


Port of Geelong Harbour Master's Directions

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Acknowledgement of Country

Ports Victoria Acknowledges Wadawurrung People as the Traditional Owners of the land on which the Geelong office is located.

We Acknowledge their care for Country, Skies and Waterways which extends back thousands of generations, and which continues today. We pay respects to Elders, past and present.

We also Acknowledge all other Traditional Owners and First Nations Peoples across the many Countries now also known as Victoria.

1. Section 1: Introduction

1.1. Preamble

This publication supersedes and replaces the Harbour Master's Directions – 2020 Geelong.

1.1.1. Disclaimer

The information and material contained in this publication has been compiled by Ports Victoria for use by port users. Ports Victoria shall not in any way be, or become, responsible in law or otherwise for any errors in, or omissions from, this publication of whatsoever nature and howsoever occurring. The information provided in no way whatsoever supersedes or detracts from that available in Commonwealth or State Acts, ordinances, rules or regulations.

1.1.2. Document control and management

Port users are advised that the master version of this document is available from the Port's Victoria website.

Amendments will be promulgated from time to time as required. Where amendments are required, the amendment will be available on the website in the form of a Harbour Master's Notice.

Users are responsible for ensuring they are referring to the latest version of this publication and any subsequent amendments, noting that any printed copy is an uncontrolled document.

1.2. Ports Victoria

Ports Victoria formed on 1 July 2021 is the successor organisation to Victorian Regional Channels Authority.

Ports Victoria is a public entity established under section 10 of the *Port Services Act 1995* (Vic) and continued under section 141B of the *Transport Integration Act 2010* (Vic).

Ports Victoria retains responsibility for the Harbour Master, Station Pier, relevant safety and environmental regulation, waterside emergency management and marine pollution response.

Pursuant to the *Transport Integration Act 2010* (Vic), Ports Victoria's functions include the following with respect to port of Geelong waters:

- the establishment, management, dredging and maintenance of channels
- the provision and maintenance of navigation aids
- the publication of information about the depths and configuration of channels and berths
- the provision or maintenance of systems related to navigation, including systems for managing vessel traffic and vessel communications and systems for the scheduling and allocation of vessels to berths
- to generally direct and control, in accordance with the *Marine Safety Act 2010* (Vic), the movement of vessels
- the regulation of towage services in accordance with Part 4A of the *Port Management Act 1995* (Vic)
- the development and operation of Station Pier and West Finger Pier.

All shipping movement within port waters is governed by the requirements of Harbour Master's Directions and is controlled by the Harbour Master through Geelong Marine Control (located at the Ports Victoria Head Office, 13-35 Mackey St, North Geelong).

1.3. Marine Safety Act

The *Marine Safety Act 2010* (Vic) (Marine Safety Act) entered into effect on 1 July 2012 and its purpose is to provide for safe marine operations in Victoria. The Marine Safety Act imposes safety duties on those conducting or involved in marine operations. The act sets out to ensure marine safety is a shared responsibility with all parties having an obligation and duty to act safely.

Pursuant to section 14, the objects of the Marine Safety Act are to promote:

- the safety of marine operations
- the effective management of safety risks in marine operations and in the marine operating environment
- continuous improvement in marine safety management
- public confidence in the safety of marine operations
- involvement of relevant stakeholders in marine safety
- a culture of safety among all participants in the marine operating environment.

1.4. Harbour Master

Ports Victoria engages a licensed Harbour Master for the port waters of the port of Geelong in accordance with Chapter 6 of the Marine Safety Act. Ports Victoria is also empowered to authorise persons to act as Assistant Harbour Masters, in accordance with section 229 of the Marine Safety Act.

Pursuant to section 230(1) of the Marine Safety Act, the functions of a Harbour Master are as follows:

- to control and direct vessels entering and leaving the waters for which he or she has been engaged, including the time and manner of doing so
- to control and direct the navigation and other movement of vessels in those waters
- to control and direct the position where and the manner in which any vessel may anchor or be secured in those waters
- to control and direct the time and manner of the taking in or discharging from any vessel of cargo, stores, fuel, fresh water, and water ballast in those waters
- to control and direct the securing or removal of any vessel in those waters in, from or to any position the Harbour Master thinks fit
- any other functions conferred on Harbour Masters by or under the Marine Safety Act or any other Act.

Pursuant to section 230 (2) of the Marine Safety Act, a Harbour Master must carry out his or her functions under subsection (1) in a manner

- that ensures the safety of persons and the safe operation of vessels
- that minimises the effect of vessel operations on the environment.

Pursuant to section 231 of the Marine Safety Act, a Harbour Master has all the powers that are necessary and convenient to enable him or her to carry out the functions given to the Harbour Master under the Marine Safety Act or any other Act.

1.5. Harbour Master's Directions

Section 232 of the Marine Safety Act provides a Harbour Master with the power to give written and/or oral directions for or with respect to vessels entering or within waters for which the Harbour Master has been engaged. The Harbour Master's Directions set out in this document are made pursuant to section 232 of the Marine Safety Act in relation to the port waters of the port of Geelong.

Pursuant to section 237 of the Marine Safety Act it is an offence for the master of a vessel to refuse or fail to comply with a direction of the Harbour Master without reasonable excuse. In complying with these directions all vessels, or the owner, master, crew, or pilot thereof, must have due regard to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved.

Any deviation from these directions must be reported in writing to the Harbour Master by the master of the vessel (and the pilot if the vessel is under the advice of a pilot) as soon as it is safe and practicable to do so.

1.5.1. Application of Harbour Master's Directions

These Harbour Master's Directions apply to all vessels operating in port waters of the port of Geelong.

1.5.2. Harbour Master's Notice

As amendments are required to Harbour Master's Directions updates will be promulgated in the form of a Harbour Master's Notice.

Such amendments will be incorporated into the regular review of Harbour Master's Directions at which time, upon incorporation, all Harbour Master's Notices will be cancelled, and an updated Harbour Master's Direction will be promulgated.

1.6. Port Information Guide

These directions shall be read in conjunction with the Port Information Guide. The guide and these directions provide important nautical and operational information to assist in planning a port call.

1.7. Notice to Mariners

Notice to Mariners are a navigational safety notice promulgated by Ports Victoria or any other authorised body port users intending to navigate in and/or around the port waters for the port of Geelong. Victorian Notice to Mariners can be found on the Ports Victoria website at ports.vic.gov.au.

Agents of a vessel calling at the port of Geelong shall provide the master with all extant Notice to Mariners in addition to these directions and the Port Information Guide. The master shall ensure that the bridge team and, where applicable, the crew are advised of the relevant safety information and directions contained in the notices.

1.8. Port of Geelong Marine Control

Geelong Marine Control operates as a Local Port Services (LPS) provider under the *Port Management Act 1995*, and in accordance with *IALA Guideline 1142*. All commercial vessel movements within the port waters of Geelong, including government vessels and passenger ferries are subject to the authority of the Harbour Master.

The Harbour Master holds statutory powers under the *Marine Safety Act 2010* to issue directions to any vessel within port waters. These directions are communicated via Port of Geelong Marine Control, which operates 24 hours a day, 7 days a week, and continuously monitors VHF Channels 12 and 16, as outlined in Section 2.11 – VHF Communication.

2. Section 2: General

2.1. Application

This section applies to **all vessels** in port waters of the port of Geelong.

2.2. Definitions

For the purpose of these directions:

Air draft means the maximum vertical distance measured from the ship's waterline to the highest point on the ship at the prevailing draft.

At anchor in relation to any vessel means anchored either ahead or astern by anchors, and includes a vessel moored alongside a vessel at anchor.

Berthed vessel means a vessel secured to a wharf, jetty, or pier, or to another berthed vessel.

Bulk carrier means a vessel which is intended primarily to carry dry cargo in bulk.

Bunkering operations means the transfer between a vessel and a barge, other vessel or road tanker, including all activities preparatory and incidental to the transfer, of the following:

- flammable and combustible fuel for main propulsion and auxiliary operations
- lubricating and hydraulic oil for machinery
- waste oils, sludge and residues
- slops and tank washings
- grey water and sewage.

Channel means that part of the body of water within the port waters of port of Geelong of sufficient depth to be used by commercial vessels for navigation that is either marked with navigation aids or as marked on the appropriate approved navigational chart (paper or electronic) and includes a swinging basin, turning circle and an area alongside a berth or dock.

Clearance to proceed means a time-limited permission from the Harbour Master or Port of Geelong Marine Control for a specific vessel, or vessels, to navigate through the Port of Geelong port area.

Commercial shipping refers to the activities of commercial vessels with an LOA of 35m or greater.

Commercial vessel means any vessel used or intended to be used for or in connection with any business or commercial activity, and includes (but is not limited to):

- a vessel used or intended to be used wholly or principally for carrying passengers or cargo for profit or reward
- a vessel providing services to vessels and shipping for profit or reward
- a domestic commercial vessel (DCV)
- a vessel used or intended to be used for catching fish or other living resources of the sea or seabed for profit or reward.

but does not include:

- a government vessel, or
- a 'hire and drive' vessel if the master of the vessel is the hirer of the vessel.

Cruise vessel means any vessel with an LOA >100 m designed exclusively for the carriage of passengers.

Daylight means, when referred to in matters relating to these Harbour Master's Directions, that period of the day commencing 30 minutes before sunrise and ending at 30 minutes after sunset.

Deep draft vessel means a vessel with a draft of 10.80 m to a maximum of 11.90m.

Dead ship movement applies to the shifting of a vessel within a port, including anchorages, when its propulsion and/or steering systems are not operational.

Designated anchorage means any one of the formally declared anchorages located within port waters.

Designated berth means a berth included in Table 8 - Commercial Berths and Wind Limitations.

Dynamic Under Keel Clearance (DUKC) is a sophisticated maritime information system the purpose of which is to enhance navigation safety and mitigate the risk of groundings within port channels. The system integrates key vessel information with channel bathymetry and environmental conditions to calculate under keel clearance predictions for a specific vessel transit within a forecast period and provide real time information to facilitate the safe and efficient transit of deep draft vessels through port waters. It is mandatory for all deep draft vessels to participate in the system.

Emergency incident means any circumstances which are causing, or give rise to a risk of, serious injury to a person, damage to property or the environment.

Government vessel includes any vessel operated by or on behalf of the Commonwealth or a State or Territory of the Commonwealth, and includes, but is not limited to, vessels operated by the Water Police, Australian Border Force or the Metropolitan Fire Brigade (MFB) but does not include a vessel belonging to the defence forces of the Commonwealth or any other nation.

Harbour Master includes an Assistant Harbour Master, authorised under Section 220 and 229 of the Marine Safety Act.

Inner Harbour includes all port waters west of Hopetoun Channel beacons 1 & 2.

