# Victorian Notice to Mariners

**The following Notice to Mariners is published for general information**

## Australia – Victoria

**No. 625 (T) - 2025**

**PORT OF MELBOURNE**
**CHANGE TO DEPTHS**

**Date:** **17 December 2025**

**Refers:** **NtM 598 (T) – 25**
**NtM 375 (T) – 25 and is hereby cancelled**

**Harbour Master's Directions – Melbourne Edition 13.1, September 2023**

**Details:** Mariners and port users are advised of changes to declared depths within port of Melbourne waters effective immediately.

Following scheduled surveys, shoaling has been identified in the following locations:

- **South Channel – East**
- **South Channel – West**

For vessels intending to berth in port of Melbourne with draughts over 14.0 m, contact is to be made in the first instance at BerthAllocator@ports.vic.gov.au to determine if a suitable sailing window can be achieved under the Dynamic Under Keel Clearance (DUKC) system.

Here attached updated tables of declared depths for all berth pockets, channel reaches and swing basins including least depths for anchorages.

Should a further change to declared or least depth be identified, the tables will be updated and repromulgated by Notice to Mariners.

The Dynamic Under Keel Clearance (DUKC) system has been updated to reflect the changes to depths.

For further information, please email the Navigation Services department at NavigationServices@ports.vic.gov.au.

**Charts & Publications affected:** Harbour Master's Directions – Melbourne Edition 13.1, September 2023
AUS 143, AUS 144, AUS 155
ENC AU5RIP01, ENC AU5MEL01

**Further notice:** Further notice will be issued

**Andrew Hays**
**Harbour Master**
**Port of Melbourne**

**Date Updated: 17/12/2025**

## *Table 3(f) Minimum permissible UKC for vessels with draughts less than 11.6 m*

| Channel reach | General description | Declared depth (m) | Minimum UKC (m) | Maximum draught at zero tide (m)[1] |
|---|---|---|---|---|
| The Great Ship Channel (The Entrance) | From the (inner) pilot boarding ground to due south of Shortland Bluff | 17.0 | N/A | No restriction[2] |
| South Channel West Fairway | From due south of Shortland Bluff to Popes Eye | 16.5 | N/A | No restriction[2] |
| Outer Western Channel | The westernmost secondary channel adjacent to the Great Ship Channel | 10.3 | 2.4 | 7.9 |
| Western Ship Channel | The secondary channel to the immediate west of the Great Ship Channel | 11.4 | 2.4 | 9.0 |
| Eastern Ship Channel | The secondary channel to the immediate east of the Great Ship Channel | 11.9 | 2.4 | 9.5 |
| Outer Eastern Channel | The easternmost secondary channel adjacent to the Great Ship Channel | 9.8 | 2.4 | 7.4 |
| South Channel-West | From Popes Eye to the South Channel Cut | 15.1 | 1.5 | No restriction[2] |
| South Channel-East | The South Channel Cut | 15.3 | 1.5 | No restriction[2] |
| Hovell Pile | The waters about Hovell Pile | 16.0 | 1.5 | No restriction[2] |
| Hovell Pile Secondary Channel | A 400 m wide channel located north east of the Hovell Pile and due west of the defined channel, with its south western edge marked by Beacon 22 (Fl(3)R.10s 8M). | 13.1 (least depth) | 1.5 | 11.6[6] |
| Port Phillip Bay Shipping Fairway | From South Channel Beacons 24 and 25 to the Transit Only Zone entrance beacons, T1 and T2 | 15.5 | 1.5 | No restriction[2] |
| TOZ - south | From Transit Only Zone entrance beacons, T1 and T2, to Port Melbourne Channel entrance beacons, E1 and E2 | 15.5 | 1.5 | No restriction[2] |
| Port Melbourne Channel-South | From Port Melbourne Channel Entrance Beacons E1 and E2 to Williamstown Channel-Port Melbourne Channel junction | 15.5 | 1.5 | No restriction[2] |
| Eastern By-Pass Channel | The one-way secondary approach channel to the east of, and parallel to, Port Melbourne Channel-South extending south from Beacon 71 to Beacon 5 | 8.5 | 1.5 | 7.0 |
| Western By-Pass Channel | The two-way secondary approach channel to the west of, and parallel to, Port Melbourne Channel-South extending north from Beacon 6 towards Breakwater Pier | 8.8 | 1.5 | 7.3 |
| Port Melbourne Channel-North | From north of Williamstown Channel-Port Melbourne Channel junction to Station Pier | 10.9 | 0.6 | 10.3 |

