



PORT INFORMATION GUIDE

2020
GEELONG

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1. Victorian Regional Channels Authority – Overview

1.1 Preamble

1.1.1 About this guide

This Guide provides information and guidance to ships' masters, agents and owners to facilitate the safe and efficient operation of shipping within the port waters. The details are correct at the time of publication but may be subject to variation.

It contains an overview of the Victorian Regional Channels Authority (VRCA) and its role, together with the Harbour Master's powers, and the regulations and codes governing vessel operations in port waters.

This guide should be read in conjunction with the Harbour Master's Directions, which state the Directions to masters transiting the port waters of the port of Geelong.

It provides general information, as well as port services details and contacts for the port of Geelong. It also includes a section on Safety and Environmental Requirements to be complied with by vessels in port waters and Emergency Management and Port Security Procedures.

This Guide is the ninth edition amended by VRCA and is dated 2020.

1.1.2 Revisions and updates

It is intended that this Guide will be revised and updated approximately every two years. Any significant changes occurring between revisions that materially affect the use of this Guide will be disseminated as Public Notices or in the case of Harbour Master's Directions, by Notice to Mariners.

It is the responsibility of persons using this Guide to ensure they are referring to the latest edition and any relevant Notices. A copy of the latest edition of the Guide and individual changes as referred in above can also be obtained from VRCA website at www.vrca.vic.gov.au

1.1.3 Disclaimer

The information and material contained in this Guide has been compiled by VRCA for use as a guide only and any persons requiring specific information about the operations of VRCA or the port waters within the jurisdiction of VRCA should make their own enquiries.

The information directly relating to berth operators has been solely compiled and provided by the operators and is provided for use as a guide only. VRCA excludes all liability or responsibility of whatsoever nature and howsoever arising from any reliance upon any information compiled or provided by berth operators. Any specific enquiries relating to berth operations should be directed to the relevant berth operator and not to VRCA.

VRCA shall not in any way be or become responsible in law or otherwise to any third party whomsoever for any consequences of any errors in or omissions from this Guide of whatsoever nature and howsoever occurring nor shall VRCA be liable or responsible for any third party's reliance upon any information compiled by VRCA and contained in this Guide.

The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts or publications, RAN Hydrographic Charts,

Commonwealth Acts, Marine Orders, State Acts, ordinances, rules or regulations, or from publications of other relevant organisations, both public and private, and any information contained in this Guide is in all circumstances whatsoever subject to such material, documents and publications.

1.1.4 Abbreviations

AHD	Australian Height Datum
AMSA	Australian Maritime Safety Authority
DAWR	Australian Quarantine and Inspection Service
COLREGS	International Regulations for Preventing Collisions at Sea, 1972.
DUKC	Dynamic Under Keel Clearance
GUKC	Gross Under-Keel Clearance
LONS VTS	Lonsdale Vessel Traffic Service
MARPOL	Convention for the Prevention of Pollution from Ships, 1973.
MELB VTS	Melbourne Vessel Traffic Service
MSV	Maritime Safety Victoria
PoM	Port of Melbourne
Port waters	Port waters of Geelong under the jurisdiction of VRCA
PSA	Port Services Act (1995)
POWBONS	Pollution of water by oil and noxious substances
SEPP	State Environment Protection Policy
UKC	Under-Keel Clearance
VRCA	Victorian Regional Channels Authority
VPCM	Victorian Ports Corporation (Melbourne)

For all purposes of this Guide and the use of port waters any reference to the owner of any vessel includes, where the context requires, any manager and/or operator and/or charterer of such vessel.




1.2 Victorian Regional Channels Authority

1.2.1 Role and responsibility

VRCA was established in April 2004 under the Port Management Act 1995 to manage Victoria's regional shipping channels. Its main objective is to ensure that port waters and channels in port waters are managed for use on a fair and reasonable basis.

VRCA is responsible for the navigation channels in the port waters and in Portland and Hastings. It owns associated navigation aids and other equipment relevant to its operations.

Its primary functions are:

-  Shipping
-  Provision of navigation aids
-  Dredging of channels

- ▮ Marine environment protection and safety.

VRCA is directly responsible for shipping control, channel management and the provision of navigation aids in the port of Geelong and Hastings.

1.2.2 Jurisdiction

This Guide refers only to the port waters as shown in section 2.1.3 Charts.

1.2.3 Mission statement

The mission of VRCA is to provide safe, secure and environmentally responsible navigation services to the users and operators of Victoria's regional commercial ports.

1.2.4 Board, CEO and senior officers

Board of Directors

Ms Kate Roffey	Chairperson
Mr Des Powell	Deputy Chairperson
Mr Peter Niblett	Director

Senior Officers

Mr Peter Mannion	Chief Executive Officer
Captain David Shennan	Harbour Master
Mr Ian Clydesdale	Commercial Manager

1.3 The Harbour Master

1.3.1 Appointment

Transport Safety Victoria (Maritime) is empowered under the Marine Safety Act 2010 to licence Harbour Masters and to determine standards for the training of Harbour Masters.



Pursuant to the Port Management Act of 1995, defining Victorian Port Waters, VRCA must appoint a licensed Harbour Master for the port waters of Geelong.

1.3.2 Powers to direct

The general powers of a Harbour Master are provided under Marine Safety Act, 2010, Chapter 6, Part 6.4. In summary, a Harbour Master has wide powers and functions and may give directions, either written or oral, on relevant issues relating to port waters from time to time, including in respect of:

- ▮ The time and manner in which a vessel may enter or leave port waters
- ▮ The navigation and movement within those waters
- ▮ The position and manner of anchoring or securing
- ▮ The time and manner of taking or discharging cargo, stores, fuel, fresh water or ballast
- ▮ The securing or removing of a vessel within those waters
- ▮ Requiring a pilot to remain on board an anchored vessel
- ▮ The prohibition from entry into or the removal from port waters of a vessel in imminent danger of sinking.

In accordance with Marine Safety Act 2010 section 230(2) a Harbour Master must carry out their functions so that it:

-  Ensures the safety of persons and the safe operation of vessels and
-  Minimises the effect of vessel operations on the environment

1.3.3 Harbour Master's directions

Harbour Master's Directions given in respect of the port waters are contained in the latest version of the Directions and can be found on the VRCA website. They may be revised, amended, or altered periodically at the sole discretion of the Harbour Master.

1.3.4 Failure to comply with direction or obstruct Harbour Master

In accordance with MSA 2010 section 237, the Master of a vessel must not without reasonable excuse, refuse or fail to comply with a direction given by a Harbour Master or any direction in the regulations.

A person must not, without reasonable excuse obstruct a Harbour Master (or a person acting under the direction of a Harbour Master) performing a function or exercising any power under Chapter 6 of MSA 2010

Note: Penalties apply

1.3.5 Assistant Harbour Master (Marine Safety Act 2010 Chapter 6)

VRCA "may, having first –

- (a) consulted the Harbour Master engaged by that body; and
- (b) obtained the approval in writing of the Director – authorise, in writing, a person to act as an assistant Harbour Master for the waters that have been so declared to be part of the port"

1.3.6 Other powers

In addition to giving Direction, a Harbour Master may:

- (a) Board and cause a vessel to be dealt with as required by the Harbour Master (Marine Safety Act 2010, Part 6.4, Section 236)

VRCA's appointed Harbour Master, delegates and any other authorised officers must carry a signed photographic identity card

1.4 Shipping control and communications

1.4.1 Geelong - marine control centre

The routine movement of vessels in the port waters is managed by the port of Geelong Marine Controllers, under the direction of Harbour Master, and are authorised under Part 6.4 Section 230 (1) a, b, c, d of the Marine Safety Act 2010 to exercise certain functions of the Harbour Master. The Marine Controllers are located at VRCA Head Office, 33-35 Mackey Street Geelong.