Maintained depth means the declared water depth in the relevant channel, swing basin, berth pocket and anchorage.

Master in relation to a vessel means a person having lawful command or charge of the vessel.

Maximum Size Vessel means a vessel with an LOA ≥ 265 m and/or a beam width ≥ 45 m are considered to transit port waters.

Notice to Mariners means a navigational safety notice which provide critical navigation safety information including chart updates, changes in buoyage and prior warning of activities such as dredging.

Outer Harbour includes all port waters east of Hopetoun Channel beacons 1 & 2.

Pilot A pilot who is the holder of a pilot licence; who does not belong to, but has the conduct of, the vessel; and is licensed, subject to any Conditions, to perform pilotage duties within Victorian state waters in which a licensed Pilot is required to be engaged.

Pilot exempt master as per the Marine Safety Act means a master who is exempted under the regulations from the requirement to engage a pilot for any particular port. Pilot exemption certificates are issued to a specific person for a specific ship operating in specific waters and using specific berths.

Port Information Notice (PIN) means an operational or organisational notice promulgated by Ports Victoria to port users. Notices are consecutively numbered, starting with No. 1 on 1 January of each year.

PortVIEW means the Port Management System, a 24/7 online computer booking system used by the master or authorised shipping agent of a vessel to place arrival, departure and shifting orders and any amendments to these orders.

PortWeather means a web portal with essential weather information including live data from local sensors and forecasting.

Port waters of the port of Geelong means any waters which by Order in Council made under section 5(2) of the *Port Management Act 1995* (Vic).

Port working vessel means a vessel engaged in providing port services within the port waters of the port of Geelong for commercial gain, and includes harbour tugs, to launches, floating plant and dredging plant.

Recreational vessel means a vessel used or intended to be used wholly for the purpose of recreation or sport and includes a 'hire and drive' vessel provided such a vessel is being used wholly for recreational purposes and the master of the vessel is the hirer of the vessel.

Shipping agent means the person acting as the authorised representative for a vessel that is arriving or departing or moving within the port waters of the port of Geelong.

Tanker means a vessel carrying bulk liquid dangerous cargoes with flammable or toxic properties, or liquefied gas in bulk, or has non-gas free cargo spaces.

Underway means that a vessel is not at anchor, or made fast to the shore, or aground, or moored to another vessel, or ashore.

Unsafe vessel means a vessel the operation of which is likely to endanger any person, the safety of the vessel or any other vessel or the environment by reason of:

- the condition of the vessel and/or its equipment,
- the manner in which its cargo or equipment is stowed or secured,
- the nature of the cargo loaded or to be loaded on the vessel,
- the overloading of the vessel either by way of persons or cargo or both,
- the inadequacy in the number and/or qualifications of its crew,
- the inadequacy of rest periods as required by the STCW Code regulations for officers and crew,
- the absence of marine safety equipment that is required under the regulations to be carried or installed on the vessel; or
- any other reason relating to the nature of the vessel and anything or person about the vessel including competency of the Pilot on board.

Vessel includes every description of watercraft, including non-displacement craft, WIG craft (a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action) and seaplanes, used or capable of being used as a means of transportation on water.

2.3. Port of Geelong Port Area

The port of Geelong port area as declared in Victorian Government Gazette No.G41 is described as follows:

Port Waters of the Port of Geelong

The Port waters of Port of Geelong shall comprise the waters of Port Phillip and Corio Bay within the area described thus:

Commencing at Point 1 straight lines connecting all Points 1 to 21, thence to the intersection with the shoreline by a line bearing $292^{\circ} 08'$ True, thence along the shoreline at Rippleside Pier to the intersection of a line bearing $58^{\circ} 07'$ True to Point 22, thence by straight lines connecting Points 22 to 24, thence to the intersection with the shoreline by a line bearing $317^{\circ} 31'$ True, thence along the shoreline of the Bulk Grain Piers including the wharf alignment and shoreline of Corio Quay to the intersection of a line bearing $109^{\circ} 05'$ True to Point 25, thence to Point 26 at the intersection with Lascelles Wharf, thence along the alignment of the Wharf and the shoreline of Shell Refinery to the intersection of a line bearing $126^{\circ} 50'$ True to Point 27, thence straight lines connecting Points 27 to 42 and back to Point 1.

Image 01. Geelong Port Waters

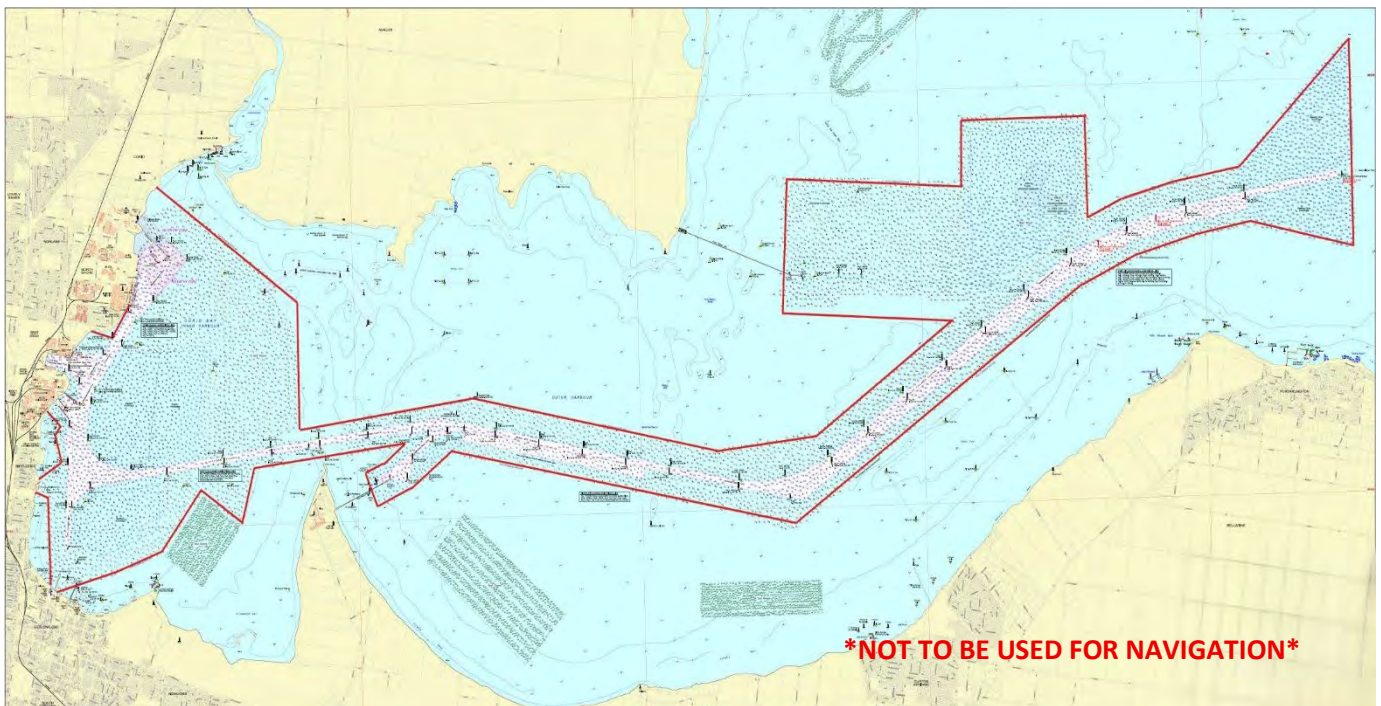


Table 1 - Geelong Port Boundaries

POINT	A.M.G ZONE 55 CO-ORDINATES		WGS84 CO-ORDINATES	
	EASTING	NORTHING	LATITUDE	LONGITUDE
1	295390.760	5781026.678	38°05'37.61"S	144°40'04.75"E
2	293260.622	5781447.688	38°05'22.22"S	144°38'37.81"E
3	292064.145	5781205.145	38°05'29.10"S	144°37'48.48"E
4	290933.352	5780878.850	38°05'38.73"S	144°37'01.75"E
5	289882.607	5780378.438	38°05'54.08"S	144°36'18.12"E
6	289232.661	5779954.648	38°06'07.27"S	144°35'51.00"E
7	283910.833	5776043.984	38°08'09.52"S	144°32'08.42"E
8	276850.004	5777341.070	38°07'21.29"S	144°27'20.11"E
9	275988.275	5776670.640	38°07'42.25"S	144°26'43.99"E
10	275343.353	5776362.295	38°07'51.67"S	144°26'17.18"E
11	275073.317	5776933.276	38°07'32.92"S	144°26'06.75"E
12	275435.587	5777113.544	38°07'27.40"S	144°26'21.82"E
13	275899.082	5777474.152	38°07'16.13"S	144°26'41.24"E
14	275142.102	5777404.350	38°07'17.72"S	144°26'10.10"E
15	272776.366	5777033.756	38°07'27.60"S	144°24'32.61"E
16	272523.418	5776053.106	38°07'59.15"S	144°24'21.11"E
17	271692.403	5776654.845	38°07'38.89"S	144°23'47.70"E
18	270905.920	5775568.693	38°08'13.38"S	144°23'14.18"E
19	269931.603	5775175.043	38°08'25.25"S	144°22'33.74"E
19A	268827.584	5774838.784	38°08'35.13"S	144°21'48.04"E
19B	268699.121	5774853.887	38°08'34.52"S	144°21'42.78"E
19C	268672.998	5774862.480	38°08'34.22"S	144°21'41.72"E
20	268578.557	5774968.943	38°08'30.68"S	144°21'37.97"E
21	268534.255	5776524.160	38°07'40.23"S	144°21'37.97"E
22	268807.488	5777131.932	38°07'20.79"S	144°21'49.89"E
23	268704.387	5777602.709	38°07'05.43"S	144°21'46.21"E
24	268805.374	5777778.858	38°06'59.82"S	144°21'50.55"E
25	269838.467	5779372.308	38°06'09.12"S	144°22'34.79"E
26	270250.223	5779955.821	38°05'50.59"S	144°22'52.35"E
27	273667.559	5780023.285	38°05'51.50"S	144°25'12.59"E
28	273732.120	5777711.971	38°07'06.48"S	144°25'12.60"E
29	277309.360	5778273.418	38°06'51.48"S	144°27'40.01"E
30	282336.939	5777349.844	38°07'25.83"S	144°31'05.26"E
31	284333.759	5777595.725	38°07'19.58"S	144°32'27.47"E
32	287151.555	5779666.339	38°06'14.86"S	144°34'25.32"E
33	283653.203	5779795.431	38°06'07.69"S	144°32'01.94"E
34	283742.139	5782205.567	38°04'49.64"S	144°32'08.22"E
35	287357.635	5782072.152	38°04'57.05"S	144°34'36.35"E
36	287326.888	5783256.409	38°04'18.63"S	144°34'36.36"E
37	289876.029	5783322.591	38°04'18.63"S	144°36'20.96"E
38	289923.208	5781505.388	38°05'17.58"S	144°36'20.97"E
39	290577.369	5781816.929	38°05'08.03"S	144°36'48.13"E
40	291825.797	5782177.168	38°04'57.39"S	144°37'39.72"E
41	293061.949	5782427.754	38°04'50.28"S	144°38'30.68"E
42	295297.986	5784717.994	38°03'37.87"S	144°40'04.75"E

2.4. Port Zones

2.4.1. Geelong Refinery Maritime Security

The Port of Geelong has landside, waterside, and ship restricted zones as required by the Maritime Transport and Offshore Facilities Security Act 2003 and its regulations. The location of these zones can change in accordance with the security level. Unauthorised access to landside, waterside and ship restricted zones is an offence under the Maritime Transport and Offshore Facilities Security Act 2003 and severe penalties apply.