| | | | | |
|---|---|---|---|---|
| Williamstown Channel | From Williamstown Channel-Port Melbourne Channel junction to Webb Dock Entrance (Beacons 23 and 24) | 15.5 | 1.2 | No restriction[2] |
| Yarra River Channel-South | From Webb Dock Entrance (Beacons 23 and 24) to Beacons 33 and 34 | 15.5 | 1.2 | No restriction[2] |
| Yarra River Channel-Centre | From Beacons 33 and 34 to the entrance of Maribyrnong River | 15.0 | 1.2 | No restriction[2] |
| Yarra River Channel-North | From the entrance of Maribyrnong River to the entrance of Swanson Dock | 14.6 | 0.6 | No restriction[2] |
| Between Swanson Dock and Appleton Dock | Between Swanson Dock and Appleton Dock | 14.6 | 0.6 | No restriction[2] |
| Between Appleton Dock and Bolte Bridge | Between Appleton Dock and Bolte Bridge | 10.1 | 0.6 | 9.5 |
| All swing basins | See Table 3(k) | See Table 3(k) | 0.6 | See Table 3(k) |
| All berths -manoeuvring alongside | See Table 3(j) | See Table 3(j) | 0.6[3,4] | See Table 3(j) |
| Hobson's Bay, Anchorage, Shortland Bluff Anchorage, Quarantine Anchorage | See Table 3(p) | | 0.6 | |
| Inner Anchorage | See Table 3(n) | See Table 3(n)[5] | 1.5 | See Table 3(n) |
| Outer Anchorage | See Table 3(o) | See Table 3(o)[5] | 1.5 | See Table 3(o) |

*[1] To determine the actual maximum permissible draught, tide height above or below the Chart Datum will need to be incorporated, and the values in this column are given for example purposes only. Note that if there is a negative tide height the maximum permissible draught will need to be reduced accordingly.*

*[2] There is no restriction on a vessel which has a draught of less than 11.6 m in these channels except when the tide falls below the Chart Datum.*

*[3] At Holden Dock a vessel must maintain a minimum UKC of 1.0 m at all times, whether manoeuvring off the berth or moored alongside.*

*[4] At Webb Dock 1 East the minimum UKC is 0.5 m for vessels operated by Toll Shipping.*

*[5] The depth quoted in this table is 'least depth', not 'maintained depth'*

*[6] Deep draught vessels are not to use this channel, even with tidal assistance.*