These functions are to direct and control:

- ✘ The time and manner in which any vessel may enter or leave the port waters
- ✘ The navigation and other movements of any vessel within those waters
- ✘ The position where and the manner in which any vessel may anchor or be secured within those waters
- ✘ The securing or removal of any vessel within those waters, from or to any position as the Marine Controller deems fit

1.4.2 Automatic ship identification system

VRCA operates an Automatic Ship Identification System which identifies all commercial vessels and their movements within the port waters. Such movements are identified and recorded for port operational and safety purposes.

1.4.3 Communication centres

(1) Port of Geelong Marine Control - 24-hour operation

Geelong Port Marine Control monitors and controls traffic movement within Geelong port waters. Inbound vessels should establish contact with Lonsdale VTS and/or Melbourne VTS as required, and follow requirements outlined in the VPC(M) Harbour Master's Directions and Port Information Handbook. When 30 minutes from the Point Richards Entrance beacon, make contact with Port of Geelong Marine Control. Outbound vessels should maintain contact with Port of Geelong Marine Control until Point Richards Entrance beacon and communication is established with Lonsdale VTS, or Melbourne VTS.

CALL SIGN: 'Port of Geelong'.

(2) Lonsdale VTS - 24-hour operation

Lonsdale VTS monitors and controls vessel movements at Port Phillip Heads and the South Channel.

CALL SIGN: 'Lonsdale VTS'

(3) Melbourne VTS - 24-hour operation

The function of Melbourne VTS is to facilitate the safe and efficient movement of vessels within the port waters of Melbourne, including those vessels proceeding to or from the entrance to the port waters of Geelong.

CALL SIGN: 'Melbourne VTS'

1.4.4 Communication frequencies

1) Communication for the above three stations is affected as follows:

Radio Telephone VHF F/M (International Channels).

(a) Channel 12	156.600 MHz	Port working frequency
(b) Channel 19	156.950/161.550 MHz	Tugs
(c) Channel 2	156.100/160.700 MHz	Tugs
(d) Channel 8	156.400 MHz	Pilot and tugs (priority tug channel for Geelong)
(e) Channel 6	156.300 MHz	Tugs
(f) Channel 13	156.650 MHz	Working
(g) Channel 16	156.800 MHz	Calling

(h) Channel 67 156.375 MHz Safety

These frequencies are the same as those operated by the pilot station Queenscliff, Lonsdale VTS, Port of Geelong Marine Control, and tugs operating in Geelong and Melbourne.

2) All ships, small commercial vessels and fishing vessels are to monitor VHF Channel 12 while in port waters.

3) Telephone:

Port of Geelong Marine Control	(03) 5255 3565
Lonsdale VTS	(03) 5255 0200
Melbourne VTS	(03) 9644 9789

1.5 Vessel operations generally

1.5.1 General requirements for vessels

All vessels entering the port waters must comply with relevant international, national and State legislation and regulations and the practices of good seamanship.

1.5.2 Compliance with provision of guide

The master and the owner of the vessel, and where applicable the ship's agent, are jointly and severally responsible for the due performance of and compliance with the requirements set out in this Guide and compliance with relevant laws, regulations, rules and directions.

When a vessel is under the direction of a pilot, the pilot is responsible for the due performance of and compliance with the provisions of this Guide, however neither the engagement of a pilot or the responsibilities of the pilot relieve the master or the owner of the vessel of their responsibilities.

Note: Victorian Notices to Mariners issued by VRCA relating to the port waters can be viewed on VRCA website: www.vrca.vic.gov.au

1.5.3 Order of priority

1) Port waters

The Port of Geelong Marine Controller is responsible for programming vessel movements in the port waters under the direction of the Harbour Master and will take into account the following priority guidelines. The Harbour Master may change these guidelines from time to time if necessary.

- a) Any vessel, which is in an emergency condition, shall have priority of movement and services over all other vessels
- b) Cruise vessels (inwards and outwards)
- c) Any vessel whose movement is governed by tidal or navigational conditions and requires daylight for channel transit
- d) Any vessel that requires daylight for berthing, departure, or channel transit

- e) Any vessel whose movement is governed by tidal or navigational conditions
 - f) Any vessel that has labour waiting at the berth
 - g) Vessels at anchor waiting for the same berth are normally sequenced to the berth in order of arrival, unless advised otherwise by the operator of the terminal or berth
- 2) Vessels at anchor

Vessels at anchor must maintain a listening radio watch on VHF channels 12 and 16 for advice of any change of berthing instructions or of other port operational matters.

1.5.4 Pilotage and exemptions

The Master of a vessel that is liable for pilotage under Part 7.2 of the Marine Safety Act 2010 on entering or leaving port waters, must not cause or permit the vessel to be navigated within port waters unless the vessel is under the direction of a marine pilot holding an unlimited marine pilot license issued by TSV Maritime and approved by the Harbour Master or a Master holding a certificate of exemption from pilotage issued by TSV (Maritime) and approved by the Harbour Master.

The master of a vessel must, if 'pilotage exempt', cause a white flag to be displayed where it can best be seen, while entering or leaving port waters during daylight hours.

1.5.5 Use of tugs and line launches

For contact details for towage, line and line launch operators and compulsory usage levels please refer to sections 2.3.4 and 2.3.5

1.5.6 Assistance to be given to officers of VRCA

The Master of a vessel which is within port waters must, by every means consistent with the safety of the vessel, assist an officer of VRCA in boarding or leaving the vessel in the execution of his or her duties, including the supply of information and documents regarding the status of the vessel.

No person on board the vessel may interfere with or obstruct any officer of VRCA whilst carrying out his or her duties.

1.5.7 Quarantine report

Vessels arriving from overseas must submit pre-arrival information using the Department of Agriculture, Water and the Environment's Maritime Arrivals Reporting Systems (MARS). The operator of the vessel is obligated to accurately report information in accordance with Section 193 of the Biosecurity Act 2015. This information must be lodged in MARS no later than 12 hours prior to arrival. Where the vessel operator uses a shipping agent, the agent is responsible for lodgement of accurate and timely information into MARS. The agent must ensure that this information is a true and correct representation of the reports provided by the vessel operator, and that any changes have been confirmed with the operator.

MARS is accessible from the Department of Agriculture, Water and Environment website:

<https://www.agriculture.gov.au/biosecurity/avm/vessels>

In Accordance with the Biosecurity Act 2015 (Biosecurity Act), and the International Convention for the Control and Management of Ships' Ballast Water and Sediments (Ballast Water Convention) all commercial vessels must have a valid ballast Water Management Plan & Certificate

Vessels that are intending to discharge internationally sourced ballast water must submit a Ballast Water Report through MARS at least 12 hours prior to arrival. However, to prevent the discharge of high-risk ballast, even vessels not intending to discharge ballast water are strongly encouraged to manage their ballast water and submit a Ballast Water Report. This action may assist in avoiding delays should the vessel have an itinerary change. Domestic trading vessels can request a low risk exemption through a Domestic Risk Assessment. All applications must be submitted through MARS.

See the following link for further Ballast Water Management Requirements:

www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast.australian-ballast-water.management-requirements

If there is a death or illness of an unknown or quarantinable cause on board then a **'Non-granting of Vessel Quarantine Clearance'** is issued. The vessel will be subject to formal quarantine clearance procedures under the direction of an Authorised Quarantine Officer. The vessel will also have to fly the appropriate flag until Quarantine Clearance is granted.

Contact:






[Department of Agriculture, Water and the Environment](http://www.agriculture.gov.au) Mob:0418 970 028 (24 Hours)

Office Hours: 03 5277 3494

Email: geelong.seaports@agriculture.gov.au

Web: www.agriculture.gov.au

1.5.8 Australian Border Force

- 1) The Australian Border Force manages Australia's sea border on behalf of the Department of Home Affairs. It operates an extensive network of staff around the country that conducts immigration checks on incoming crew of foreign vessels.
- 2) Immigration clearance procedures for crew members of non-military ships (introduced in July 2007) require all foreign crew to hold a valid passport with a marine crew visa. Inadequately documented crew will be subject to restriction on board their ship. The Master/agent/owner or charterer of the vessel may be subject to a penalty in respect of any inadequately documented crew members. All visa inquiries should be addressed to the ship's agent and not to VRCA.
- 3) Documents required to be produced to Australian Border Force at first port are:
 -  Ports of call list
 -  Forms 2a and 2b – Ship's Passenger Report
 -  Form 5 - Part 4 relating to the vessel's stores.
 -  Forms 3a and 3b - Crew report.
 -  Form 13 – Pre arrival report.
- 4) The Australian Border Force will check a number of ship's certificates for currency on behalf of other government agencies.