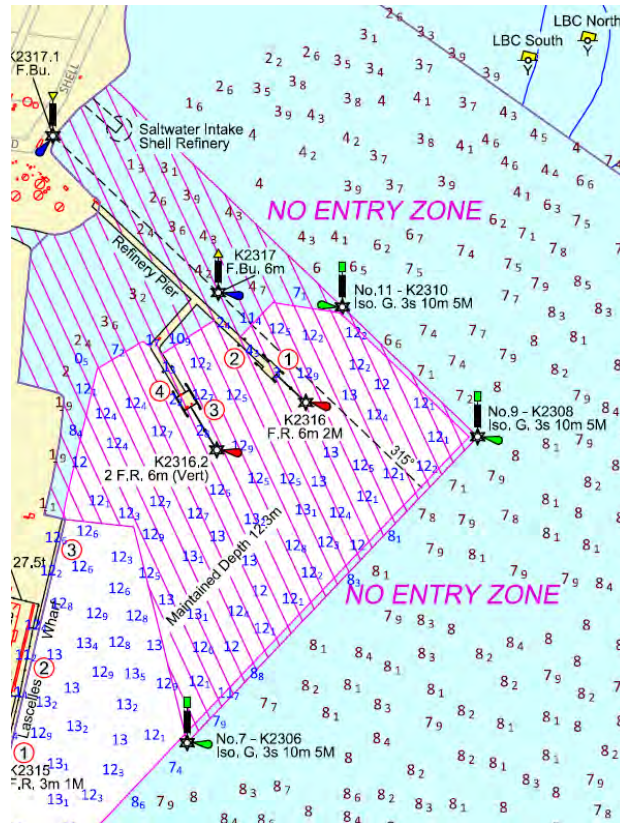


Image 02. Refinery Pier Maritime Security Zone

If you require to enter this zone, contact Geelong Marine Control on VHF Ch.12 or 5225 3565 for further guidance.

2.4.2. Point Wilson Exclusion Zone

Mariners are advised that an exclusion zone has been established under Australian Standard AS 3846 – The Handling and Transport of Dangerous Cargoes in Port Areas. All vessels and persons, excluding those involved in the operations, are prohibited from entering the below exclusion zones:

Inactive Berth

When the berth is not engaged in cargo operations, a 300-metre exclusion zone is enforced around the pier.

Active Berth

During periods of active cargo operations involving Class 1 explosives, the exclusion zone is extended to 1,400 metres from the berth.

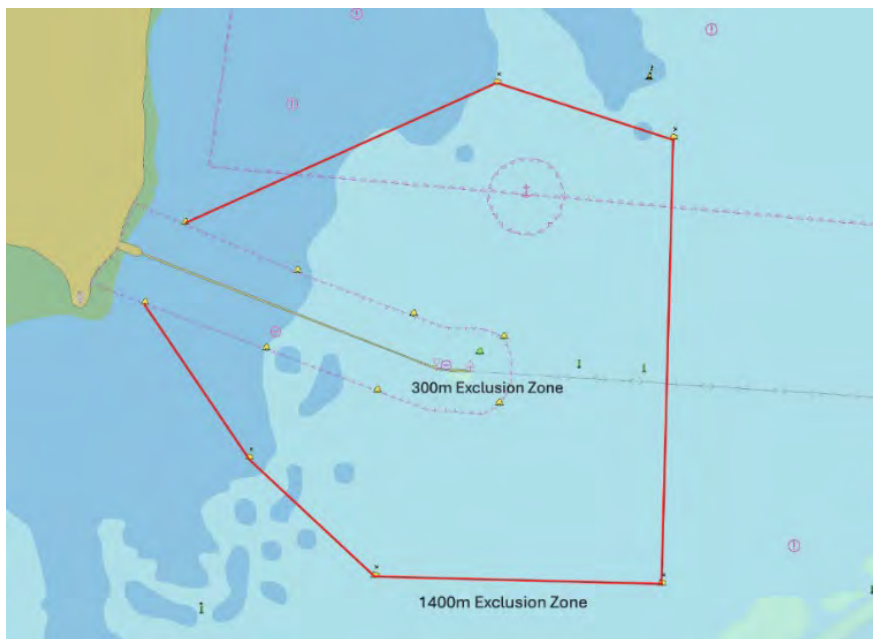


Image 03. Point Wilson Maritime Exclusion Zone

If you require to enter this zone, contact Geelong Marine Control on VHF Ch.12 or 5225 3565 for further guidance.

2.5. Action likely to prejudice the safe operation of a vessel

A person must not take any action that is likely to distract, or prevent, or obstruct, or interfere with, or in any other way compromise the ability of the master of a vessel, pilot, harbour master, Marine Control or VTS officer from safely and effectively discharging their responsibilities.

Such action includes, but is not limited to:

- making inappropriate or deceptive VHF radio transmissions
- the directing of a visible laser or other narrow beam of visible light at a vessel in circumstances likely to cause harm to those on the vessel or disruption to the safe navigation of the vessel
- the unauthorised use of any other electronic or physical device which may disrupt or impair the safe navigation of a vessel.

Note:

- The transmission of false or deceptive distress, urgency or safety messages is strictly forbidden. Extremely severe penalties, including imprisonment, exist under the *Radio Communications Act 1992* (Cwlth) for any person found guilty of making such a transmission.
- A hand-held battery-operated article commonly known as a 'laser pointer' designed or adapted to emit a laser beam with an accessible emission limit of greater than 1 mW is designated a 'prohibited weapon' under Victorian legislation (Control of Weapons Regulations).

2.6. Compliance requirements

The master of a vessel while in port waters of the port of Geelong must ensure that the vessel:

- complies with the International Regulations for Preventing Collisions at Sea
- displays the signals required to be displayed under the International Code of Signals
- complies with Victorian Notices to Mariners affecting port waters of the port of Geelong
- complies with Harbour Master's Directions
- complies with provisions of the Marine Safety Act, and the regulations that apply to the vessel or master
- IALA Guidelines 1142

2.7. Operation of Automatic Identification System (AIS)

The master of any vessel operating with the port waters of the port of Geelong shall ensure that, if AIS is fitted to the vessel, it is transmitting and receiving at all times.

2.8. Reporting of deficiencies

The master of a vessel intending to enter port waters of the port of Geelong shall report the details of all deficiencies (suspected or actual) to the Harbour Master at least 24 hours before arrival at port limits. The master of a vessel alongside or at anchor shall report the details of all deficiencies (suspected or actual) to the Harbour Master as soon as practicable. All reports shall be emailed to geelong@ports.vic.gov.au.

2.9. Unsafe Vessel

The master of an unsafe vessel shall not enter port waters of the port of Geelong or navigate the vessel in port waters of the port of Geelong or depart a berth without the approval of the Harbour Master, and shall comply with any conditions, restrictions or requirements imposed by the Harbour Master contingent upon granting permission to proceed.

Where the Master of a vessel becomes aware of any condition or circumstance relevant to the seaworthiness of the vessel, or that may affect the safe navigation or operations (including cargo operations) of the vessel, or any other vessel in port waters, or which may in any way affect the day-to-day safety or operations or environment of the port waters; the Master of the vessel shall:

- If the vessel has not entered or transited port waters, provide full particulars of any deficiencies (actual or suspected) to the Harbour Master at least 24 hours before the vessel is due to enter or transit port waters. Any such entry or transit may only begin after receipt of written approval from the Harbour Master and subject to strict compliance with any direction (including conditions, restrictions, or requirements) imposed by the Harbour Master.
- If the vessel has already entered port waters, immediately notify port of Geelong Marine Control of the changes to the conditions or circumstances affecting the seaworthiness of the vessel and thereafter provide a detailed written notice thereof within 24 hours.

In addition, the Master of a vessel shall ensure that at all times while the vessel is in port waters (including transiting or port waters):

- The vessel's propellers are fully immersed, and rudders are sufficiently immersed to ensure adequate steerage and control of the vessels motion and movements.
- The bow is deep enough to provide adequate visibility ahead from the bridge.
- The vessel has adequate trim and stability (taking into account deck cargo and design characteristics) so as to remain at all times safely afloat and sufficiently upright and with adequate visibility ahead from the bridge.
- The vessels propellers and hull do not come into contact with the seabed; and
- The vessel complies in all respects with all obligations as to seaworthiness.

2.10. Pilotage

2.10.1. Statutory Requirements

Vessels must comply with the pilotage provisions set out in Chapter 7 of the Marine Safety Act. Without limiting the provisions of the Marine Safety Act, the master of a vessel must not enter or leave port waters of the port of Geelong or attempt to enter or leave port waters of the port of Geelong or navigate within port waters of the port of Geelong or attempt to do so without the services of a licensed pilot.

The above does not apply to:

1. a vessel that is less than 35 m in length, or
2. a pilot exempt master, or
3. a master who has an appropriate Local Knowledge Certificate for port waters of the port of Geelong and who by virtue of the regulations in the Marine Safety Act is not required to use the services of a pilot for those port waters of the port of Geelong.

Note:

- A master of a trading vessel of LOA greater than 12 m and less than 35 m, in addition to holding an appropriate certificate of competency for the vessel size and type, is required to hold a Local Knowledge Certificate for the appropriate area of operation in accordance with the Marine Safety Act.
- It is the master's responsibility to ensure that the Pilot Exemption Certificate or Local Knowledge Certificate, whichever is applicable, is both valid and appropriate for the vessel in question and the area of port waters in which it will be operating.

Pursuant to section 232 (6) of the Marine Safety Act, the Harbour Master may, as a condition of allowing a vessel to be anchored or secured within any part of the port waters of the port of Geelong, direct that a pilot remain on board the vessel while it is so anchored or secured, even if the vessel is not subject to compulsory pilotage.