## *Table 3(j) Berth information, berthing and unberthing*

<table>
<tr><th colspan="2">Berth</th><th>Declared depth (m)</th><th colspan="2">Ship's limits at berth (m)</th><th>Wharf height (m) above Chart Datum</th><th>General remarks</th></tr>
<tr><th>Name</th><th>Length (m)</th><th>Berth</th><th>Max. draught</th><th>Max. length</th><th></th><th></th></tr>
<tr><td>Swanson Dock East</td><td>884</td><td>14.6</td><td>14.0</td><td rowspan="2">Less than 337 m[1]</td><td rowspan="6">2.7</td><td>Dedicated container berths<br>LOA >250 m must berth head out<br>Maximum displacements:<br>Swanson Dock East Berth 1: 98,000 t (refer to 3.16.14)<br>Swanson Dock East Berth 2 and 3: 140,000 t (refer to 3.16.14)<br>Swanson Dock West Berths 1 to 3: 98,000 t (refer to 3.16.14)<br>Maximum beam: 45.6 m[1]<br>For arrivals with LOA ≥ 290 m, the southernmost 50 m at West Swanson should be unoccupied (refer to 3.16.8)<br>At East Swanson, a vessel with a draught ≥12.0m, must not berth/unberth beyond Ch 865 m, vessel with a draught ≤13.8m may warp beyond Ch 865 m to 875 m.<br>At West Swanson, a vessel with a draught ≥12.0m, must not berth/unberth beyond Ch 925 m, vessel may warp beyond Ch 925 m to 935 m.<br>[1] Contact Ports Victoria for LOA >310 m, OR if beam >45.6 m and refer to 3.16.17</td></tr>
<tr><td>Swanson Dock West</td><td>944</td><td>14.6</td><td>14.0</td></tr>
<tr><td>Appleton Dock B</td><td>192</td><td>10.7[12]</td><td>10.1</td><td rowspan="4">250[2]</td><td rowspan="4">3.7</td><td>General cargo and Ro/Ro berths<br>Maximum displacement: 50,000 t<br>[2] Appleton Dock B - E can accommodate vessels of LOA ≤270 m with prior arrangement<br>[12]Areas of shoaling may exist with depths less than the declared depth of the berth pocket up to 2 metres off the berth face from the fender line. Detailed berth pocket survey plans are available for the Master's review and acceptance prior to berthing, contact Port of Melbourne Operations for most recent survey plan.</td></tr>
<tr><td>Appleton Dock C</td><td>192</td><td rowspan="2">10.7[12]</td><td rowspan="2">10.1</td></tr>
<tr><td>Appleton Dock D</td><td>200</td></tr>
<tr><td>Appleton Dock E</td><td>137</td><td>General cargo berth</td></tr>
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|---|---|---|---|---|---|---|
| **Appleton Dock F** | 246 | 11.6[12] | 11.0 | 230 | | Common user berth<br>Head in berthing if using shiploader<br>**Maximum displacement**: 75,000 t<br>Vessel must not berth/unberth beyond Ch 966 m. Vessel (head in only) may warp beyond Ch 966 m to 983 m. When warping beyond Ch 975m, forward maximum draft to remain less than or equal to 10 m.<br>*[12]Areas of shoaling may exist with depths less than the declared depth of the berth pocket up to 2 metres off the berth face from the fender line. Detailed berth pocket survey plans are available for the Master's review and acceptance prior to berthing, contact Port of Melbourne Operations for most recent survey plan.* |
| **Victoria Dock** | 315 | 9.4 | 8.8 | 250 | 4.0 | General cargo berth; sub-leased<br>**Maximum displacement**: 65,000 t |
| **South Wharf 26** | 266 | 11.0[12] | 10.4 | 215 | 3.5 | Bulk cement berth<br>**Maximum displacement**: 58,000 t<br>*[12]Areas of shoaling may exist with depths less than the declared depth of the berth pocket up to 2 metres off the berth face from the fender line. Detailed berth pocket survey plans are available for the Master's review and acceptance prior to berthing, contact Port of Melbourne Operations for most recent survey plan.* |
| **South Wharf 27** | 211 | 10.4[12] | 9.8 | 185 | 3.5 | Bulk cement and common user berth<br>Controlled cargo operations over the wharf apron due to low load limits<br>*[12]Areas of shoaling may exist with depths less than the declared depth of the berth pocket up to 2 metres off the berth face from the fender line. Detailed berth pocket survey plans are available for the Master's review and acceptance prior to berthing, contact Port of Melbourne Operations for most recent survey plan.* |
| **South Wharf 29** | 311 | 8.8 | 8.2 | | | Lay-up and common user berth (wharf apron only)<br>Cargo only direct to road transport with PoMO permission |
| **South Wharf 30 & 31** | Tug berths. Not used for shipping. | | | | | |
| **South Wharf 33** | 210 | 11.1 | 10.5 | 185 | 2.7 | Common user berth - bulk cement terminals. |
| **Maribyrnong No. 1** | – | 10.0 | 9.4 | 180 | 2.9 | Bulk liquid terminal<br>Head out only<br>Vessels with beam >25 m require permit |