- 5) The removal of any goods from vessels including alcohol and tobacco is prohibited unless the goods have Australian Border Force clearance(s). This applies to ship's equipment and fittings going for 'repair and return' in Australia; these also require prior Australian Border Force clearance(s). 'Per favour' parcels will be treated on a case-by-case basis.
- 6) Australian Border Force Boarding Section (Boarding Response Unit) can be contacted on:
- Ph: 03 5277 1658 / 5277 3968
 Fax: (03) 5277 3754
 Mobile: 0400 638 247
 Email: dmvicgeelong@border.gov.au

1.6 Port administration procedures

1.6.1 Appointment of ship's agent

Before a vessel enters port waters the owner of the vessel must, unless VRCA otherwise agrees in writing, appoint an agent for the vessel, who may be the Master. The agent must be authorised to act on behalf of the owner in all matters relating to the vessel while it is in port waters.

1.6.2 Flying national colours

The Master of a vessel of 200 gross tons or more must cause the vessel to fly its national colours between the hours of sunrise and sunset while within port waters.

1.6.3 Use of Geelong port facilities

Not less than 48 hours before a vessel requires a berth at a wharf, the Master, owner or agent of the vessel must complete and submit an '**Application for use of facilities**' form for approval. Applications should be lodged with the relevant berth port operator - refer to the table below.

Berth	Port Operator	Web site	Facsimile
All berths except as listed below	GeelongPort Pty Ltd	www.geelongport.com.au	(03) 5272 1560
Bulk Grain No. 3	GrainCorp Operations Ltd	www.graincorp.com.au	(03) 5278 5527
Cunningham Pier	Costa Property Group	(03) 5224 1477	(03) 5224 1922
Point Wilson Jetty	ADI Ltd	www.adi-limited.com	(03) 5796 2077
Refinery Pier 1,2,3 & 4	Viva Energy Refining Pty Ltd	www.vivaenergy.com.au/operations/geelong	(03) 5274 1370
Refinery Pier 3 & 4	Terminals	www.terminalspl.com.au	(03) 5274 6699

2. Port information

2.1 Anchorages, channels, and berths

General: Reference should be made to information contained on relevant navigation charts and Australia Pilot Volume II.

2.1.1 Anchorages

- 1) **Explosives Anchorage Point Wilson** is located 0.7 miles NNE of the Commonwealth Explosives Pier at Point Wilson. Depth 6 metres. (Ref. Aus. 157)
- 2) **Corio Bay Anchorage - (Inner Harbour Geelong)** Limited anchorage space is available to the N and S of Hopetoun Channel in the Eastern, Western and Southern anchorages; the limits of which are marked on the Chart. The least depths are Southern 7.7 metres, Eastern 7.3 metres, and Western 8.5 metres. (Ref. Aus. 157)
- 3) **Geelong Outer Anchorage** Vessels unable to anchor in Corio Bay due to draught restrictions may anchor to the SW and NW of the Point Richards Channel Entrance Beacon. Depth 12.5 to 15 metres. (A limit of 10.5 metres draught is currently in place for the Outer Anchorages).

2.1.2 Channels and navigation marks

VRCA navigation marks are predominantly lit and sited on fixed structures as leading lines or lateral marks adjacent to the channel. Leading lines generally indicate the channel centreline while lateral marks indicate the proximity of channel limits. Most lateral marks are offset a distance outside the channel toe-line. Lateral and cardinal marks are lit and are single-piled structures.

1) **Point Richards channel, Wilson Spit channel and Hopetoun channel - depth 12.3m**

Geelong is approached from seaward via three dredged channels lit by beacons on either hand, namely, the Point Richards Channel, the Wilson Spit Channel, and the Hopetoun Channel. They are each 120 metres wide through the straight sections and located by lateral marks at a nominal 15 metre offset outside the channel, however the actual offsets vary from 5 to 25 metres.

2) **Geelong passing channels**

- a) The Point Richards Passing Channel is 200m wide and adjacent to and along the SE side of the Point Richards Channel between the No. 2 beacon and the No. 18 beacon. Declared depths are as follows:

No. 2 beacon to No. 8 beacon:	7.5m
No. 8 beacon to No. 10 beacon:	10.0m
No. 10 beacon to the No. 18 beacon:	9.0m

- b) The Wilson Spit Passing Channel is 200m wide and adjacent to and along the S side of the Wilson Spit Channel between No. 6 beacon and No. 12 beacon. It has a declared depth of 7.0m.

3) **Point Henry channel - depth 12.0m**

The Point Henry Channel is 115 metres wide and lies at the junction of Wilson Spit and Hopetoun Channels. Lateral marks at a nominal 20 metre offset outside the channel mark the port hand.

4) Corio channel - depth 12.3m

The Corio Channel width varies with the toe-lines located by wharf facilities and lateral marks at a nominal 12 metre offset outside the channel.

5) City channel - depth 8.5m

The City Channel is 91 metres wide and lies at the junction of the Hopetoun and Corio Channels. Lateral marks are at a nominal 12 metre offset outside the channel.

2.1.3 Charts

1) Australian charts

AMSA Marine Notice 6/2017

<https://apps.amsa.gov.au/MOREview/Attachment/ShowAttachmentInline/5629>

Mariners are directed to consult the relevant Aus Chart for further details. These are:

Aus 143	Port Phillip (with inset The Rip)
Aus 144	Approaches to Port Phillip
Aus 158	Entrance to Port Phillip
Aus 154	Port Melbourne
Aus 155	Approaches to Melbourne
Aus 157	Geelong Harbour and Approaches
Aus 350	Cape Otway to Wilson's Promontory
Aus 153	Port of Geelong

