

The following Notice to Mariners is published for general information

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PORT OF MELBOURNE HARBOUR MASTER DIRECTIONS SECTION 3.16.17

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| Date: | 7 May 2026 |
| Refers: | Harbour Master's Directions – Melbourne Edition 13.1, September 2023 NtM 136 - 2025 |
| Details: | <p>Mariners and port users are advised of a change to the minimum requirements for the arrival and departure for vessels of the following type and size:</p> <ul style="list-style-type: none">• Container vessel - LOA ≤ 310m and with a beam >42.9 m to ≤ 48.2 m• Container vessel - LOA >310 m to ≤ 337 m and with a beam ≤ 45.6 m <p>Here attached amendments to <i>Harbour Masters Directions, section 3.16.17</i> for the current minimum requirements.</p> <p>For further information, please email the BerthAllocator@ports.vic.gov.au or contact Melbourne VTS on 9644 9700.</p> |
| Charts & Publications affected: | Harbour Master's Directions – Melbourne Edition 13.1, September 2023, section 3.16.17 |
| Further notice: | No further notice will be issued. |

**Andrew Hays
Harbour Master
Melbourne**

3.16.17 Requirements for container vessels with an LOA ≤310m and with a beam >42.9 m to ≤48.2 m OR vessels with an LOA >310 m to ≤337 m and with a beam ≤45.6 m

This section applies to arrival and departure for container vessels of the following size:

- length overall ≤310 m and with a beam >42.9 m to ≤48.2 m.
- length overall >310 m to ≤337 m and with a beam ≤45.6 m.

a. In addition to the requirements specified in the Harbour Master's Directions, the following minimum conditions shall apply to container vessels which fall in this category, irrespective of the terminal they are calling:

- ◆ A maximum trim of 2.5 m by the stern. Vessels shall not be trimmed by the head.
- ◆ The Pilot must have a clear view both ahead and astern as per SOLAS Regulation 22 of Chapter V and meet the IMO navigation visibility requirements.
- ◆ Vessels shall berth head out only.
- ◆ Vessel must have an effective bow thruster capable of being operated at 100% of the rated capacity.
- ◆ Vessel must have bollards suitable for 68 t tugs.
- ◆ Tidal streams: inward and outward transit through the Fairway Through Port Phillip Heads is restricted to:
 - Tidal Stream ≤2.5 kts.
 - Tidal stream limit can be increased to ≤3.0 kts for vessels not constrained to the Great Ship Channel, subject to risk assessment carried out by the Master and the Pilot, with permission from VTS.

b. Container vessels calling at Swanson Dock, in addition to the above and noting the additional risk profile of these vessels transiting the Yarra River and Swanson Dock approaches/entry and exit, must also comply with the following:

i. Pilotage requirements:

- For vessels with LOA equal to or greater than 325 m but less than 337 m:
 - Vessel shall apply for a permit for first two arrival and departures to ensure suitability in accordance with the conditions detailed in this section and reviewed by the Harbour Master for approval
 - Two Pilots (both Class 10) must be onboard for arrival and departure (i.e. from Breakwater to berth and vice versa)
 - The Pilot shall use a Portable Pilot Unit approved by the Harbour Master
 - The Pilot with the conduct of the vessel must have conducted simulator training for this size of vessel, or
 - Must have observed two transits in and two out, and undertaken a check pilotage of a vessel of this size
- Pilot endorsement for these size vessels is subject to the conditions detailed above, to the satisfaction of the Harbour Master

ii. Maximum steady wind restrictions:

- For vessels with LOA less than 325 m:
 - 20 kt for the river transit (Breakwater gauge) and
 - 15 kt for berthing and unberthing (South Wharf gauge)
- For vessels with LOA equal to or greater than 325 m but less than 337 m:
 - 15 kt for the river transit (Breakwater gauge) and
 - 15 kt for berthing and unberthing for wind in North or South quadrant (45 degrees either side of True North or South).
 - 10 kt for berthing and unberthing for wind in East or West quadrants (wind 45 degrees either side of True East or West)

iii. Swanson Dock configuration for vessels of this size berthing and unberthing:

- Vessels with a beam greater than 42.9 m are not permitted to berth at 1 East or 1 West Swanson
- Vessels with a beam greater than 45.6 m must berth at 3 East/West Swanson
- East Swanson southernmost 160 m is to be unoccupied for Arrival and Departure, crane booms up
- West Swanson southernmost 50 m (for vessel with LOA less than 325 m) or southernmost 160 m (for vessels with LOA equal to or greater than 325 m) is to be unoccupied for arrival and departure, crane booms up
- Vessels with an air draught greater than 43 m, arriving and departing East Swanson Dock, when passing between 2 vessels, all crane booms being passed are to be raised at East Swanson Dock
- Vessels with an air draught greater than 43 m, arriving and departing West Swanson Dock, when passing between 2 vessels, all crane booms being passed are to be raised at West Swanson Dock
- For the departure from Swanson Dock, SW 33 is to be unoccupied

iv. If a Pilotage Service Provider requires any additional requirements to those mentioned above, these should be communicated to the VTS. The vessel may proceed to the anchorage until the terminal can accommodate the requirements.

For vessels that do not meet the criteria in this section, Shipping lines/Agents may apply for an Over Dimension permit by email to the Berth Allocator (BerthAllocator@ports.vic.gov.au). Applications will be considered on their merit.