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|---|---|---|---|---|---|---|
| | | | | | | **Maximum displacement**: 40,000 t |
| **Yarraville 5** | 148 | 9.5[12] | 8.9 | 180[4] | 3.5 | Bulk sugar/gypsum<br>Beam >28.6 m: vessel to move clear of Maribyrnong River channel for all movements to/from Maribyrnong No. 1 berth (vessel must shift as directed by Melbourne VTS)<br>*[4] Maximum 16 m overlap allowed at each end*<br>*[12]Areas of shoaling may exist with depths less than the declared depth of the berth pocket up to 2 metres off the berth face from the fender line. Detailed berth pocket survey plans are available for the Master's review and acceptance prior to berthing, contact Port of Melbourne Operations for most recent survey plan.* |
| **Yarraville 6** | 235 | 9.2 | 8.6 | 160 | 3.4 | Not in use - contact Port of Melbourne Operations |
| **Holden Dock** | - | 13.1 | 12.1[5] | 200 | 3.6 | Oil terminal. Head out only.<br>LOA 185-200 m Ship/Shore manifolds must be aligned<br>Minimum LOA 100 m<br>Vessel with a beam >32.5 m requires a permit to berth<br>LOA >130 m not permitted to swing off the berth, must swing at Yarraville or Swanson swing basins<br>**Maximum displacement:** 64,000 t<br>*[5] Maximum draught of 12.1 m must not be exceeded, regardless of tide* |
| **Gellibrand Pier** | - | 15.5 | 14.7[++] | 287[6] | 4.9 | Oil terminal<br>Head out only<br>Beam no greater than 50.1 m<br>Maximum distance manifold-stern 145 m<br>**Maximum displacement**: 162,000 t<br>*[6] Minimum length 170 m*<br>*[++] For vessels intending to berth in port of Melbourne with draughts over 14.0 m, contact is to be made in the first instance at BerthAllocator@ports.vic.gov.au to determine if a suitable sailing window can be achieved under the Dynamic Under Keel Clearance (DUKC) system.* |

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|---|---|---|---|---|---|---|
| **Breakwater Pier** | 120 | 6.5 | 6.0 | 75 | 3.9 | Berthing only allowed between chainage 30-120 m<br>**Maximum displacement:** 5,287 t |
| **Webb Dock 1 East** | 210 | 8.2 | 7.6 | 210 | 3.0 | Coastal Ro/Ro berths |
| **Webb Dock 2 East** | 150 | 7.0 | 6.4 | 210 | | |
| **Webb Dock 3 East** | Not in use | | | | | |
| **Webb Dock 4 East** | 731 | 14.6 | 14.0 | 347[7,8] | 3.05 | Container terminal berths<br>Preferred, head out berthing only<br>Vessels must not berth to the north of Ch 0m<br>**Maximum displacement**: 140,000 t *(refer to 3.16.14)*<br>*[7] Contact Ports Victoria for LOA>310m to 337m and refer to 3.16.17(c)*<br>*[8] Contact Ports Victoria for LOA>337m* |
| **Webb Dock 5 East** | | 14.6 | 14.0 | | | |
| **Webb Dock 1 West** | 890 | 12.4 | 11.8 | 265 | 3.4 | Ro/Ro car terminal berths<br>**Maximum displacement**: 60,000 t |
| **Webb Dock 2 West** | | | | | | |
| **Webb Dock 3 West** | | | | | | |
| **Station Pier Inner East** | 220 | 10.0 | 9.4 | 195 | 3.4 | Not in use |
| **Station Pier Outer East** | 223 | 10.9 | 10.3 | 240[9] | 3.4 | Cruise ship terminal<br>Berthing also subject to passenger capacity and security requirements<br>*[9] Vessels with LOA >240 m may be accommodated on request* |
| **Station Pier Inner West** | 95 | 8.0 | 7.4 | 105[10] | 3.4 | Cruise ship terminal<br>Berthing also subject to passenger capacity and security requirements<br>*[10] Vessels with LOA >105 m may be accommodated on request* |
| **Station Pier Outer West** | 400 | 10.9 | 10.3 | 345[11] | 3.4 | Cruise ship terminal<br>Berthing also subject to passenger capacity and security requirements<br>Vessel with a draught of ≥10.0m must not berth north of Ch 375 m<br>*[11] Vessels with LOA >345 m may be accommodated on request* |