2) Electronic charts

Aus ENC Port Pack PT306 - Port Phillip Approach

<https://www.hydro.gov.au/webapps/jsp/charts/encPortPack.jsp?id=PT306>

Aus ENC Port Pack PT302 – Geelong

<https://www.hydro.gov.au/webapps/jsp/charts/encPortPack.jsp?id=PT302>





3) Notices to mariners

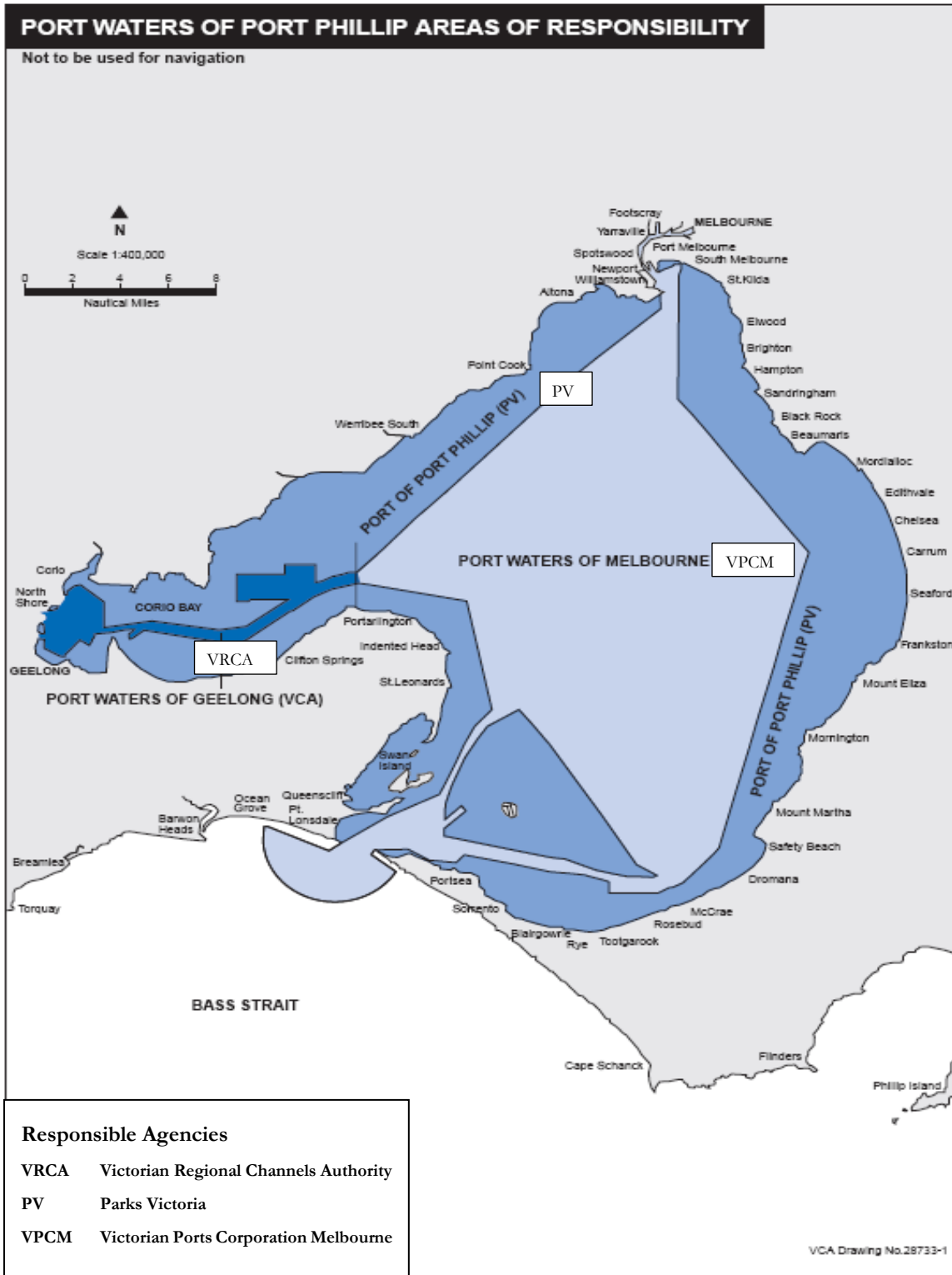
Notices to Mariners relevant to the port waters are published by VRCA. Mariners are advised that up-to-date information concerning relevant issues such as channel shoaling (if any) and temporary depths at berths are published as Notices to Mariners. These Notices may be viewed and/or downloaded from www.vrca.vic.gov.au

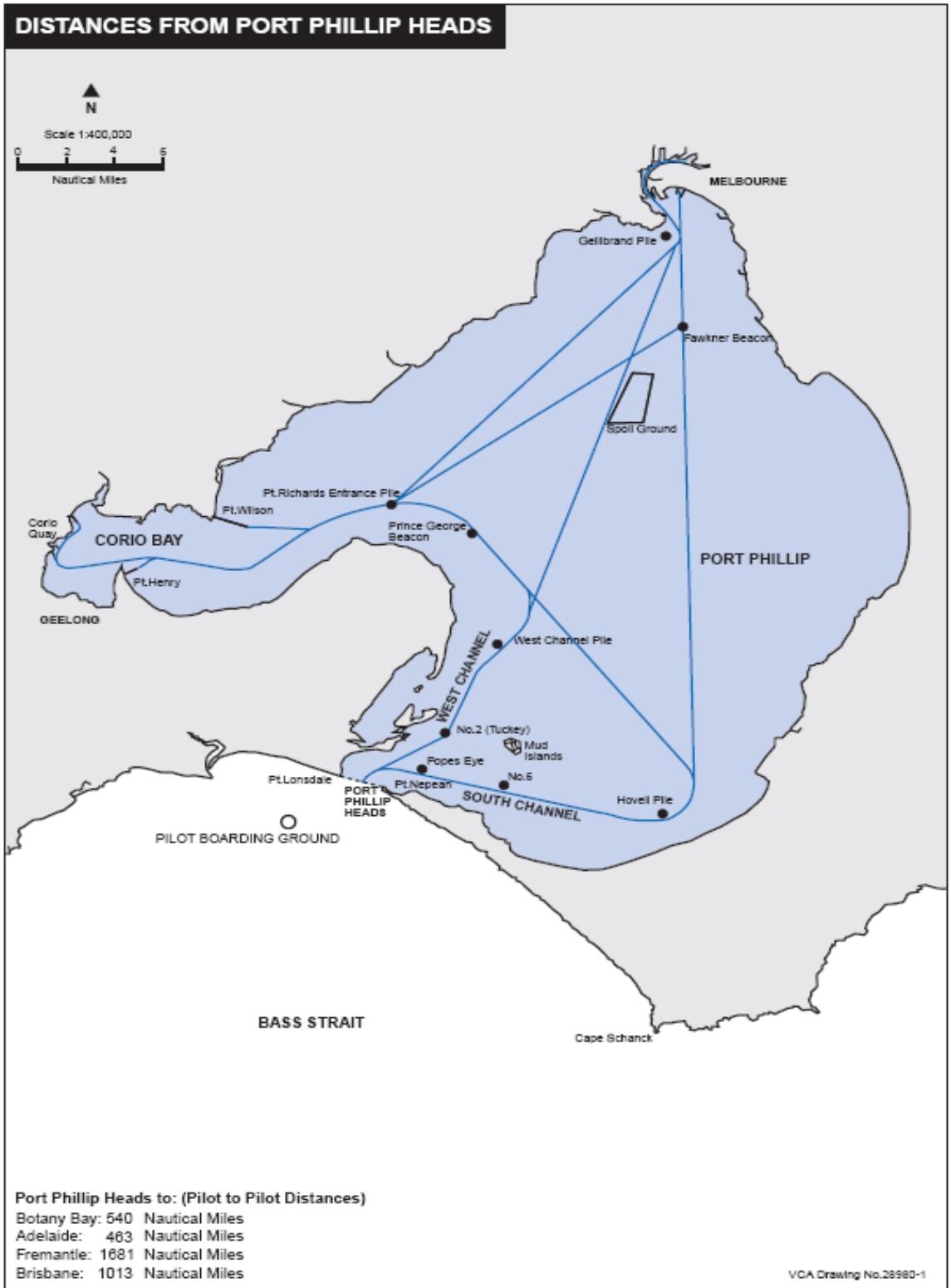
Notices to Mariners relevant to the port waters of the Port of Melbourne can be viewed/downloaded at www.vicports.vic.gov.au

Chartlets

The following pages contain Chartlets:

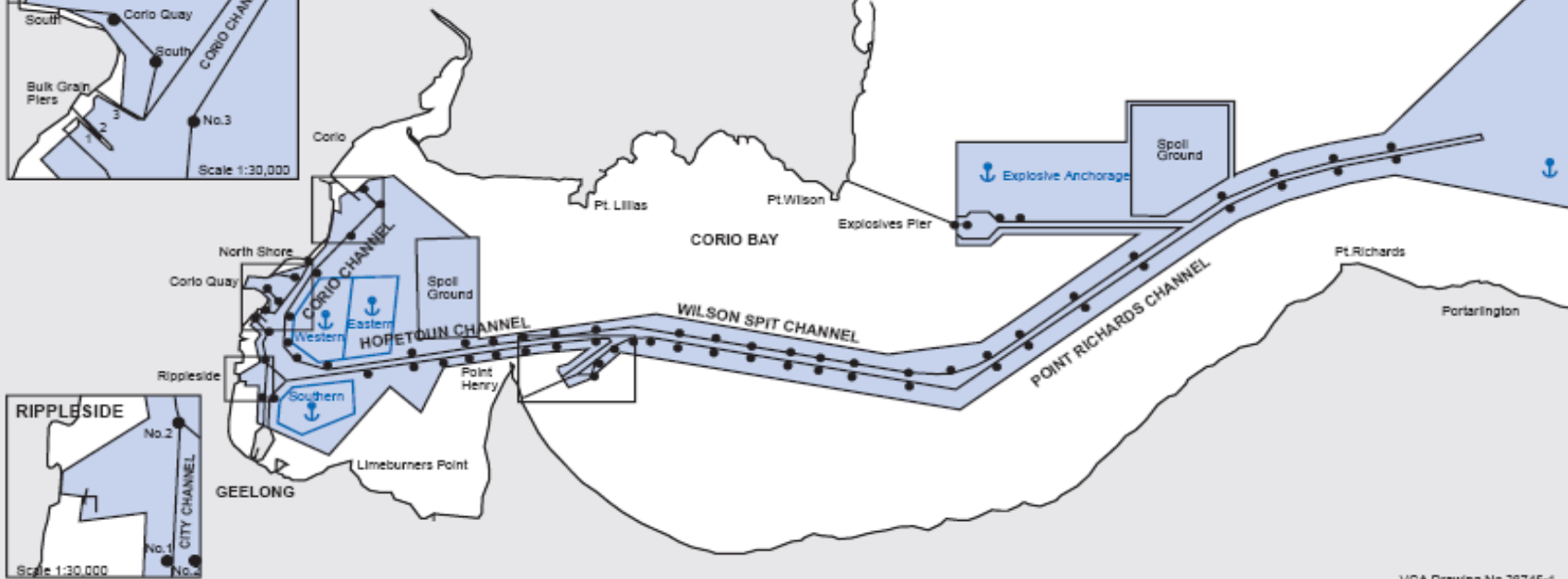
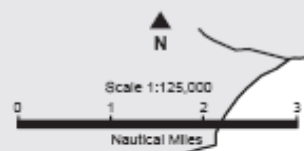
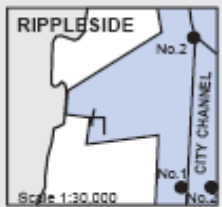
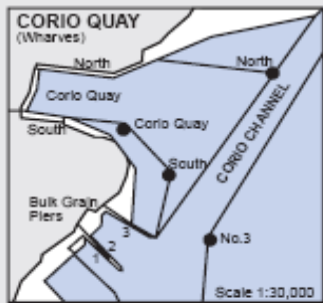
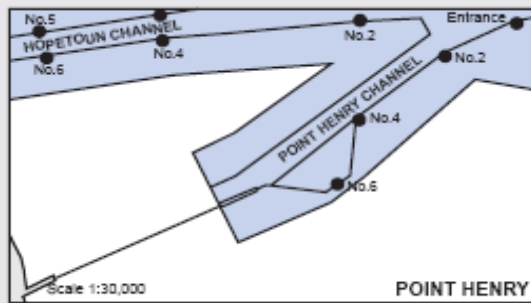
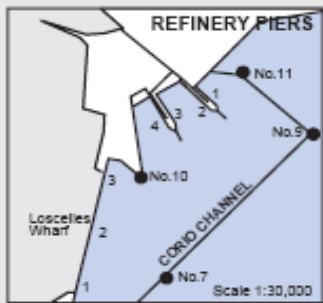
-  Port waters (Port Phillip) - Areas of Responsibility
-  Distances from Port Phillip Heads
-  Geelong Port waters - VRCA Responsibility
-  Port Phillip Heads - South and West Channels General Arrangement





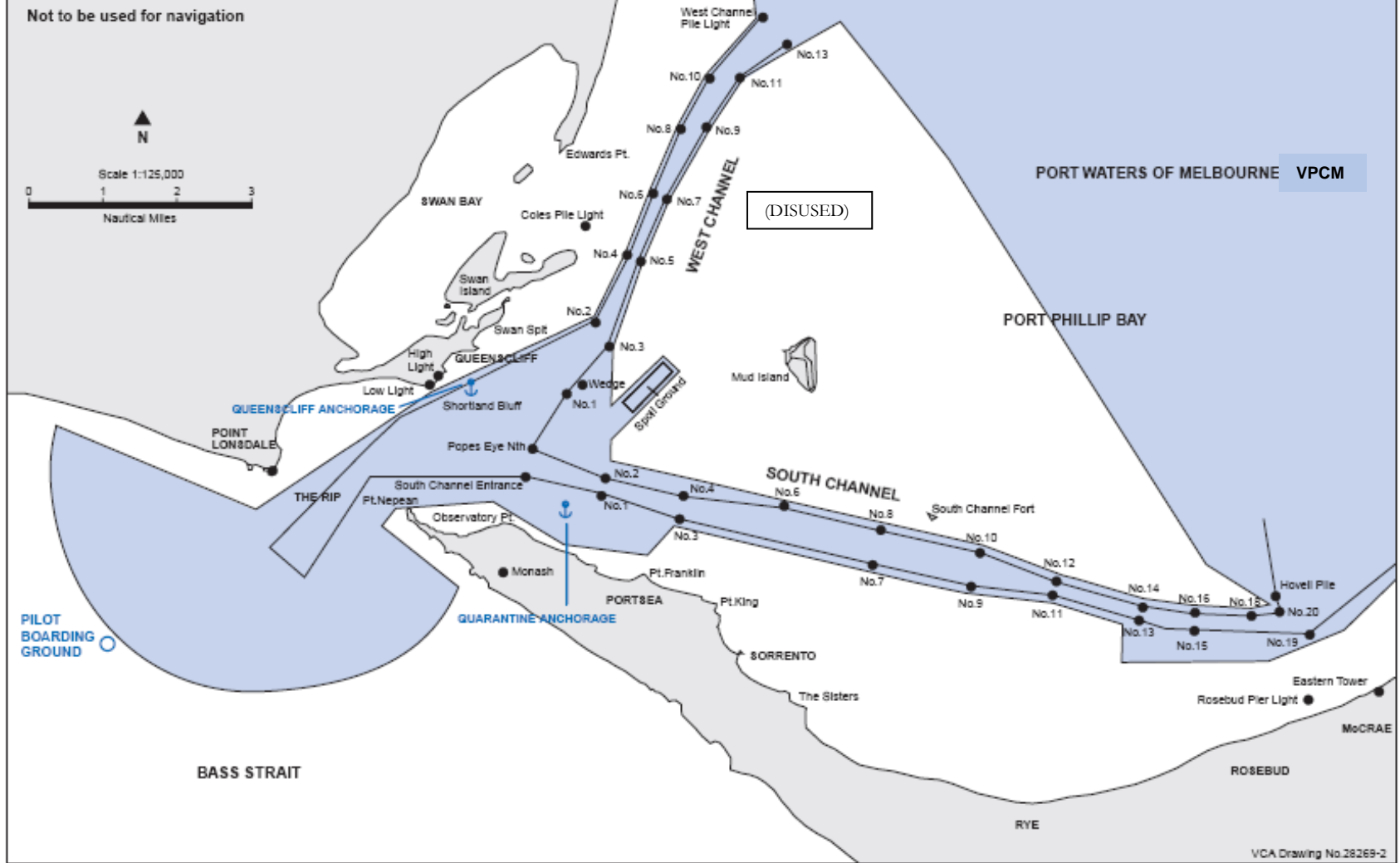
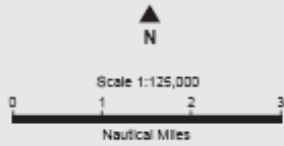
GEELONG PORT WATERS VRCA RESPONSIBILITY

Not to be used for navigation



PORT PHILLIP HEADS SOUTH AND WEST CHANNELS GENERAL ARRANGEMENT

Not to be used for navigation



2.1.4 Table of distances in nautical miles

	Port Phillip Heads	Hovell Pile	Prince George Bank	No. 1 Bcn Pt. Richards	Bulk Grain Berth No. 3	Corio Quay	Lascelles Wharf	Refinery Pier
Port Phillip Heads	0							
Hovell Pile	13.0	0						
Prince George Bank	29.2	16.2	0					
No.1 Bcn. Pt. Richards	34.3	21.3	5.1	0				
Point Henry Pier	44.8	31.8	15.6	10.5				
Bulk Grain Berth No. 3	48.6	35.6	19.4	14.3	0			
Corio Quay	49.3	36.3	20.1	15.0	0.7	0		
Lascelles Wharf	50.0	37.0	20.8	15.7	1.4	0.7	0	
Refinery Pier	50.5	37.5	21.3	16.2	1.9	1.2	0.5	0

2.2 Tides and tidal information

2.2.1 Chart datum

Chart datum is the datum for soundings on the latest edition of the largest scale Australian or Admiralty Chart of a locality. This is generally based on a local determination of lowest predicted tide. There is often a different Chart Datum for each port. Chart Datum used in Victoria is at or near the Lowest Astronomical Tide (LAT). Extremes in meteorological conditions influence tidal levels and on some occasions the tide level falls below LAT, though this is infrequent.

