radius centred at the outer extremity of the port operator jetty situated at Naracoopa until pre-arrival and acceptability conditions have been met.

12.5.2 Point of no Return

Given the open nature of Sea Elephant Bay there is no Point of No Return as vessels can safely maneuver within the port area.

12.5.3 Port of Naracoopa Operating parameters

Vessels should not anchor or remain at anchor if winds are forecast to reach in excess of 20 knots from an easterly direction or seas and swell are over 2 metres.

12.5.4 Minimum Tug Requirements

Given the size and manoeuvrability of vessels calling at the Port of Naracoopa and the open nature of the port area, tugs will generally not be required however, vessels can be assessed on a case by case basis to determine if tug assistance is necessary.

12.5.5 Depths

Depths are those shown on the Australian hydrographic chart AUS 789.

12.6 Stanley

The **Port of Stanley** is defined in the *Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters bounded by an imaginary circle having a radius of 2.5 nautical miles and centred on Circular Head

12.6.1 Pilotage Limit Line

Vessels must not proceed past the port limit line, which is a 2.5 miles radius centred on Circular Head until vessel entry and acceptability conditions have been met.

12.6.2 Point of No Return

There is no Point of No Return for this port as vessels can safely maneuver within the port area.

12.6.3 Port of Stanley Operating Parameters

Stanley is a daylight port only for vessels over 35 metres in length.

Maximum length of vessel for Stanley is 70 metres.

Maximum draft for the port is 5.5 metres.

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.

12.6.4 Minimum Tug Requirements

Given the size and manoeuvrability of vessels calling at Stanley, tugs will generally not be required however vessels will be assessed on a case by case basis to determine if tug assistance is necessary.

12.6.5 Berth Depths

Depths are those shown on the Australian hydrographic chart AUS 178.

12.7 Strahan

The **Port of Strahan** is defined in *the Marine and Safety (Navigation and Pilotage) Regulations 2017* as all the waters of Macquarie Harbour and all bays and estuaries opening into that harbour, but not beyond an imaginary line bearing 000 degrees for a distance of 1.20 kilometres from Watts Hill and thence bearing 090 degrees to the shoreline.

12.7.1 Port of Strahan Operating Parameters

Maximum length of vessel that can call at the Port of Strahan is 35 metres.

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

12.7.2 Tug Requirements

Vessels calling at Strahan are generally less than 35m LOA and highly manoeuvrable therefore tugs are not required.

12.7.3 Pilotage Exempt Vessels.

Vessel over 35 metres in length wishing to enter the Port of Strahan may make application to be exempt from the requirement to employ a pilot in accordance with Section 18 of the *Marine and Safety (Pilotage and Navigation) Regulations 2007*.

12.7.4 Under Keel Clearance

It is the responsibility of the vessels master to ensure an adequate under keel clearance maintained at all times by vessels calling at Strahan.

13.0 Reference Documents

The following documents are referenced in this manual and the Marine Safety Management System. The electronic versions are located as specified:

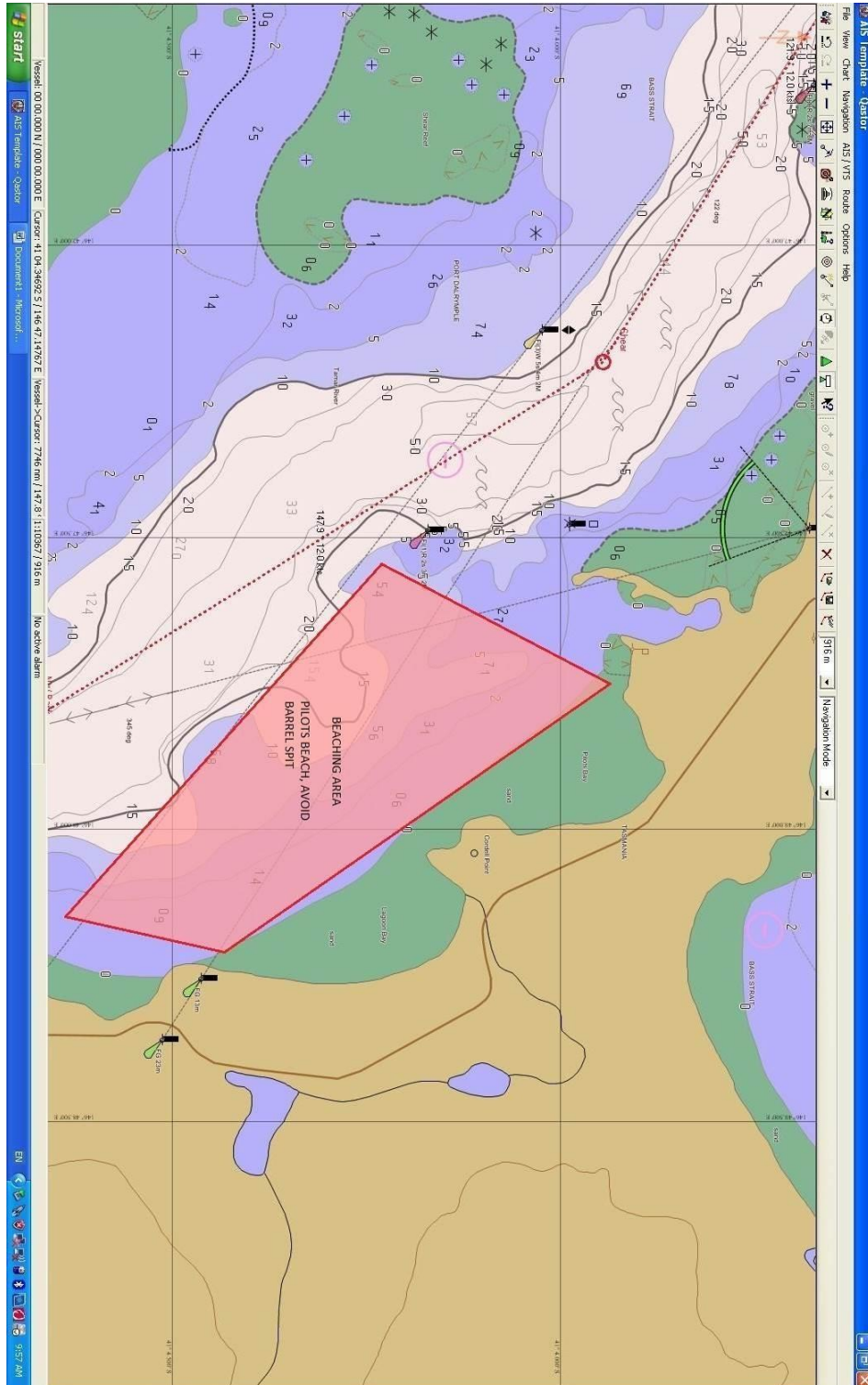
Reference Documents	Location
Marine and Safety Authority Act 1997	Intranet
Marine and Safety (Pilotage and Navigation) Regulations 2017	Intranet
Deed of Agreement between Marine and Safety Tasmania and TasPorts 2014	TRIM
Marine Pilotage Code	Intranet
TasPorts Emergency Management Plan	Intranet
Maritime Security Plan	Secure document
TasPorts Oil Spill Contingency Plan	Intranet
2008/09 Pilotage Risk Assessment Reports	TRIM
International Regulations for the Prevention of Collisions at Sea	TRIM
Maritime Transport and Offshore Facility Security Act 2003	TRIM
Pilotage Safety Management System Manual	Intranet
VTS Operations Manual	Intranet
Daily Shipping Movements List	NEXUS
Notices to Mariners	Intranet
Pilotage Procedures	
Ports Procedures Manual	Intranet
Non Navigable Areas	Intranet
Operational check list for large passenger Vessels alongside in Burnie	Intranet
TasPorts Fatigue Management Policy	Intranet
Port Latta Pilotage Procedures	
Advice to ships at Port Latta	Intranet
Vessel Data Sheet	Intranet
Pilotage Work Instructions	
FAID System	Intranet