### *Table 3(k) Swinging basin dimensions*

| Swinging basin dimensions | | | |
|---|---|---|---|
| **Swinging basin** | **Diameter (m)** | **Declared depth (m)** | **Max. draught at zero tide (m)** |
| Appleton | 339 | 14.5[2] | 13.9 |
| Swanson | 342 | 14.6 | 14.0 |
| Yarraville | 274 | 11.0 | 10.4 |
| Station Pier | 450[1] | 10.9 | 10.3 |
| Gellibrand | 371 | 15.5 | 14.7 |
| Webb | 450 (NW-SE axis)<br>420 (NE-SW axis) | 14.6 | 14.0 |
| Channel Junction (Port Melbourne and Williamstown Channels) | 420 | 10.9 | 10.3 |

[1] *When Station Pier Outer West berth is occupied this diameter is reduced*

[2] *Shoaling exists on the northern and eastern side of the swing basin, encroaching approximately 18m into the basin on the eastern side.*

### *Table 3(n) Inner Anchorage berth locations*

| Anchorage name | Latitude | Longitude | Least depth (m) | Max. draught (m) | Max. LOA (m) |
|---|---|---|---|---|---|
| A1 | 37° 53.36' S | 144° 54.56' E | 9.8 | 8.3 | 240 |
| A2 | 37° 54.25' S | 144° 54.50' E | 11.0 | 9.0 | |
| A3 | 37° 55.13' S | 144° 54.64' E | 11.8 | | |

### *Table 3(o) Outer Anchorage berth locations*

| Anchorage name | Latitude | Longitude | Least depth (m) | Max. draught (m) |
|---|---|---|---|---|
| S1 | 37° 58.209' S | 144° 54.298' E | 15.3 | 13.8 |
| S2 | 37°57.556' S | 144° 53.248' E | 14.6 | 13.1 |
| S3 | 37° 56.902' S | 144° 52.198' E | 15.2 | 13.7 |
| S4 | 37° 56.235' S | 144° 51.166' E | 12.4 | 10.9 |
| S5 | 37° 57.166' S | 144° 50.318' E | 12.6 | 11.1 |
| S6 | 37° 57.795' S | 144° 51.386' E | 15.6 | 14.1 |

| Anchorage name | Latitude | Longitude | Least depth (m) | Max. draught (m) |
|---|---|---|---|---|
| S7 | 37° 58.424' S | 144° 52.454' E | 16.2 | 14.7 |
| S8 | 37° 58.812' S | 144° 50.882' E | 15.5 | 14.0 |
| S9 | 37° 58.096' S | 144° 49.666' E | 13.6 | 12.1 |
| S10 | 37° 59.026' S | 144° 49.014' E | 14.7 | 13.2 |
| S11 | 37° 59.742' S | 144° 50.230' E | 16.3 | 14.7[1] |
| S12 | 38° 00.672' S | 144° 49.578' E | 16.4 | 14.7[1] |
| S13 | 37° 59.955' S | 144° 48.362' E | 14.7 | 13.2 |
| G1 | 38° 01.601' S | 144° 48.926' E | 15.3 | 13.8 |
| G2 | 38° 01.815' S | 144° 47.057' E | 15.2 | 13.7 |
| G3 | 38° 02.531' S | 144° 48.273' E | 17.2 | 14.7[1] |
| G4 | 38° 02.744' S | 144° 46.404' E | 15.3 | 13.8 |

*[1] Max. draught governed by max. draught that may be permitted to operate in port waters subject to HMD 3.9*