Chart Datums are referenced to the Australian Height Datum (AHD) which is constant and is based on a 1971 adoption of mean sea level.

Datum Name	Location	Location Description	Datum (below AHD)	Relevant Tide Gauge
Rip	Port Phillip Entrance	Rip and Nepean Banks	1.460	Deduced from Lorne
Queenscliff	Queenscliff	From Lonsdale Bight to the entrance of the South and West Channels	0.625	Queenscliff
	South West Channel	From the South Channel entrance to No. 7 & 8 beacons	0.625	
Geelong	Corio Bay (Outer Harbour)	Point Richards Channel, Wilson Spit Channel, and approaches to Point Wilson	0.524	No. 1 Point Richards
	Corio Bay (Inner Harbour)	Point Henry Channel, Hopetoun Channel, and all waters west of Point Henry	0.580	No. 9 Corio
Melbourne	South Channel East	From South Channel No. 7 & 8 beacons to Hovell Pile Light	0.524	Queenscliff
	Port Phillip	North of the Great Sands to Hobson Bay and west to Corio Bay	0.524	Williamstown

2.2.2 Tides at Geelong

Geelong is a tidal port with an average rise of tide of 0.9 metres. The height of the tide at Geelong may be obtained from the Duty Marine Controller by VHF Channel 12.

2.2.3 Tidal streams

The tidal stream in the Western Arm, i.e. Geelong Outer Harbour and Corio is not appreciable. The exception is where the stream crosses the bar between Point Henry and Point Lillias; the outgoing stream at this point is 1 knot during its second quarter.

2.2.4 Tide/time variations

Vessels travelling from Port Phillip Heads to Geelong should be aware of the tide/time variations along transit. The following table shows the delay in tide peak within Port Phillip.

Location	Time Diff	Rise of Tide			
	(Earlier) Later	MHWS MHHW	MHWN MLHW	MLWN MHLW	MLWS MLLW
	HM	Metres	Metres	Metres	Metres
Rip Bank	(0 15)	2.5	1.8	1.1	0.4
Queenscliff Pier	0 30	1.2	0.8	0.6	0.3
No. 1 West Channel (Annulus)	0 50	1.2	0.8	0.6	0.3
No. 2 South Channel Light	1 10	0.9	0.6	0.5	0.2
Portsea Pier	1 20	0.9	0.6	0.5	0.2
No. 5 West Channel	2 00	0.9	0.6	0.4	0.1
Sorrento Pier	2 10	0.9	0.6	0.5	0.2
No. 8 South Channel Light	2 30	0.9	0.6	0.5	0.2
West Channel Pile Light	3 10	0.9	0.6	0.4	0.1
Hovell Pile	3 15	0.9	0.6	0.5	0.2
Melbourne (Williamstown)	3 20	0.9	0.6	0.4	0.1
Geelong	3 30	1.0	0.7	0.5	0.1

2.2.5 Tide surges

Mariners should note the following comment on chart AUS157:
'The water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above the mean level continuously for some time after Southerly gales, or below mean level continuously for some time after Northerly gales'.

2.3 Geelong port services

2.3.1 Port operations

VRCA is responsible for overseeing the operation of the channels and port waters of Geelong.

As noted in Section 1.4.1, the day-to-day movement of vessels is managed by Port of Geelong Marine Control.

Land-based port facilities at Geelong are privately owned and operated by GeelongPort Pty Ltd, except for Bulk Grain Pier 3 (which is operated by GrainCorp Operations Pty Ltd.), Cunningham Pier and Point Wilson Jetty (which is managed by ADI Ltd).

The following sections provide a summary of port service providers and are provided for information only. Masters, owners and agents should contact the relevant port operator directly to obtain firsthand up-to-date details on port facilities and service providers.

Procedures and permit systems are in place for various aspects of cargo handling and vessel management including containerised dangerous cargoes, bulk liquid dangerous cargoes, bunkering and hot work.

Contact:

Port of Geelong Marine Control (24 Hrs)

Ph: (03) 5225 3565

Fax: (03) 5225 3598

Email: geelong@vrca.vic.gov.au

2.3.2 Movement orders

Vessel movement orders and orders for all port services should be placed the day before service is required (no later than 1600hrs) with Port of Geelong Marine Control. Requirements of individual port service providers are summarised in the subsections below.

2.3.3 Pilots

A list of Pilotage Service Providers can be found at the Ports Victoria website <http://www.ports.vic.gov.au>. Ship's agents should familiarise themselves with details relevant to their vessels including rates and discuss any particular requirements with the Pilotage Service Providers.

Pilot orders should be placed with Port of Geelong Marine Control.

Note: Pilots require 24 hours notice of arrival at the Pilot Boarding Ground.

A minimum of 3 hours notice is to be placed with Port of Geelong Marine Control for departure and removals. Vessels at anchor should note that orders for pilot launch services must be placed by 1600hrs the preceding day. Any unexpected changes which arise should be promptly notified to Port of Geelong Marine Control and will be met, if possible.

At the time of placing a pilot order for departure, Port of Geelong Marine Control is to be advised if the vessel is slow-steaming as a consequence of repairs undertaken during the port stay.

2.3.4 Towage and wind speeds

Four tugs are based in Geelong as follows:

Name	Built	GT	Length (OA) (metres)	BHP	Speed (knots)	Bollard Pull (tonnes)
Tingari	2000	395	31.88	3600	12	60.0
Burra	2000	395	31.88	3600	12	63.0
Indee	2004	325	27.41	3700	12	70.1
Pardoo	2004	325	27.41	3700	12	69.8

Contact:

Svitzer AustralAsia

Ph: 1800 033 022

Fax: (03) 9646 0217

Email: opsvic@svitzer.com

Engage Marine

Ph: 0447 260 103

Fax: (08) 9324 3096

Email: geelong@engagemarine.com

Tug orders should be placed with Port of Geelong Marine Control as per Section 2.3.2. The tugs are operated by Svitzer AustralAsia and Engage Marine.

Note: Orders should be placed by 1600 hrs each day for the following day's requirements and any unexpected changes which arise should be notified to Port of Geelong Marine Control as soon as possible.

Tugs must be ordered as per the following Minimum Towage Table (based on steady winds of up to 15 knots and a fully manoeuvrable vessel). Maximum wind speed limit permitted for a Point Richards entry is 30 knots and for a Geelong departure 30 knots based on steady winds. Tug requirements for higher wind speeds must be subject to a risk assessment by the Vessel's Master/Pilot and the Harbour Master and not result in a lowering of the minimum requirements stipulated in the table below.

MINIMUM TOWAGE TABLE

Vessels Length Overall (LOA)	Tugs on Arrival		Tugs on Departure	
	Head In	Head Out	Head In	Head Out
100<125m	1	1	1	0
125<165m	2	2	2	1
165<200m	2	2	2	1
At Refinery Pier, Bulk Grain Piers				1
At all other Piers/Wharves with clear berth ahead				1

200<235m	2	2	2	2
At Refinery Pier	2	2		
235<280m	2	2	2	2

Notes

1. Only a fully functional bow thruster operating at 100 % efficiency shall count as 1 tug
2. An effective stern thruster, or twin independent/high performance rudders may count as 1 tug
3. Light draught vessels over 200m may require a 3rd tug in certain weather conditions

2.3.5 Line launches

Work boats for the mooring of vessels and tending vessels at anchor are provided by LW Marine Services Pty Ltd.