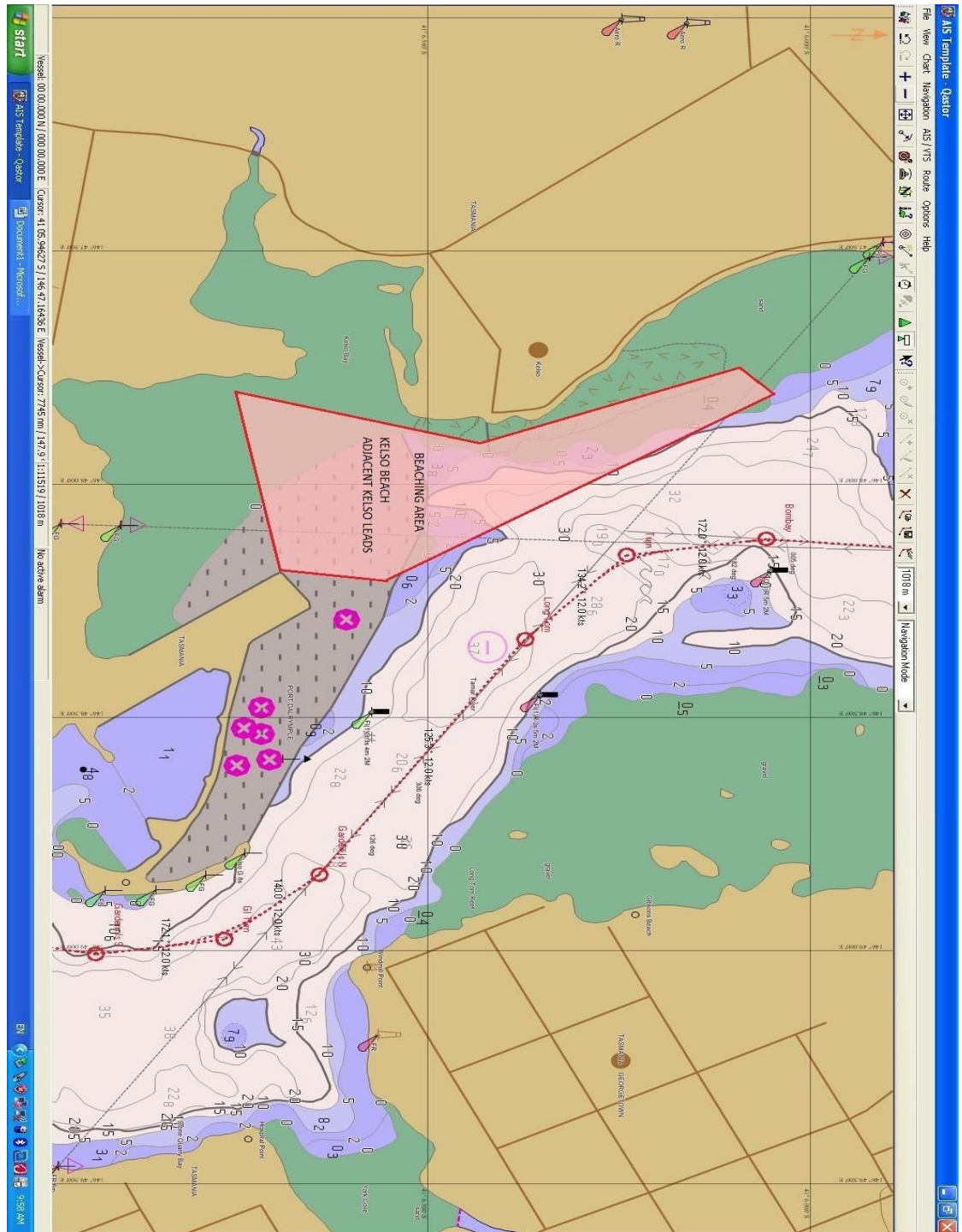
Personal Voice Recorder	Intranet
Pilot Vessel Procedures	
Pilot Vessel Operation Procedure	Intranet
Pilot Vessel – Personnel Transfer procedure	Intranet
Pilot Launch LOS Procedure	Intranet
Port Latta Pilot Vessel Operation Procedure	Intranet
Port Latta Pilot Vessel – Personnel Transfer procedure	Intranet
General Procedures	
TasPorts Drug and Alcohol Policy	Intranet
TasPorts Recruitment and Selection Policy and the Recruitment and Selection Guidelines.	Intranet
Private Vessel Pilotage Exemption Procedure	Intranet
Port of Refuge Procedure	Intranet
Tsunami Response Procedure	Intranet
Procedure for Processing Damage to TasPorts Marine Structures	Intranet
Procedure for Vessels Requiring Lay-up at P1 and P2	Intranet
TasPorts Record Disposal Schedule	Intranet
Vessel Traffic Services (VTS)	
Bridge Abort – Emergency Procedure	Intranet
Emergency Management Procedure	Intranet
Exempt Vessel Priority Procedure	Intranet
Line of Sight Operations Policy and Procedure	Intranet
Marine Communications Procedure	Intranet
Tasman Bridge Transits VTSO and LOS Interaction	Intranet
VTS Communication Procedure	Intranet
VTS Distress/Emergency Response Procedure	Intranet
Vessel Immobilisation Procedure	Intranet
Navigation Aid Maintenance Procedure	Intranet
Internal Lines Notification Procedure	Intranet
IT Fault Reporting Procedure	Intranet
Pilotage Exemption Procedure	Intranet
Towing Permit Procedure	Intranet
VTS Communication with Arrival Vessels	Intranet
Emergency Telephone Procedure	Intranet
VTS Meal Breaks procedure	Intranet