2.10.2. Pilot transfer arrangements

When a vessel uses a pilot, the master shall ensure that the pilot transfer arrangements when required are in accordance with SOLAS Chapter V Regulation 23. The SOLAS regulation is given effect in Australian Waters through Marine Order 21 (Safety and emergency arrangements) 2016. IMO Circular MSC.1/Circ.1428 illustrates the required pilot transfer arrangements.

2.10.3. Master Pilot exchange

The master of a vessel that is about to transit the port waters of the port of Geelong shall actively engage with the pilot and ensure that all deficiencies, defects, equipment limitations or special requirements are communicated to the pilot and that the master and the bridge team understand the intended passage plan and intended planned manoeuvring of the vessel during berthing or unberthing. The International Chamber of Shipping (ICS) Bridge Procedures Guide and the International Marine Pilot Association (IMPA) Guidance on the Master Pilot Exchange provides further information on the conduct of the Master Pilot Exchange.

2.10.4. Bridge Resource Management

The master of a vessel within the port waters of the port of Geelong shall comply with the requirements detailed in AMSA Marine Notice 11/2016 Bridge Resource Management (BRM) and Expected Actions of Bridge Teams in Australian Waters, which details the requirements specified in Marine Orders 28 (Operations standards and procedures) 2015.

2.10.5. Communication skills

The master of a vessel about to transit the port waters of the port of Geelong shall ensure that a member of the bridge team has sufficient understanding and is able communicate with the pilot in English so as to facilitate the safe navigation of the vessel, in line with requirements of SOLAS Chapter V, Regulation 14, Paragraph 4.

2.11. Weather

The master shall ensure that the prevailing weather conditions are continuously monitored and that up-to-date weather forecasts are obtained from PortWeather, another reputable weather information source or by any other available means.

2.11.1. Maximum wind operating limits

The maximum channel operating limit is steady winds of 30kts. A full assessment should be conducted for the full length of the vessels transit.

For a vessel to transit across the Flats and through the proposed Transit only Zone, wind operating limit is 20kts steady or less. Vessels with high windage may be subject to an additional risk assessment at the discretion of the Harbour Master.

Maximum wind speed limit permitted for port of Geelong Commercial Berths are prescribed in Table 8 - Commercial Berths and Wind Limitations.

Gale warnings will be issued to agents when forecast, advising masters of the need to rig additional mooring lines to ensure the vessel remains safely moored. Licensed mooring service providers are to be used to tend lines unless in an emergency.

Vessels in the anchorages are to ensure they have sufficient cable out, noting the prevailing and forecast weather conditions and poor holding ground. Vessels in the anchorage may be directed to depart prior to significant weather events due to the potential of dragging attributed to the poor holding ground.

2.11.2. Restricted Visibility

Vessels inbound and outbound are not to proceed if the visibility is less than 2 nautical miles for the outer harbour and 0.5 nautical miles for the inner harbour. If already underway when visibility decreases, then vessels transiting port waters of the port of Geelong shall proceed in accordance with Rule (19) of the International Regulations for Preventing Collision at Sea.

Movement of the Spirit of Tasmania during periods of restricted visibility must be subject to an additional risk assessment carried out by the vessel master. This must then be agreed upon by Geelong Marine Control.

Assessment of visibility should be made utilising all available means and if necessary, in consultation with port of Geelong Marine Control.

2.11.3. Unusual meteorological circumstances

Actual tidal rise in the port of Geelong can deviate considerably from the predicted tidal rise due to abnormal barometric conditions and/or strong winds. Master's transiting the port are reminded of their on-going obligation to proactively monitor their passage and to take all usual precautions, with special emphasis on speed/squat ratios.

2.12. VHF communication

The master of a vessel within the port waters of the port of Geelong shall at all times maintain a listening watch on VHF channel 12 and 16.

VHF operating channels for the Port of Geelong are allocated in Table 2 - Port of Geelong VHF operating channels.

Table 2 - Port of Geelong VHF operating channels

Use	Channel
Port of Geelong primary working channel	12
Port operations 1 (Primary Tug Channel)	8
Port Operations 2 (Secondary Tug Channel)	11
Port Operations 3	4

When the vessel is berthed, the Master must ensure that all VHF radios are switched to 1 Watt power setting, additionally all vessels, whether berthed, anchored or underway must conduct a regular check of radio equipment to ensure against the possibility of inadvertent continuous transmission on any VHF channel, as such an occurrence is likely to seriously impact the safe and efficient conduct of port operations.

2.13. Permission to proceed

Before entering the port limits or departing from a berth or anchorage, the Master of a vessel must seek permission to proceed from Geelong Marine Control.

2.14. Vessel reporting requirements

2.14.1. Channel Management

The Geelong main shipping channels are utilised for one way traffic only.

By exception, two-way traffic is permitted for pre-approved vessels such as the bunker barge which can navigate safely within the passing channels provided the following conditions are complied with:

- Vessel draft of at least one vessel is such as to allow use of the passing channel for passing purposes whilst maintaining required UKC
- There must be prior agreement between the pilot and/or masters of both vessels and with Port of Geelong Marine Control as to how and at what point a channel will be best utilised and passing is to take place.

Draft restrictions for the passing channels are in Table 3 - Passing Channel Declared Depths.

Table 3 - Passing Channel Declared Depths

Passing Channel	Declared Depth (m)	Max Draft
Point Richards Passing Channel Beacons No.2 – No.8	7.5m	6.0m
Point Richards Passing Channel Beacons No.8 – No.10	10.0m	8.5m
Point Richards Passing Channel Beacons No.10 – No.18	9.0m	7.5m
Wilson Spit Passing Channel Beacons No.6 – No.12	7.0m	5.5m
Flats and proposed TOZ	8.5m	7.9m (Manoeuvring UKC)

2.14.2. Inbound Vessels from Sea/Melbourne/Melbourne Anchorages

Inbound vessels are to notify “Lonsdale VTS” on VHF Ch.12 whilst proceeding through the Port Phillip Heads of their ETA and towage requirements, which shall be acknowledge by “Port of Geelong”.

Table 4 - Vessels Inbound to Geelong

Reporting point	Information Required	Information provided	Report to
Prior to Geelong approaches	All Vessel reporting requirements as required by Harbour Masters Directions for port of Melbourne (as amended) available on the Ports Victoria website.		
30 min to Point Richards Entrance Beacon	<ul style="list-style-type: none"> ETA to: <ul style="list-style-type: none"> City Bend Masters name Confirm Deepest Draft Any defects or circumstances that may hamper the vessel's ability to manoeuvre Berthing Information, Tug utilisation and Services working channel <p>Note: Permission to proceed must be received before committing to the Geelong Channels.</p>	<ul style="list-style-type: none"> Traffic Information Tide limits channel speed constraints (DUKC) Wind speed and direction – confirm within Harbour Masters Directions. Update any changes to berthing plan or towage 	Port of Geelong
Point Richards Entrance Beacon	Confirm passing Point Richards Inbound		Port of Geelong
On berthing or anchorage	<ul style="list-style-type: none"> Berthing: <ul style="list-style-type: none"> First line Vessel secured. Anchorage: <ul style="list-style-type: none"> Time of anchoring Advise when vessel brought up and number of shackles used. 		Port of Geelong

2.14.3. Outbound Vessels to Sea/Melbourne/Melbourne Anchorages

Reporting point	Information Required	Information provided	Report to
Prior to Departure	<ul style="list-style-type: none"> Maximum draught Advise intended route, including the shipping channel (or combination of channels) to be used Give name of pilot and if applicable, name of Trainee Pilot or if pilot exempt the name of master Any defects or circumstances that may hamper the vessel's ability to manoeuvre If going to anchor, nominate preferred anchorage in relation to maximum draught. Request permission to proceed 	<ul style="list-style-type: none"> Traffic Information Tide limits channel speed constraints (DUKC) Wind speed and direction – confirm within Harbour Masters Directions. Update any changes to berthing plan or towage Provide Permission to Proceed 	Port of Geelong
Departure	<ul style="list-style-type: none"> Advise all shipping on VHF Channel 12 that vessel is about to depart. 	<ul style="list-style-type: none"> Acknowledges the call 	Port of Geelong
Passing Hopetoun Channel Beacon 11	<ul style="list-style-type: none"> ETA to: <ul style="list-style-type: none"> Point Richards and <p>In addition the following depending on transit.</p> <p>Anchorage:</p> <ul style="list-style-type: none"> Nominated Anchorage <p>Sea:</p> <ul style="list-style-type: none"> Hovell Pile Port Phillip Heads <p>Melbourne:</p> <ul style="list-style-type: none"> Fawkner And/or Breakwater. 	<ul style="list-style-type: none"> Confirm ETA's Update Traffic Information if required. 	Port of Geelong
Point Richards Entrance Beacon	Confirm passing Point Richards Inbound	Acknowledge two-way reporting point	Port of Geelong
<p>On Passing Point Richards Beacon refer to section 3.5.5 of Port of Melbourne Harbour Masters Directions for Vessel reporting requirements departing Geelong.</p>			

2.15. Under keel clearance

Vessels with a draft less than 10.8m are required to maintain a Gross Under-Keel Clearance of at least 1.5m whilst traversing the port of Geelong channels. When manoeuvring within swinging basins, anchorages and alongside berths except for Corio Quay will maintain an Under-Keel Clearance of 0.6m

When manoeuvring within Corio Quay the under-keel clearance for a vessel is 0.5m.

2.16. Deep draft vessels – DUKC system

DUKC applies to vessels with a draft of 10.8m to 11.90m.

The movement of a deep draught vessel is required to conform to the below DUKC requirements and participation in the DUKC system is mandatory whenever the vessel is transiting within the port of Geelong.

The Master of a deep draught vessel must:

- Apply to use the DUKC system by downloading form – *Application to use the DUKC system* from the Ports Victoria website
- Email the completed form to geelong@ports.vic.gov.au
 - ◆ when inbound: no more than 36 hours and no less than 24 hours before arrival at the pilot boarding ground.
 - ◆ when outbound or shifting: at least 12 hours before departure from the berth.
- when arriving at or departing from the port of Geelong waters, use the full length of the port Geelong Channel staying to the North of the Point Richards Entrance Beacon.

If the PPU is not operational or unable to connect to the DUKC system, the Master must immediately advise Marine Control and refer to the backup copy of the DUKC passage plan for the remainder of the vessel's transit.

Vessels subject to DUKC requirements must always pass to the north of the Point Richards Entrance Beacon.

2.17. Port Towage

2.17.1. Minimum Towage Requirements

Tugs allocated to an inbound movement are to meet the inbound Vessel no later than Beacon 11, Hopetoun Channel. Tugs are to follow outbound all vessels until clear of Beacon 11, Hopetoun Channel.