Contact:
LW Marine Services Pty Ltd
Mobile: 0416 253 690
Email: lwmsgeelong@bigpond.com

Line launch orders should be placed with Port of Geelong Marine Control

Note: Orders should be placed by 1600 hrs each day for the following day's requirements and any unexpected changes which arise should be notified to Port of Geelong Marine Control as soon as possible.

The following launch requirements are compulsory at Geelong Port for arrivals.

Refinery Pier	Two (2) launches
Elsewhere	One (1) Launch

2.3.6 Linesmen

Linesmen are provided by LW Marine Services Pty. Ship's agents should familiarise themselves with details relevant to their vessels including rates, and discuss any particular requirements with either of these companies.

Contacts:
LW Marine Services Pty. Ltd.:
Mobile: 0416 253 690
Email: lwmsgeelong@bigpond.com

Linesmen orders should be placed with Port of Geelong Marine Control.

Note: Orders should be placed by 1600hrs each day for the following day's requirements and any unexpected changes which arise should be notified to Port of Geelong Marine Control as soon as possible.

2.3.7 Bunkers

Vessels bunkering in the port of Geelong must comply with the Harbour Master's Direction for bunkering. Port of Geelong Marine Control must be notified by completing the VRCA Port of Geelong "Non-Cargo Liquid Transfer Operations" application, available from the vessel's agent or Port of Geelong

Marine Control. The completed application must be emailed to Port of Geelong Marine Control for approval prior to commencement of bunkering operations in port waters and bunkering must not be undertaken without the expressed consent of the Duty Marine Controller.

- 1) The Master of a vessel involved in bunkering shall ensure that no bunkering operation is begun or allowed to continue unless and until all of the following conditions are met and a responsible officer is designated to supervise such bunkering:
 - (a) Notification has been given in accordance with Harbour Master's Directions Section 6 and such bunkering is undertaken in accordance with the requirements of this section and any further or other directions given by the Harbour Master.
 - (b) Geelong Port Marine Control is notified promptly when bunkering operations begin (following completion of local documentation).
 - (c) There has been an exchange of all relevant information between the vessel and the bunkering barge.
 - (d) The bunkering barge is securely moored alongside the vessel.
 - (e) The bunker hose(s) are of sufficient length and are in good condition and in test in accordance with the appropriate Australian standard and the test certificate(s) are available on request.
 - (f) The bunker hose connections (vessel and barge) have a good seal and a tightened bolt is used in every bolt hole of the bunker hose connection flanges.
 - (g) Effective communications are established between vessel and barge.
 - (h) There is safe access between the barge and the vessel.
 - (i) An effective deck watch is maintained.
 - (j) The pumping rate has been agreed for relevant stages (initial, bulk and finishing).
 - (k) An emergency shut-down procedure has been agreed.
 - (l) Fire-fighting equipment is on board and ready for immediate use.
 - (m) Scuppers on barge and vessel are closed off or sealed.
 - (n) Unused cargo and bunker connections are blanked.
 - (o) Unused valves are closed.
 - (p) There is compliance with naked light requirements.
 - (q) Provision for emergency escape has been made.
 - (r) Emergency pump stops are operational.
 - (s) Window type air conditioners are disconnected.
 - (t) Drip trays are in place.
 - (u) Absorbent material is on site.
 - (v) Appropriate lighting is in place and any required lights are displayed by the barge and vessel.
 - (w) No smoking is permitted outside designated places.
 - (x) No unauthorised persons are permitted on or about the vessel.

- (y) All radar systems on the bunker barge are in the off or stand-by position.
- 2) If any of the above requirements cannot be complied with, bunkering operations must not begin or, if during the course of bunkering cease to be complied with, then bunkering must stop immediately. Any delay to bunkering arising from any such non-compliance must be immediately reported to Geelong Port Marine Control.
- 3) If a bunker spillage occurs the following actions are to be implemented immediately:
 - (a) cease bunkering operations.
 - (b) take measures to stop or limit the spillage.
 - (c) notify Geelong Port Marine Control (VHF Channel 12).
 - (d) provide formal notification of a pollution incident as required under Section 16.2 of the Harbour Master's Directions.
 - (e) comply with such further directions as may be given by the Harbour Master.
- 4) On completion of bunkering:
 - (a) equipment is to be disconnected and stowed taking care to avoid spillage.
 - (b) Geelong Port Marine Control is to be advised promptly of the completion time.

2.3.8 Collection of ship's garbage

Discharge into port waters or upon any wharf, pier or jetty of ship's refuse, rubbish, offensive liquid or other waste matter is prohibited, as per the discharge provisions of the revised MARPOL Annex V which entered into force on 1 March 2018

Information regarding the collection of garbage and quarantine waste is available by contacting the berth operator directly. Contact details for berth operators are listed in Section 1.6.3 of this Guide.

2.3.9 Telephones

It is compulsory for all ships to have an operating Australian telephone and to advise Port of Geelong Marine Controllers of the telephone number.

2.3.10 Fresh water

Fresh water can be provided if required. The ship's Master, owner or agent should contact the relevant berth operator listed in Section 1.6.3 of this Guide.

3 Port security

3.1 Introduction

The port of Geelong is a security regulated port as set out in the Maritime Transport Security Act 2003 and its associated regulations.

Operators or other stakeholders in the port of Geelong as well as operators of Australian or foreign registered ships who are unsure of their obligations under the Maritime Transport Security Act should seek advice from the Transport Security Guidance Centre at the Department of Home Affairs:

Mailing Address:

Transport Security Guidance Centre
Department of Home Affairs
Regulatory Submissions
Aviation and Maritime Security Division
PO Box 25
Belconnen ACT 2616

Email: guidancecentre@homeaffairs.gov.au
Internet Site: <https://www.homeaffairs.gov.au/about-us/our-portfolios/transport-security/maritime-security/ship-operators>

3.2 Port security officer

A Port security officer has been appointed in the port of Geelong. Contact details for the Port security officer are set out below.

Port security officer	
Address	Corio Quay Rd, North Geelong
Mailing Address	PO Box 344 Geelong Victoria 3220
Telephone	+61 3 5247 0366 (Emergency Response 24 hours)
Facsimile	+61 3 5247 0306
Email	c.cqn@geelongport.com.au

3.3 Harbour Master

- (1) The Harbour Master may, at any time and for any period of time restrict entry to the port for all or any vessels in the interests of port security.
- (2) Such restrictions may affect any vessel which does not in the opinion of the Harbour Master or other relevant person meet the requirements of the International Ship and Port Facility Security Code (ISPS Code).

3.4 Port security committee

A Port Security Committee has been established in the Port of Geelong. All enquiries of the Port Security Committee should be directed to the Port Security Officer.

3.5 Responsibilities

It is the responsibility of Port Facility Operators and Port Service Providers within the security regulated port of Geelong to submit to the Department of Home Affairs and Local Government, maritime security plans in accordance with the Maritime Transport Security Act 2003 and its associated regulations.

A Port Facility is described as an area of land or water, or land and water, within a security regulated port (including buildings, installations or equipment in or on the area) used either wholly or partly in connection with the loading or unloading of ships.

A Port Service Provider is one of the following:

- 🚢 A tug/towage operator.
- 🚢 Bunker barge operator.
- 🚢 Lighter operator.
- 🚢 Pilot boat operator.
- 🚢 Line handling operator.

Self-identification forms to enable entities to identify whether they are required to submit Maritime Security Plans to the Department of Home Affairs and Local Government Services for approval can be obtained from the Department's internet site at:

<https://www.homeaffairs.gov.au/about-us/our-portfolios/transport-security/maritime-security/port-operators>

Operators of Australian or foreign registered ships should contact the Department of Home Affairs.

3.6 Levels of security alert

In line with the International Ship and Port Facility Security (ISPS) Code, December 2002, the following three security levels are to be adopted by the maritime industry:

- (a) **Security level 1 – normal.** The level for which standard security measures shall be maintained at all times.
- (b) **Security level 2 – heightened.** The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident.
- (c) **Security level 3 – exceptional.** The level for which further additional security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

In addition to these the Commonwealth of Australia has four (4) security levels of alert. The following table shows the correlation between the Commonwealth and ISPS Code levels of alert.