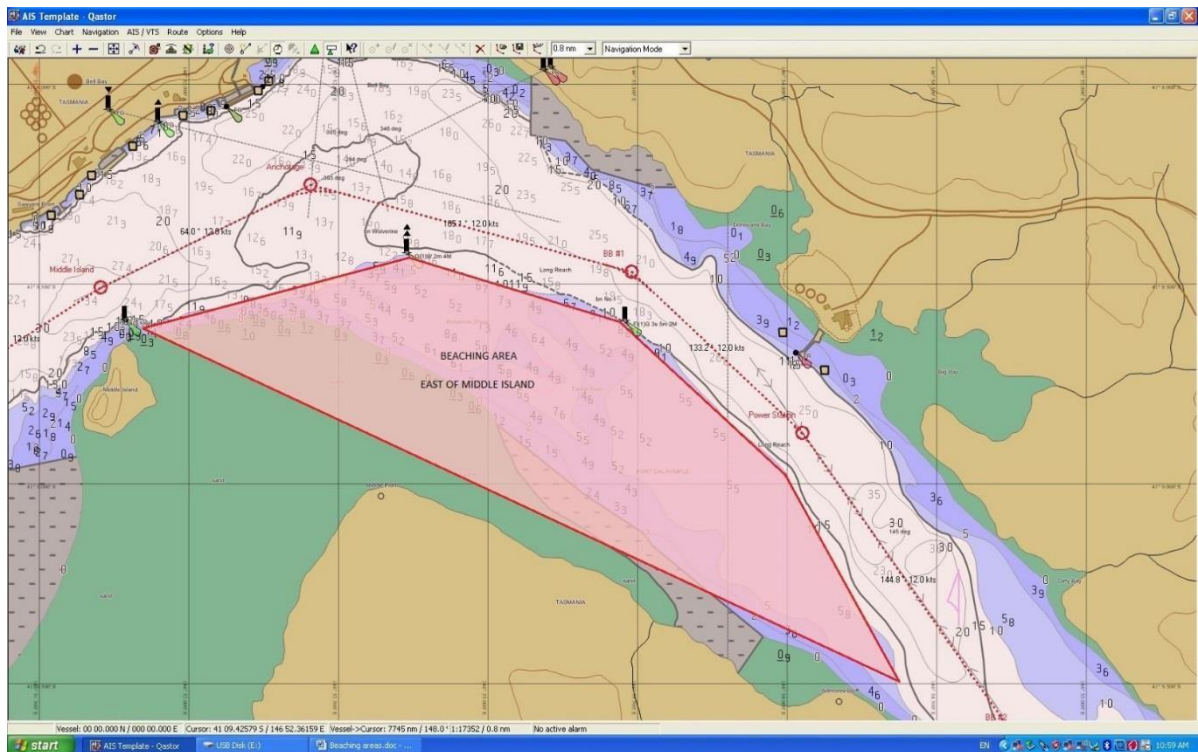
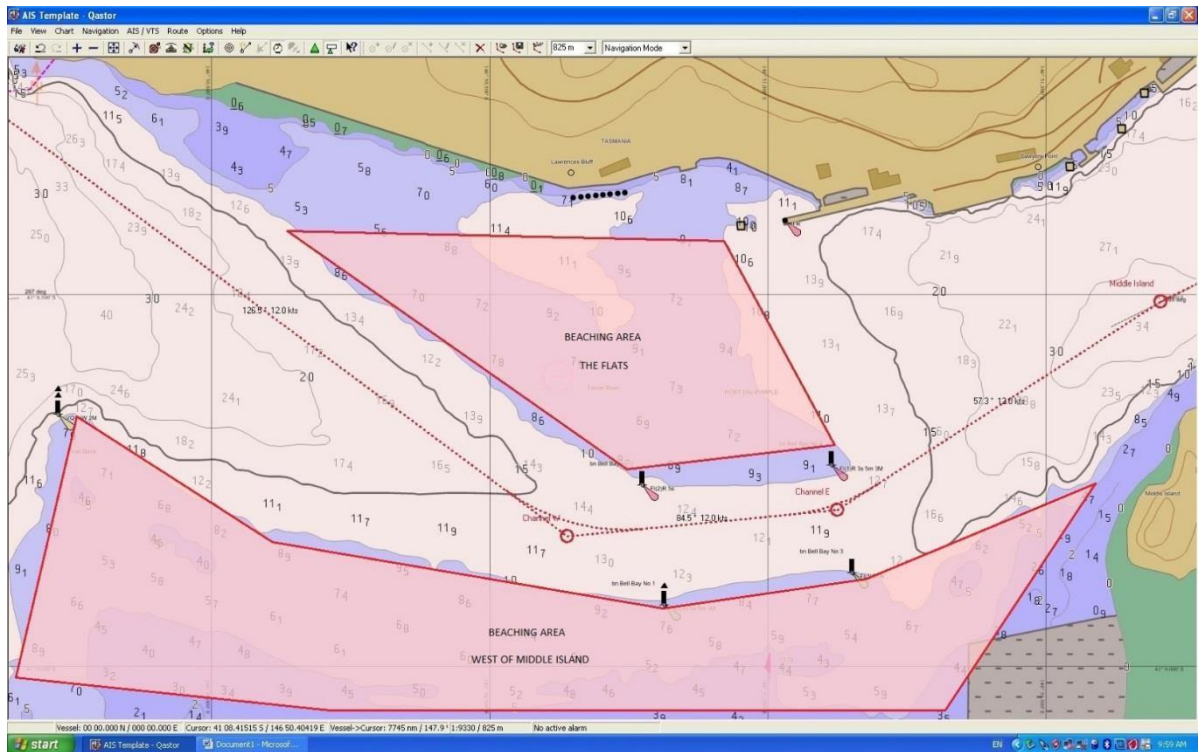
Procedure for Woodchip Vessels at No6 Berth, Bell Bay	Intranet
VTS Work Instructions	
Pilotage Exemption Work Instruction	Intranet
Forms	
Pilotage Licence or Pilotage Exemption Application	Intranet
Vessel Immobilisation Application	Intranet
Pilotage Incident Report	Intranet
Check List for Issuing or Renewal of a Pilot Licence or Exemption Certificate	Intranet
Check Pilotage Template	Intranet
Vessel Assessment Form	Intranet
Passage Plans	Intranet
Pilotage Exemption Certificate	Intranet
Notification of Intention to Conduct Commercial diving Activities	Intranet
Vessel Movement Advice	Intranet
Non-Cargo Liquid Transfer Application	Intranet

Appendix 1 - Emergency Beaching and Anchoring Locations

Possible Beaching Locations in Tamar River







Emergency Anchoring Locations in Tamar River