Any alterations to the towage requirements are not to result in a lowering of the minimum requirements stipulated in the towage table.

Minimum towage requirements are detailed in Table 5 - Minimum Towage requirement.

Table 5 - Minimum Towage requirement

Vessel Length Overall (LOA)	Tugs on Arrival		Tugs on Departure	
	Head In	Head Out	Head In	Head Out
100<129.99m	2 ¹	2 ¹	2 ¹	1 ¹
130<164.99m	2 ¹	2 ¹	2 ¹	1 ¹
165<199.99m				
At Refinery Pier,	2	2	2	2
All other Piers	2	2	2	2 ⁵
200<234.99m	2	2	2	2
235<265m	2	2	2	2

Notes:

1. Only a fully functional bow thruster operating at 100 % efficiency shall count as 1 tug. To be confirmed by pilot via VHF.Ch.12 shortly after master pilot exchange.
2. An effective stern thruster operating at 100 % efficiency, or twin independent/high performance rudders may count as 1 tug. To be confirmed by pilot via VHF.Ch.12 shortly after master pilot exchange.
3. Small chemical tankers berthing at Lascelles 1, with an operational bow thruster and an LOA of less than 129.9m are required to berth with a tug utilised (made fast) for all berthing operations.
4. Where a vessel has a mechanical failure (such as a main engine failure, main engine slow down or steering gear failure), the vessel shall require a pilot and two tugs for departure and the subsequent arrival regardless of the requirements detailed above. For these departures, tugs will remain with the vessel until clear of the Hopetoun Channel.
5. Clear berth ahead requirements:

Lascelles Berths

A vessel berthed at Lascelles Berth #3 will only be considered "clear" for operations when no vessels are berthed at Lascelles Berth #1 or Berth #2. This requirement shall include when a vessel is berthed at Lascelles Berth #1, the towage requirements for vessels at Lascelles Berth #3 shall be two tugs for departure operations.

When there are no vessels at berth 1 & 2, shall a vessel at berth 3 be able to depart with one tug.

Corio Quay North

Clear berth ahead for Corio Quay North 1 & 2 will only constitute clear with no vessel berthed at Corio Quay North 4

A pilot may order additional towage if required to complete the vessel movement in the prevailing conditions.

A pilot exempt master of a vessel is to assess the windage, the prevailing and expected wind, and the manoeuvrability of the vessel. An additional tug or tugs may be required if the characteristics of the vessel and the prevailing conditions do not allow for safe manoeuvring of the vessel. Towage requirements that fall outside of the prescribed limitations are to be the subject of a risk assessment. Risk assessments must be provided to the Marine Controller and endorsement sought from the Harbour Master.

2.18. Linesmen and Launches

Table 6 - Launch Requirements outlines the compulsory launch requirements for the port of Geelong:

Table 6 - Launch Requirements

Location	Launch Requirements
Refinery Pier's Corio Quay North 4 Bulk Grain Pier 3	Two (2) launches
Elsewhere	One (1) launch

2.19. Navigation Aids

2.19.1. Making fast to a navigation aids

It is prohibited for a vessel to be made fast to any type of navigation aid, other than for carrying out authorised repair or maintenance work.

2.19.2. Interfering with a navigation aids

It is an offence under the Marine Safety Act 2010, to wilfully or negligently interfere or tamper with, or obstruct the use or operation of, a navigation aid.

2.19.3. Vessel causing damage to a navigation aid

The Master of a vessel must inform the Harbour Master (by contacting Geelong Marine Control) as soon as reasonably practicable if the vessel makes contact with, or in any other way damages, a navigation aid.

2.19.4. Reporting of a faulty navigation aid

If any Aid to Navigation appears faulty, a report should be made to Geelong Marine Control.

2.20. Speed limits

Speed restrictions have been put in place for all commercial Vessels with LOA > 35 metres traversing the port waters of Geelong. Speed limits apply to both entry and departure with details found in Table 7 - Speed limits.

Table 7 - Speed limits

Locations	Speed
Point Richards Entrance Beacon to Point Henry Entrance Beacon	14 kts
Point Henry Entrance Beacon to No 11 Hopetoun Channel	12 kts
No 11 Hopetoun Channel to No 5 Beacon Corio Channel	8 kts
No 5 Beacon Corio Channel to No 9 Beacon Corio Channel	6 kts
<i>Spirit of Tasmania exemption</i> <i>Point Richards Entrance Beacon to Point Henry Entrance Beacon</i>	16 kts

Masters are to ensure that even when operating within the applicable speed limits for their location, they should ensure they maintain an awareness of the impact that their vessel's bow wave or stern wake might have on other vessels in their vicinity. This is particularly applicable when transiting sections of the channel where the channel profile is likely to increase the Vessel squat effect.

Speed profiles under the DUKC system will be adjusted prior to entry to ensure under keel clearance requirements are met for the full channel transit. This will be provided a minimum 4 hours prior to the pilot to ensure review from pilot and master of the vessel.

2.21. Transit only Zone (proposed)

A transit only zone shall be established between within the southern section of the western anchorage (the full list of coordinates can be found below). The operator, Master or person in charge of a vessel must not use the TOZ, other than for transiting the area and must not permit the vessel to be anchored in or allow the vessel to drift in the Transit Only Zone.

Table 8 – Transit Only Zone Waypoints

Location Name	Latitude	Longitude
Corio Channel	38°06.415' S	144°22.549' E
Bcn 51	38°06.645' S	144°22.338' E
Corio Bcn 3	38°06.773' S	144°22.281' E
Corio Bcn 1	38°06.136' S	144°22.219' E
Hopetoun Bcn 13	38°06.320' S	144°22.377' E
Hopetoun Bcn 11	38°06.421' S	144°22.819' E
Hopetoun Channel	38°07.410' S	144°22.278' E
TOZ Buoy 3	38° 06.477' S	144° 22.608' E
TOZ Buoy 2	38° 06.893' S	144° 22.963' E
TOZ Buoy 1	38° 07.3087' S	144° 23.3167' E

Image 4 – Proposed Transit Only Zone



2.22. Navigation bridge visibility

SOLAS Chapter V, Regulation 22 stipulates minimum requirements regarding Navigation Bridge Visibility. It is the master's responsibility to ensure these minimum requirements are maintained. If, due to the design of the vessel or the stowage of cargo, these requirements cannot be met, the Harbour Master may require additional measures to be implemented to ensure the safe transit of the vessel through port waters. Such additional measures may include:

- the posting of extra lookouts forward or on the monkey island
- the provision of a second pilot
- a daylight-only transit
- the presence of an escort vessel and/or
- a reduction in stern trim through re-ballasting.

If the master of a vessel is aware that navigation bridge visibility is restricted, the Harbour Master shall be notified of the situation at least 24 hours before arrival, departure or shifting of the vessel. If this is not possible, as soon as the master is made aware that the vessel will be unable to comply with the requirements of SOLAS Chapter V, Regulation 22. This SOLAS regulation is given effect in Australian Waters through Marine Order 21 (Safety and emergency arrangements), 2016.

2.23. Navigation of Small Vessels

The Master of a Vessel less than 35 metres in length, other than a port working Vessel, shall ensure that the Vessel keeps out of the way of:

- (a) Vessels more than 35 metres in length.
- (b) a tug or launch assisting the movement, berthing or unberthing of another Vessel.

Note: If in doubt, the Master should assume the other Vessel's length is more than 50 metres and keep out of the way.

The Masters of all recreational craft of less than 35 metres (including party boats carrying passengers) shall not:

- (a) anchor in any fairway or channel (including passing channels) and shall keep clear of large Vessels
- (b) enter inwards past Point Richards Entrance beacon without informing Geelong Port Control
- (c) enter any Waterside Restriction Zone as declared by the Harbour Master.
- (d) Tie up to channel markers

No Vessels shall navigate port waters while taking part in any regatta, contest, race or other event unless the conduct of the event has been notified to the Harbour Master, all requirements of the Harbour Master have been met.

2.24. Dynamic Positioning within port limits

The Master of a vessel with dynamic positioning capability may elect to utilise relevant dynamic positioning mode in the following circumstances:

- Channel Transits
- Anchorage
- Dynamic Positioning Trials (FMEA, Annuals etc)
- Any other operation that utilises DP

If dynamic positioning mode is intended, the Harbour Master must be notified prior to commencement of the operation.

If dynamic positioning is elected to maintain position within a designated anchorage instead of the use conventional ground tackle, Geelong Marine Control must be notified. If a vessel elects to use DP mode in the anchorage and the Master is not Pilot exempt, the Pilot may disembark once the vessel is in position provided the following conditions are satisfied:

- Notification of the vessel's intentions is given to, and express permission received from, Geelong Marine Control
- The vessel remains within the designated anchorage circle
- Anchor must remain ready for immediate use
- A qualified DPO always maintains a bridge watch while the vessel is in DP mode

Whilst in the anchorage, the Master of the vessel must also ensure that any attending vessels (e.g. Pilot launch, bunker vessel, crew support vessels) are advised whenever DP equipment is in operation so that the attending vessels are not caught unawares by sudden fast-moving water from thrusters as they make their approach.

2.25. Port Work Vessel & Towing

The master of a vessel shall not tow an object within the port of Geelong without permission from the Harbour Master. Any vessel engaged in towing must be adequately powered and have an approved tow plan that addresses the following:

- detailed specification of the towing vessel including bollard pull
- specification of the tow including displacement
- the towing configuration,
- the intended route
- emergency plan

2.26. Commercial Berth information

Table 8 - Commercial Berths and Wind Limitations details the commercial berth dimensions and associated restrictions within the port of Geelong. Current maximum drafts for the berth pockets are updated annually through a Notice to Mariners.