Commonwealth Levels of Alert	ISPS Code Levels of Alert
Low	Security Level 1
Medium	
High	Security Level 2
Extreme	Security Level 3

NOTE: The port of Geelong levels always refer to the ISPS code levels of alert.

3.7 Notification of security alert level

The level of security alert for the Port of Geelong will be advised via the Port of Geelong Marine Control.

3.8 Declarations of security

Ship Security Officers seeking a Declaration of Security (DOS) need to contact either the Port Security Officer, Port Facility Security Officer for their berth or the Port Service Provider servicing their ship, depending on the circumstances.

Contact details for the relevant security officer in each case can be obtained from Port of Geelong Marine Control.

3.9 Ship security certificates

Vessels entering port waters are required to provide the Port of Geelong Marine Control, on request, with the following:

- (a) A valid International Ship Security Certificate or an interim certificate issued under Part A of the ISPS Code, or
- (b) A statement of compliance with the ISPS Code, or
- (c) A Declaration of Security (DOS), when required.

This information is expected to be provided through the Ship's agent in advance of the arrival of the vessel in port. Failure to provide the information on request may result in the vessel being denied entry to the port by the Harbour Master or permission to enter being delayed.

The information will be required from all ships at Security Levels 2 & 3. The frequency of such requests at Security Level 1 shall be based on risk and shall be at a frequency recommended by, and at the discretion of, the Port of Geelong Port Security Committee.

The Harbour Master can at his discretion restrict entry to the port for any or all vessels based on security or safety grounds. Such restrictions may be communicated to the Ship's Master or agent either verbally or in writing or to all vessels by a Notice to Mariners.

3.10 Restricted zones

In accordance with the Maritime Transport Security Act 2003 and its associated regulations, a number of land-side, water-side and ship restricted zones exist within the port of Geelong. The location of these zones can change in accordance with the security level.

Unauthorised access to land-side, water-side and ship restricted zones is an offence under the Maritime Transport Security Act 2003 and severe penalties apply.

Details of restricted zones for the port of Geelong can be obtained from Port of Geelong Marine Control.

3.11 Reporting of security breaches or suspicious behaviour

Ship's Masters, all operators and other stakeholders in the port of Geelong must report all breaches of security, criminal activity or suspicious behaviour.

Immediate reports of security breaches, criminal activity or suspicious behaviour should be made to the Victoria Police using the emergency telephone number 000.

Alternatively, reports can be made to:

Port of Geelong (24 hours)
Marine Control +61 3 5225 3565 VHF Channel 12 Call Sign: Port of Geelong

Appendices

Appendix 1 key contact details

Agency	Contact Details
Thales Australia (Point Wilson Explosives Area)	Telephone: 03 5735 1111 Facsimile: 03 5735 1110 Mobile: 0458 466 900 Email: steve.oliver@thalesgroup.com.au
Asiaworld Shipping Services	Telephone: 03 9866 6955 / Mobile 0418 429 667 Facsimile: 03 9821 4553 Email: aclemente@asiaworld.com.au Web: www.asiaworld.com.au
Australian Maritime Safety Authority	Telephone: 1800 627 484 Email: amsaconnect@amsa.gov.au Web: www.amsa.gov.au
Search & Rescue	Aviation: 1800 815 257 02 6230 6899 Maritime: 1800 641 792 02 6230 6811 Email: rccavs@amsa.gov.au
Australian Border Force	Telephone: 1300 558 287
Borthwick Maritime Services Pty Ltd	Telephone: 0476 611 947 Email: operations@borthwickms.com.au
Department of Agriculture, Water, and the Environment	Telephone: 03 5277 3494 Mobile: 0418 970028 (24hrs) Web: www.agriculture.gov.au Email: geelong.seaports@agriculture.gov.au
Boating Industry Association of Victoria	Phone: 03 86 96 5600 Web: www.biavic.com.au
Costa Property Group (Cunningham Pier)	Telephone: 03 5224 1477 Facsimile: 03 5224 1922 Email: info@costaland.com.au
Country Fire Authority	Telephone: 000 / 03 5277 1499 Facsimile: 03 5277 1515 Mobile: 0419 314 868 Email: m.mcquinness@cfa.vic.gov.au
Environmental Protection Authority	Telephone: 1300 372 842 (24 hrs) Facsimile: 03 5227 4632 Email: john.frame@epa.vic.gov.au Web: www.epa.vic.gov.au
GeelongPort Pty Ltd Main Office	Telephone: 03 5247 0200 Facsimile: 03 5272 1560 CQ Security: 03 5247 0306
Marine Controllers	Telephone: 03 5225 3565 Mobile: 0429 300 031 Facsimile: 03 5225 3598 Email: geelong@vrca.vic.gov.au Web: www.vrca.vic.gov.au
GrainCorp Operations Ltd	Telephone: 03 5247 1122 Facsimile: 03 5278 5527 Mobile: 0407 418 094 Email: ccochrane@graincorp.com.au Web: www.graincorp.com.au
Gulf Agency Company (Australia) Pty Ltd	Telephone: 03 5221 9161 Facsimile: 02 92 790 457 Mobile: 0466 793 446 Email: shipping.geelong@gac.com Web: www.gac.com
Inchcape Shipping Services	Telephone: 03 5221 8311 (24 Hrs)

	Email:	Geelong@ISS-Shipping.com.au
J P Shipping	Telephone: Mobile: Email:	+61 3 9974 6886 +61 423 735 745 ops@jpshippingagency.com.au
Korevaar Marine Group	Telephone: Facsimile: Email:	03 9397 6678 03 9397 7532 webkmg@korevaar.com.au
LW Marine	Mobile: Email:	0416 253 690 lwmngeelong@bigpond.com
Marine Safety Victoria	Telephone: Email: Web:	1800 223 022 information@transportsafety.vic.gov.au www.transport.vic.gov.au
Monson Agencies Australia	Telephone: Email: Web:	03 52461900 geelong@monson.com.au www.monson.com.au
Monson Offshore Pty Ltd	Telephone: Facsimile: Mobile: Email:	08 9335 8633 08 9335 8644 0417 819 593 robbie@monsonoffshore.com.au
Oil Response Company of Australia (ORCA)	Telephone: Facsimile: Mobile: Email:	03 9397 3511 03 9397 3544 0414 539 849 admin@oilresponse.com.au
P.E.C.S Shipping & Trading Pty Ltd T/A as Wallis Shipping Agencies	Telephone: Facsimile: Mobile: Email:	03 5244 2724 03 5243 3212 0419 319 427 ken@pecs.com.au
Port of Melbourne Corporation	Telephone: Facsimile: Web:	1300 857 662 03 9683 1570 www.portofmelbourne.com
Sea Corporation Pty Ltd	Telephone: Facsimile: Email:	08 9430 7100 08 9430 7199 info@seacorp.com.au
Shipping Australia	Telephone: Facsimile: Mobile: Email: Web:	02 9266 9903 02 9268 0192 0414 958 247 lrussell@shippingaustralia.com.au www.shippingaustralia.com.au
State Emergency Service	Telephone: Web:	132 500 www.ses.vic.gov.au
Sturrock Grindrod Maritime	Telephone: Mobile: Email: Web:	03 9741 3254 0401 593 257 melbourne@sturrockgrindrod.com www.sturrockgrindrod.com
Victorian Regional Channels Authority	Telephone: Email: Web:	03 5225 3500 admin@vrca.vic.gov.au www.vrca.vic.gov.au
Viva Energy Refining Pty Ltd - Shore Officer	Telephone: Email: Web:	03 5273 8023 Geelongrefinery-au@vivaenergy.com.au www.vivaenergy.com.au/operations/geelong
Water Police Squad and Rescue Coordination Centre	Emergency: Telephone: Facsimile:	000 03 9399 7500 03 9399 9252
Wilhelmsen Ships Service	Telephone: Email: Web:	03 9630 0900 wss.melbourne@wilhelmsen.com www.wilhelmsen.com/shipsservice