Table 8 - Commercial Berths and Wind Limitations

Berth		Design Depth (m)		Vessels Limits at berth (m)		Wharf Height (m) above CD	Wind limits for berthing & unberthing	General Remarks
Name	Length	Berth	Channel	Max Draft	Max Length			
Cunningham Pier East	215	8.5	8.5	7.9	186	3.8	30kts	Private Facility
Cunningham Pier West	200	8.5	8.5	7.9	186	3.8	30kts	Private Facility
Bulk Grain Pier No.1	201	10.5	10.5	9.9	210	4.7	30kts	Lay up berth
Bulk Grain Pier No.2	201	12.3	12.3	11.6	192	4.7	30kts	Lay up berth
Bulk Grain Pier No.3	168	12.3	12.3	11.9	229	4.9	30kts	GrainCorp – Grain and Woodchip
Corio Quay No.1 South	183	11.0	11.0	10.5	180	3.8	30kts	General Cargo
Corio Quay No.1 & 2 North	375	11.0	11.0	10.5	229*	3.8	30kts	Woodchip (priority)/Dry Bulk/General Cargo. Woodchip vessels utilise berths 1&2. Vessels >200m LOA may be permitted on application
Corio Quay No.3 North	100	11.0	11.0	10.5	85	4.7	30kts	General Cargo Tug berth
Corio Quay No.4 North	310	12.3	12.3	11.9	229	4.6	30kts	Fixed woodchip loader
Lascelles Wharves 1, 2 & 3	621	12.3	12.3	11.9	229	3.8	30kts	Dry Bulk Cargo and Chemical Products Vessels >200m LOA may be permitted on application

Refinery Pier No.1	213	12.3	12.3	11.9	185	3.8	30kts	Petroleum and Chemical product Permanent Exclusion Zone around berth Refer 2.4.1
Refinery Pier No.2	213	12.3	12.3	11.9	185	3.8	30kts *See General Remarks = 15kts	Petroleum and Chemical product When berth 3 is occupied by a vessel >230m LOA, wind limit for berthing and unberthing is <15kts steady Permanent Exclusion Zone around berth Refer 2.4.1
Refinery Pier No.3	275	12.3	12.3	11.9	250	3.8	<230m LOA = 30kts >230m LOA = <15kts (steady)	Petroleum product Vessels >230m LOA are to be berthed/unberthed when berth 2 is clear. GeelongPort Displacement <80,000 T Permanent Exclusion Zone around berth Refer 2.4.1
Refinery Pier No.4	275	12.3	12.3	11.9	265	3.8	30kts	Crude Oil Permanent Exclusion Zone around berth Refer 2.4.1 Min LOA 210
Point Henry	276	10.5	10.5	11.4	209	4.0	30kts	Lay up berth
Point Wilson No.1 & 2	135	9.1	9.1	8.5	152	3.8	30kts	Private Facility Explosives berth Permanent Exclusion Zone around berth at 300m – Exclusion zone increases to 1400m when vessel alongside as promulgated in NtM Refer 2.4.2

Notes:

Channel and berth pocket declared depths updated by NtM upon survey and/or general updates.

2.27. Ships at Berths

2.27.1. General requirements

The Master of a vessel must ensure the vessel is appropriately and effectively secured to the berth and that the vessel's moorings are tended at frequent intervals to prevent vessel movement in all weather conditions.

In addition, the Master of a berthed vessel must:

- ensure that the ship or shore gangways are positioned correctly, and adequately tended whilst alongside
- ensure that the vessel remains afloat whilst alongside a berth
- immediately notify Geelong Marine Control if mooring lines part
- obtain clearance from Geelong Marine Control to change the vessel's position on the berth
- comply with the minimum requirements of section A-VIII/2 of the STCW Code
- monitor weather conditions and forecasts throughout the vessels stay.

2.27.2. Testing and operating propulsion units alongside a berth

The Master of a berthed vessel must:

- obtain clearance from Geelong Marine Control and the berth operator to allow a propeller to be worked, other than for testing the engines before departure
- notify the Masters of vessels at adjacent berths of the intention to work the propeller
- before testing, visually confirm the waters are clear of all persons and any obstructions such as work pontoons or other small craft
- not use propulsion units to assist in warping operations unless a pilot has been engaged and approval sought from the Harbour Master.

2.27.3. Minimum clearance between berthed vessels

Minimum clearance between berthed vessels at all Geelong berths is 20m. At the discretion of the Harbour Master and dependant on vessel operations separation between vessels may need to be increased due to such factors as the arrangement of mooring lines, the availability and disposition of bollards, the presence of shore-side infrastructure or access, or to facilitate cargo operations.

2.27.4. Mooring service provider operations

Terminal operators must ensure that the mooring service provider has safe access to and from the berth and that the areas in proximity to bollards, mooring hooks and capstans are clear of obstructions and adequately illuminated. If safe access to the mooring bollards and a safe working area to the mooring service provider is not maintained, the scheduled ship movements will be deferred until such time as the mooring service provider can safely operate in the area.

Operations for arrivals: mooring service providers must remain in attendance at the berth on vessel arrival until such time the Master/Pilot is satisfied that the vessel is safely secured to the berth (all fast). Mooring service providers are to be contacted on the appropriate VHF working channel by the Master/Pilot of the vessel when no longer required to stand by at the berth.

Operations for departures: mooring service providers must remain in attendance at the berth on vessel departure until such time the Master/Pilot is satisfied with the manoeuvrability of the vessel. Mooring service providers are to be contacted on the appropriate VHF working channel by the Master/Pilot of the vessel when no longer required to stand by at the berth.

2.27.5. Warping

A vessel berthed at Corio 4 may be warped for a distance of up to 100 metres without the need for tugs or a pilot, provided that all mooring lines remain attached to a bollard at all times throughout the shifting of the vessel and conditions are acceptable to safely warp. Prior to shifting, vessels at Corio Quay North 4 will need to gain permission from Geelong Marine Control to ensure any conflicting traffic within Corio Quay and Corio channel is managed.

Lascelles berths may be warped for a distance of up to 35 metres without the need for tugs or a pilot, provided that only one mooring line is relocated at a time throughout the shifting of the vessel.

If the master requires a tug to assist, then a pilot shall also be engaged. If one or more mooring lines are required to be disconnected from a bollard a pilot is required, and a tug maybe required depending on the length of the shift and the expected weather conditions.

Any shift of greater than those stipulated above, or taking place on any other berth requires a pilot and approval from the Harbour Master.

The vessel's master or agent must advise the stevedore or terminal operator of the intention to warp the ship along the wharf. Before commencing warping, the master must obtain permission from the Geelong Marine Control.

Warping is not to take place if a strong wind warning is active without approval from the Harbour Master.

2.27.6. Dead ship movement

Management of dead ship movements will be subject to a risk assessment by the Harbour Master and the master of the vessel shall comply with the requirements determined during the risk assessment.

2.27.7. Securing Cargo prior to departure

All cargo must be secured and in compliance with the requirements of Marine Order 42 before the vessel is shifted or departs the berth.

2.28. Anchorages and anchoring

2.28.1. Designated anchorage areas

Table 9 Geelong Anchorage

Anchorage name	Least depth (m)	Max draft (m)	Max LOA (m)
Eastern	7.3m	6.7m	165m*
Western	8.5m	7.9m	200m*
Southern	7.7m	7.1m	230m*
Point Wilson	6.0m	5.4m	152m

* This may be reviewed by the Harbour Master upon request, provided a relevant risk assessment is submitted for consideration.

2.28.2. Prohibited anchorage positions

The Master of a vessel shall ensure that an anchor is not dropped in a position which may endanger the safety of the vessel or of any other vessels, or otherwise cause an obstruction to navigation.

The Master of a vessel shall not cause or permit the vessel to be anchored or lie at a distance of less than 300 metres from any wharf except for the purpose of swinging the vessel or immediately hauling alongside that wharf.

Except in an emergency, the Master of a vessel shall not, without the permission of the Harbour Master:

- allow the vessel to anchor or lie in any fairway or channel
- allow any cable, chain, hawser, rope, or other obstruction across (through or above) any fairway or channel

Where an emergency has compelled the Master of a vessel to allow the vessel to anchor or lie in any fairway or channel, the Master shall:

- immediately notify Port of Geelong Marine Control of the position of the vessel; and
- as soon as possible, move the vessel clear of the channel and to a place where it does not interrupt or interfere with the passage of other vessels.

The Master of a Vessel must notify port of Geelong Marine Control immediately the Vessel has cleared the fairway or channel.

A vessel must not be laid up within port waters without the prior approval of the Harbour Master.

2.28.3. Anchoring

The Master of a vessel which is anchored within port waters of the port of Geelong must ensure that:

- permission is sought from Geelong Marine Control before anchoring
- sufficient cable is laid out, having regard to the holding ground, depth of water, the prevailing and forecast weather conditions
- Geelong Marine Control is notified of the time and position of anchoring and when the vessel is brought up
- the vessel does not change its position without clearance from Geelong Marine Control
- Geelong Marine Control is notified immediately if the vessel parts from its anchor or drags from its anchoring position
- at least 1 competent person is on watch at all times to ensure security and safety
- the vessel is capable of being safely moved and navigated at all times
- sufficient crew or other competent persons are readily available to comply with any directions given by the Harbour Master for the removal or shifting of the vessel and, so far as reasonably practicable, can deal with any emergency that may arise
- permission to vary these requirements is obtained from the Harbour Master.

2.29. Immobilisation

The Master or the shipping agent of a vessel within port waters of the port of Geelong must not cause or permit any repairs to main engines, or other repairs that will immobilise the vessel, to be carried out without ensuring that prior and adequate notification is provided to Geelong Marine Control.

The notification must be made using the *Application for permission to immobilise* form which is available from the Ports Victoria website.

If intending to immobilise alongside a berth, permission from the berth operator must also be obtained.

If intending to immobilise whilst at anchor, the Master must make a full assessment of the environmental conditions and weather forecasts before commencing and then continue to closely monitor weather conditions throughout the period of immobilisation.

No vessel immobilisation will occur at berth or at anchor when a strong wind warning or greater is in effect.

The Master or shipping agent must advise Geelong Marine Control when immobilisation has been completed, and of any resulting changes to the vessel's ability to manoeuvre and/or operational status.

2.30. Diving and under water activities

The Master of a Vessel, including Vessels less than 35 metres in length, shall not anchor for the purpose of conducting any diving within port waters without prior notification to the Harbour Master.

All diving operations within port waters must apply for a diving notification. Notifications may be obtained from ports.vic.gov.au. All notification applications must be received a minimum of 12 hours prior to the activity commencement and not more than 48 hours prior to geelong@ports.vic.gov.au.

All diving and underwater activity must comply with conditions outlined on the notification and are to ensure Geelong Marine Control is advised of commencement, and completion of the activity.

2.31. Aquatic events

Notification for aquatic events taking place either wholly or partly within port waters of the port of Geelong must be submitted to the Harbour Master at least 1 week before the event takes place.

An Aquatic Event Notification Form can be downloaded from the Ports Victoria website.

In addition, event organisers must provide evidence that a risk assessment has been undertaken for the event, to:

- eliminate risks to safety so far as is reasonably practicable, or
- if it is not reasonably practicable to eliminate risks to safety, to reduce those risks so far as is reasonably practicable.

Organisations or clubs that wish to apply for a temporary waterway rule change, boating activity exemptions or an exclusion zone for an on-water event, boating activity or works must submit the request in accordance with Chapter 5 of the Marine Safety Act no less than 5 weeks before an event.

2.32. Seaplanes

The pilot of a seaplane must not take off or touchdown in port of Geelong waters without the permission of the Harbour Master.

2.33. Vessel wake and Wash

Even when operating within the applicable speed limit, the master of all vessels shall always be mindful of the possible impact the vessel's wake and wash may have when passing other vessels or objects and if necessary, adjust the vessel's speed to minimise such impact.

2.34. Bunkering activities

When bunkering from a bunker vessel or road tanker all bunker transfers must comply with Ports Victoria's Bunker & (non-cargo) Liquid Transfer Management Guideline, which is available from the Ports Victoria website.

The Master of a vessel must ensure that bunkering operations are not carried out:

- if weather conditions are not suitable
- if the anchorage has not been approved for bunkering.

The following requirements apply before commencement and during bunkering operations between a Vessel and a bunker barge while in port waters

(a) the Master or agent of a Vessel intending to take bunkers while anchored or berthed in port waters shall notify port of Geelong Marine Control by completing the Ports Victoria port of Geelong 'Non-Cargo Liquid Transfer Operations' application, available from the Vessel's agent or Ports Victoria website. The completed application must be emailed to port of Geelong Marine Control for approval, and approval received/confirmed prior to commencement of bunkering operations.

(b) the Master of a Vessel must not carry out bunkering if:

- (i) weather conditions are assessed as being unsuitable.
- (ii) the anchorage has not been approved by the Harbour Master for bunkering.
- (iii) the Harbour Master directs that such bunkering is not carried out or, if such bunkering has begun, the Harbour Master directs that such bunkering cease.

(c) the Master of a Vessel shall ensure that no bunkering operation is begun or allowed to continue unless there has been due compliance with each of the conditions set out in the Safety and the Environmental requirements of these Directions.

(d) the berth operators at the port of Geelong have in place procedures governing bunkering from road tankers at berths under their control. Masters are required to follow their procedures in lieu of the

requirements in sub-paragraphs (a) and (b) above, other than that subparagraph (b) (iii) shall continue to apply to such bunkering.

(e) the Harbour Master has the discretion to inspect any aspect of any bunkering operations before they begin, or during any such operations, and can order the operation to cease.

2.35. Hull maintenance and in water cleaning

- 1) These requirements shall apply in the port waters and are applicable to all commercial Vessels greater than 200 gross tons.
- 2) These requirements are to be used in conjunction with any relevant Environment Protection Authority requirements and any other lawful requirements or obligations imposed on Vessels.
- 3) No part of a Vessel's hull is to be cleaned in port waters without a prior written permit issued by the Harbour Master.
- 4) In-water hull cleaning is prohibited, except under extraordinary circumstances. A permit for in-water hull cleaning will not normally be granted.
- 5) The cleaning of sea chests, sea suction grids and other hull apertures may be permitted by the Harbour Master, provided that any debris removed (including encrustation, barnacles, weeds) is not allowed to pass into the water column or fall to the sea bed and subject to any other conditions attached to the permit. An application seeking permission to carry out this work must be lodged with the Harbour Master at least five (5) working days before the anticipated start date. Such application will detail how encrustations, barnacles and other debris will be contained and or collected for disposal as well as the method of disposal and such cleaning must not proceed unless and until a permit has been issued by the Harbour Master.
- 6) The polishing of Vessel's propellers may be permitted subject to any conditions attached to the permit issued by the Harbour Master. An application seeking permission to carry out propeller polishing must be lodged with the Harbour Master at least five (5) working days before the anticipated start date and such works must not proceed unless and until a permit has been issued by the Harbour Master.
- 7) Applications for permits under this Section may be sent to Geelong Marine Control via email to geelong@ports.vic.gov.au and marked to the attention of the Harbour Master

2.36. Over the side maintenance

Over the side maintenance that involves such practices as chipping and/or painting is prohibited in port waters. Maintenance that is required to be undertaken on a Vessel's hull that is of an urgent nature must be approved by the Harbour Master before work begins and shall not be done during concurrent operations.

2.37. Hold Cleaning

Discharge provisions of the revised MARPOL Annex V which entered into force on 1 March 2018 state that all Cargo Residues not considered Harmful to the Marine Environment (HME) must be discharged at least 12nm from land 'en-route'. HME are to be discharged to a reception facility.

The State Environment Protection Policy 'Waters of Victoria' includes standard requirements for the discharge of hose-down water and these requirements must be met by all Vessels.

2.38. Ballast water

The management of Vessel's ballast water is subject to Federal Australian law in accordance with the Commonwealth Biosecurity Act 2015 and the International Convention for the Control and Management of Vessel's Ballast Water and Sediments.

From 8 September 2019, all Vessels that use ballast water are required to meet the Regulation D2 discharge standard of the International Convention for the Control and Management of Vessels' Ballast Water and Sediments (the Convention) at their next renewal survey. Vessels using ballast water exchange (Regulation D1) as their primary ballast water management method are required to phase out this management method and meet the Regulation D2 discharge standard. Vessels may meet this standard by installing an International Maritime Organization (IMO) Type Approved ballast water management system, or as specified within the Convention.

The Department of Agriculture and Water Resources, (DAWR) based in Canberra is the Federal Government Agency in charge of all Vessel's ballast water issues when operating within Australian waters and has published a document entitled Australian Ballast Water Management Requirements Version 8 which is accessible on their web site

<https://www.agriculture.gov.au/biosecurity-trade/aircraft-vessels-military/vessels/marine-pest-biosecurity/ballast>

The State Environment Protection Policy 'Waters of Victoria' includes some standard requirements for the discharge of hose-down water and these requirements must be met by all Vessels.

For further details, please see below the current contact list for DAWR biosecurity:

National Maritime Centre: 1300 004 605

24/7 shipping assistance number 0417 682 985

Port Manager 03 830 85087 or 0434 664 833

Assistant Director 03 831 86947 or 0466 024 483

Other contacts include:

General inquiry: 1800 900 090 or

+61 3 8318 6700 (from outside Australia)

National Office: +61 2 6272 3933

2.39. Waste and garbage removal

1) Discharge into port waters or upon any wharf pier or jetty of a Vessel's refuse, rubbish, offensive liquid, or other waste matter is PROHIBITED under all circumstances. As per discharge provisions of the revised MARPOL Annex V which entered into force on 01 March 2018.

2) Garbage collection is available by arrangement with the berth operator and if collection is required, the following procedure is compulsory.

Collection procedures

1) Containers used for the collection of Vessel's garbage to be discharged ashore must be in sound condition (i.e. containers must not be perforated to allow drainage of liquids onto either the wharf or fendering); all garbage must be contained in closed containers and/or sealed bags at all times.

2) Tail ropes when in use should be affixed in a manner, which does not require perforation of the drum type container.

3) To avoid inadvertent contamination of the wharves or port waters, garbage containers should be placed in-board and in a position on deck where facilities are available for discharge from the Vessel to the refuse removal vehicle.

4) At collection time it is the responsibility of the Vessel to deliver the garbage to the refuse removal vehicle.

5) Garbage containers must be discharged only at the time when a refuse removal vehicle is in attendance.

6) Attention is drawn to the DAWR requirement that all Vessel's garbage containers are to be covered with a well-fitting lid.

2.40. Dangerous Goods

2.40.1. Containerised dangerous cargoes

- 1) Vessels loading or unloading containerised dangerous cargoes are to comply with the procedures and requirements of GeelongPort Pty Ltd.
- 2) As containerised dangerous goods are not handled through the port of Geelong on a regular basis, Masters, owners, and agents should contact GeelongPort Pty Ltd for current requirements as shipments are handled only on a case-by-case basis.
- 3) Where containerized dangerous goods are handled through the port of Geelong, the Master, owners, and agent of the Vessel must comply in all respects with the International Maritime Dangerous Goods code and the Australian Dangerous Goods Code.
- 4) No containerized dangerous goods are to be moved through the port of Geelong unless the agent provides a Dangerous Goods Manifest to port of Geelong Marine Control at least 24 hours before arrival and has a Material Safety Data Sheet (MSDS) for such goods and provides a copy to the Harbour Master or GeelongPort Pty Ltd on request.

2.40.2. Bulk liquid dangerous cargoes

Vessels loading or unloading bulk liquid dangerous cargoes are to comply with the procedures and requirements of GeelongPort Pty Ltd. Masters, owners and agents should contact GeelongPort Pty Ltd for further information but in any event must comply with the minimum requirements of ISGOTT or SIGTTO (as the case may be). No bulk liquid dangerous cargoes are to be loaded or unloaded unless the agent has provided a Dangerous Goods Manifest to Port of Geelong Marine Control at least 24 hours before arrival and has a MSDS for such goods and provides a copy to the Harbour Master or GeelongPort Pty Ltd on request.

2.40.3. Acid Cargoes

Masters, owners, and agents of Vessels involved with the loading/unloading of acid within the port of Geelong at non-tanker berths shall comply with relevant international, national and Victorian regulations. Special attention is drawn to the availability and proper use of adequate Personal Protective Equipment on board the Vessel during cargo operations by Vessel and shore personnel.

2.40.4. Minimum requirements for tankers/OBO's at non tanker berths

As non-tanker berths in Geelong are not equipped with firefighting systems similar to those found at tanker berths, additional safety requirements as set out below must be adhered to by any tanker/OBO using such berth.

- 1) A Gas Free Certificate confirming that such Vessel is gas free or tank condition certificate for tanks that have been inerted as required by paragraph 5 of this section, must be provided to port of Geelong Marine Control by an independent chemist upon the Vessel's arrival at a non-tanker berth and prior to commencing any cargo operations, repairs or maintenance work.
- 2) Tank condition certificates and/or gas free certificates must be renewed every 24 hours or immediately, should on-board conditions alter. If work is being undertaken in any relevant tank or space the atmosphere must be monitored by a responsible officer at intervals not exceeding one hour. Any change of status must be immediately advised to port of Geelong Marine Control and copies of each such Certificate must be provided to port of Geelong Marine Control.
- 3) The Vessel is required to maintain an active deck watch whilst alongside.
- 4) Tankers operating without an operational inert gas plant or alternative supply of sufficient inert gas may only berth at a non-tanker berth provided all cargo tanks are to be certified by an independent chemist as being in a gas free condition and such Gas Free Certificate has been provided to port of Geelong Marine Control.

5) Tankers operating with inert gas:

- (i) The Vessel's inert gas system must be fully operational. If work is proposed to be carried out on the Vessel's inert gas installation or boiler or other sections of plant or piping which affect the inert gas supply, an independent supply of inert gas must be put into place and be fully operational and the Harbour Master's approval obtained before such repair work begins.
- (ii) Any tank, including slop tanks, containing flammable cargo or residues, must have the ullage space maintained in an inert condition.
- (iii) All empty tanks must be gas free.
- (iv) Positive inert gas pressure on tanks is always to be maintained and the oxygen content of the inert gas supply must not exceed 5%, oxygen content of cargo tank ullage must not exceed 8%.
- (v) If a Vessel's inert gas system is not operational, then the Vessel is to be classed as a 'tanker operating without inert gas' and must follow the requirements as per a Vessel of this type

2.41. Gas freeing, purging and/or tank washing

(a) Gas freeing and/or tank washing for Vessels bound to or from Geelong is only permitted outside Port of Geelong waters and may be conducted at the Melbourne Outer Anchorage pending approval from Melbourne VTS.

(b) All Vessels whilst undertaking gas freeing, purging and/or tank washing must:

- (i) fully document all operations carried out.
- (ii) comply fully with on board operational procedures; and follow the requirements of the appropriate International Chamber of Shipping and/or Oil Companies International Marine Forum guides namely:
 - ISGOTT or
 - Tanker Safety Guide (Chemicals) or
 - Tanker Safety Guide (Liquefied Gases)
- (iii) All tank washing slops must remain on board the Vessel.
- (iv) If a tanker is proceeding from anchorage to a non-tanker berth the Vessel must comply with all requirements of the Berth operator and section 2.41 of these directions. If a gas-free certificate is required, the certificate is to be emailed to Port of Geelong Marine Control.

(c) Gas freeing or tank washing, with the exception of Crude Oil Washing (COW), is prohibited.

(d) The Vessel's Master, owner or agent must advise Port of Geelong Marine Control prior to undertaking purging operations whilst at berth and must only undertake any such purging in accordance with the prior directions of the Harbour Master. Purging operations are prohibited at non-tanker berths.

2.42. Open/Closed loop scrubbers

AMSA Guidance on using an exhaust gas cleaning systems (EGCS) under marine notice 2025/04 supports compliance with the sulphur limit of 0.05 mass per cent concentration (m/m) in fuel oil. The sulphur limit is required by the International Convention for the prevention of Pollution from Ships (MARPOL) Annex VI and Australia's domestic law.

You may use an EGCS as an alternative way to comply with the low sulphur fuel requirements under MARPOL Annex VI.

In Australia, this is allowed under section 26FEGA of the Protection of the Sea (Prevention of Pollution from Ships) Act 1983.

To comply, your EGCS must currently be:

- Australia permits the use of Exhaust Gas Cleaning Systems (EGCS), provided:
- The EGCS has been approved by the vessel's flag State, or a recognised organisation appointed by the flag State.

- The EGCS is operated in accordance with IMO requirements, including the IMO 2021 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.340(77)).
- Crew are trained on the use of the EGCS, and the system is kept in good working order, with maintenance up to date and monitoring devices fully operational.
- EGCS approval documents, as well as operational and maintenance records for the EGCS, are maintained on board the vessel and made available for inspection upon request of a AMSA Port State Control Officer (PSCO) or from the Harbour Master.

General guidance on the use of EGCS in Australian waters can be found on the AMSA website and in the EGCS Marine Notice. Detailed requirements for compliance with the global low sulphur fuel oil requirements can be found in MARPOL Annex VI, the Protection of the Sea (Prevention of Pollution from Ships) Act 1983 and Marine Order 97

2.43. Entry into Confined Space/cargo Tanks – All Vessels

Masters must comply with all conventions and legislation relating to entry into confined spaces.

1) When personnel are required to enter a cargo tank or other confined space that has previously held a bulk dangerous cargo or where the condition of the atmosphere is not known, the following procedures shall apply before any such personnel enter such cargo tank or confined space:

- (a) Where a person is required to enter a cargo tank or confined space, the entry procedure should be fully documented and conducted in accordance with either ISGOTT or the Vessel's own ISM/SMS procedures once the tank or space is determined to be Safe for Entry.
- (b) If in an emergency any person is required to enter a cargo tank or confined space that has not been determined to be Safe for Entry, such person should be equipped with an adequate self-contained breathing apparatus.

2.44. Hot work

Hot works shall not be conducted on a vessel without approval from the Harbour Master. The contractor and the vessel master shall ensure that the area where the works is taking place and adjacent areas have been prepared for hot works and that the conditions specified in the vessels safety management system and hot work permit is complied with at all times. Port Works notification can be found on the Ports Victoria website.

2.44.1. Tankers - At berth

- 1) Hot work must not take place on board a tanker or within the berth boundary whilst a tanker is alongside without prior written permission from the berth operator and Harbour Master.
- 2) Hot work must not take place during cargo operations and consideration of operations taking place on Vessels at adjacent berth should made prior to commencement.
- 3) Hot work on board a tanker that only involves Vessel's crew must be fully documented and conducted in accordance with either ISGOTT or the Vessel's own ISM/SMS procedures and the berth operator's requirements.
- 4) Where a person other than a member of the Vessel's crew is required to be involved in any way with such hot work, an independent chemist must issue a Gas Free Certificate approving the area Safe for Hot Work. If required by the Harbour Master, a copy of such Gas Free Certificate must be provided to Port of Geelong Marine Control.
- 5) If the intended hot work is to be carried out in a cargo tank or confined space the advice for entry into a cargo tank or confined space set out in these Directions should also be applied.
- 6) Geelong Marine Control must be advised of any hot work proposed to be undertaken on board a tanker at berth and must be advised of the beginning and completion of such hot work.

2.45. Discharging flares, rockets or explosives

A person must not, whilst on board any Vessel within port waters, discharge or use any gun, firearm, flare, rocket or other explosive without the prior written permission of the Harbour Master, unless the person or Vessel is in distress and requires urgent assistance.

2.46. Emergency management procedures

2.46.1. Definition of a marine incident

The Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (Cth) defines a Marine Incident as:

- a death of, or injury to, a person associated with the operation or navigation of a domestic commercial vessel
- the loss or presumed loss of a domestic commercial vessel
- a collision of a domestic commercial vessel with another vessel
- a collision by a domestic commercial vessel with an object
- the grounding, sinking, flooding or capsizing of a domestic commercial vessel
- a fire on board a domestic commercial vessel
- a loss of stability of a domestic commercial vessel that affects the safety of the vessel
- the structural failure of a domestic commercial vessel
- a close quarters situation
- an event that results in, or could have resulted in:
 - the death of, or injury to, a person on board a domestic commercial vessel; or
 - the loss of a person from a domestic commercial vessel; or
 - a domestic commercial vessel becoming disabled and requiring assistance
- the fouling or damaging by a domestic commercial vessel of:
 - any pipeline or submarine cable; or
 - any aid to navigation within the meaning of the Navigation Act 2012 of the Commonwealth
- a prescribed incident involving a domestic commercial vessel.

2.46.2. Reporting an incident

The Owner/Master of a vessel involved in a marine incident is required to report an incident to Geelong Marine Control, as applicable, as soon as reasonably practicable.

All commercial vessels involved in a marine incident in Australian waters must submit an AMSA Form 18 (4 hours) and Form 19 (72 hours) of becoming aware of the incident to the Australian Maritime Safety Authority (AMSA).

Please refer to the following website for further details Australian Maritime Safety Authority (amsa.gov.au).

A copy of the incident report must also be forwarded to the Harbour Master at geelong@ports.vic.gov.au.

2.46.3. Rendering assistance

The Master of a vessel involved in an accident must give assistance to other persons involved, without endangering their own vessel, crew or passengers.

Emergency assistance can also be requested by dialling 000, or by contacting Geelong Marine Control on VHF Channel 12, or by phone on +61 3 5225 3565.

2.47. Marine Pollution

2.47.1. State Maritime Emergencies (non-Search and Rescue) Subplan

The Maritime Emergencies (Non-Search and Rescue (NSR)) Sub-Plan of the State Emergency Management Plan (SEMP) is developed in accordance with the Emergency Management Act 2013. The Sub-Plan also serves the purposes of being the Victorian Marine Pollution Contingency Plan in accordance with the Marine (Drug, Alcohol and Pollution Control) Act 1988 (the Act).

Ports Victoria has been designated the Coastal Response Agency for the State Plan with operational responsibility to take action to respond to an oil spill in state waters between Cape Schanck and Cape Otway, including Port Phillip.

2.47.2. Mandatory notification (pollution)

1) In the event of a discharge or probable discharge from a Vessel the Master must:

(a) Take immediate steps to prevent further discharge of the pollutant and to contain it within the vicinity of the Vessel.

(b) Make an immediate report to Geelong Marine Control by telephone or VHF radio on the numbers or frequencies listed below.

Port of Geelong Marine Control Tel: (03) 5225 3565, VHF Channel 12

Melbourne VTS Tel: (03) 9644 9700 (24 hr. emergency number) VHF Channel 12

Note: Masters should also be aware that they may in particular circumstances also be required to report the incident to AMSA in accordance with the requirements of Section 268 of the Navigation Act 2012

2) The report to Port of Geelong Marine Control should contain as much of the following information as is relevant:

(a) Name, radio call-sign and flag of Vessel

(b) Frequency or frequencies of radio channel or channels monitored

(c) Name, address, email, and telephone number of principal place of business of owner

(d) Name, address, email, and telephone number of principal place of business of:

- the charterer, manager, or operator of the Vessel or
- the agent in Australia of the charterer, manager, or operator of the Vessel.

(e) Type of Vessel (e.g. oil tanker, chemical tanker, dry cargo Vessel) and gross tonnage.

(f) Date and time (state whether UTC, EST, or daylight-saving EST) of the incident.

(g) Brief description of the incident including any damage sustained.

(h) The position, course, and speed of the Vessel at the time of the incident.

(i) The technical name or, where the technical name is not known, the trade name, UN number, Classification in the International Maritime Dangerous Goods (IMDG) Code or Australian Dangerous Goods Code (ADG), as applicable, name of the manufacturer, quantity and concentration, of substance discharged or likely to be discharged into the sea.

(j) Type and quantity of cargo carried, including details of harmful substances carried.

(k) Condition of the Vessel.

(l) Ability to transfer cargo and ballast.

(m) Cause of the discharge.

(n) Whether the discharge is continuing, and the approximate quantity discharged.

(o) Weather, sea, and current conditions in the vicinity of the discharge.

- (p) Where applicable, an estimate of the discharge movement and the surface area of the discharge.
- (q) Actions being taken with regard to the discharge and the movement of the Vessel.
- (r) Assistance which has been requested from or which has been provided by others.

2.48. Activities not explicitly covered by HMD

Any activity or operation not covered under these Directions requires approval from the Harbour Master. Any new activity or operation will be subject to a risk assessment and may include simulation studies, modelling and be subject to any additional conditions specified by the Harbour Master.

Port users wishing to conduct an activity not covered by these directions should consult with the Harbour Master as soon as possible.

2.49. Review

Harbour Masters directions will be reviewed biennially or in the following circumstances:

- after an incident
- where a new operation has been introduced
- after significant changes to legislation or codes referred to in HMD.

Ports Victoria

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