Table of Contents

1 VICTORIAN REGIONAL CHANNELS AUTHORITY - OVERVIEW 5

1.1 PREAMBLE 5
1.1.1 About this Handbook 5
1.1.2 Revisions and Updates 5
1.1.3 Disclaimer 6
1.1.4 Abbreviations 6

1.2 THE VICTORIAN REGIONAL CHANNELS AUTHORITY 7
1.2.1 Role and Responsibility 7
1.2.2 Jurisdiction 7
1.2.3 Mission Statement 7
1.2.4 Board, CEO and Senior Officers 7

1.3 THE HARBOUR MASTER 8
1.3.1 Appointment 8
1.3.2 Powers to Direct 8
1.3.3 Assistant Harbour Master (Marine Safety Act 2010 Chapter 6, Part 6.3) 9
1.3.4 Other Powers 9

1.4 SHIPPING CONTROL AND COMMUNICATIONS 10
1.4.1 Geelong - Marine Control Centre 10
1.4.2 Automatic Ship Identification System 10
1.4.3 Communication Centres 10
1.4.4 Communication Frequencies 11

1.5 VESSEL OPERATIONS GENERALLY 12
1.5.1 General Requirements for Vessels 12
1.5.2 Compliance with Provision of Handbook 12
1.5.3 Order of Priority 12
1.5.4 Pilotage and Exemptions 13
1.5.5 Use of Tugs and Line Launches 13
1.5.6 Assistance to be Given to Officers of the VRCA 13
1.5.7 Quarantine Report 14
1.5.8 Australian Customs & Border Protection Service 15

1.6 PORT ADMINISTRATION PROCEDURES 16
1.6.1 Appointment of Ship's Agent 16
1.6.2 Flying National Colours 16
1.6.3 Use of Geelong Port Facilities 16

2 PORT INFORMATION 17

2.1 ANCHORAGES, CHANNELS AND BERTHS 17
2.1.1 Anchorages 17
2.1.2 Channels and Navigation Marks 18
2.1.3 Charts 19
2.1.4 Table of Distances in Nautical Miles 26

2.2 TIDES AND TIDAL INFORMATION 26
2.2.1 Chart Datum 26
2.2.2 Tides at Geelong 27
2.2.3 Tidal Streams 27
2.2.4 Tide/Time Variations 27
2.2.5 Tide Surges 28

2.3 GEELONG PORT SERVICES 28
2.3.1 Port Operations 28
2.3.2 Movement Orders 28
2.3.3 Pilots 29
2.3.4 Towage 30
2.3.5 Line Launches 31
2.3.6 Linesmen 31
2.3.7 Bunkers 32
2.3.8 Collection of Ships Garbage 32
2.3.9 Telephones 32
2.3.10 Fresh Water 32

3 HARBOUR MASTER'S DIRECTIONS 33

3.1 DEFINITIONS 33

3.2 GENERAL REQUIREMENTS 35
3.2.1 Applications 35
3.2.2 Compliance with Acts, Regulations and Provisions 35
3.2.3 Channel Usage Application 35
3.2.4 Unsafe vessels 36
3.2.5 Communications 37
3.2.6 Sound & Light Signals 37
3.2.7 Incidents on Port waters 38

3.3 ANCHORING AND BERTHING 39
3.3.1 Vessels to be Properly Berthed or Anchored 39
3.3.2 Vessels not to Anchor in Certain Locations 40
3.3.3 Watch to be on Deck 40
3.3.4 Crewing of Vessels 40
3.3.5 Avoid Obstruction of Fairways or Channels 41
3.3.6 Use of Propellers at Wharves 41

3.4 NAVIGATION WITHIN THE GEELONG CHANNELS 42
3.4.1 Traffic Control 42
3.4.2 Restricted Night Navigation 43
3.4.3 Maximum Allowable Draught 43
3.4.4 Vessels Over Prescribed Limits 44
3.4.5 Berths 44

3.5 SMALL VESSELS 45
3.5.1 Navigation of Small Vessels 45

3.6 BUNKERING 46

3.7 SHIP TO SHIP TRANSFERS (PETROLEUM &c) 47

3.8 VESSELS ENGAGED IN DIVING ACTIVITIES 47

3.9 ACID DISCHARGE 47

4 SAFETY AND ENVIRONMENTAL REQUIREMENTS 48

4.1 ENVIRONMENTAL PROTECTION 48
4.1.1 *Statutory Provisions and Conventions* 48
4.1.2 *VRCA Requirements* 48

4.2 DANGEROUS GOODS - INCLUDING BUNKERING 49
4.2.1 *Containerised Dangerous Cargoes* 49
4.2.2 *Bulk Liquid Dangerous Cargoes* 49
4.2.3 *Gas Freeing and/or Tank Washing* 49
4.2.4 *Minimum Requirements for Tankers/OBOs at any Non-Tanker Berth* 50
4.2.5 *Ship-to-Ship Transfers (Petroleum)* 51
4.2.6 *Bunkering* 52
4.2.7 *Entry Into Confined Spaces/Cargo Tanks – All Vessels* 54

4.3 HOT WORK - TANKERS 55
4.3.1 *At Anchor* 55
4.3.2 *At Berth* 55

4.4 HULL CLEANING 56
4.4.1 *Application* 56
4.4.2 *Procedures* 56

4.5 HOLD CLEANING 57
4.5.1 *Application* 57
4.5.2 *Compliance with EPA Requirements* 57

4.6 SHIP'S BALLAST WATER 58
4.6.1 *International Ballast* 58
4.6.2 *Domestic ballast water requirements* 58

4.7 WASTE DISCHARGES AND GARBAGE 59
4.7.1 *General Prohibition* 59
4.7.2 *Collection Procedures* 59

4.8 IMMOBILISATION OF MAIN ENGINES 59

4.9 VESSEL 'OVER THE SIDE' MAINTENANCE 59

4.10 DISCHARGING FLARES, ROCKETS OR EXPLOSIVES 60

4.11 DIVE VESSELS OPERATING IN GEELONG PORT WATERS 60

4.12 AQUATIC EVENTS 60

5 EMERGENCY MANAGEMENT PROCEDURES 61

5.1 MARINE INCIDENTS 61
5.1.1 *Powers of the Harbour Master* 61
5.1.2 *Geelong Port Emergency Plan* 61
5.1.3 *Police Operational Regions* 62
5.1.4 *Reporting of Incidents in port waters (other than pollution)* 62

5.2 MARINE POLLUTION 63
5.2.1 *Port Phillip Region Marine Pollution Contingency Plan (PPRMPCP)* 63
5.2.2 *Mandatory Notification (Pollution)* 63
5.2.3 *Emergency Telephone numbers* 65

6 *PORT SECURITY*..... 66

6.1 *INFORMATION AND OBLIGATIONS*..... 66
6.1.1 *Introduction*..... 66
6.1.2 *Port Security Officer*..... 66
6.1.3 *Harbour Master*..... 67
6.1.4 *Port Security Committee*..... 67
6.1.5 *Responsibilities*..... 67
6.1.6 *Levels of Security Alert*..... 67
6.1.7 *Notification of Security Alert Level*..... 68
6.1.8 *Declarations of Security*..... 68
6.1.9 *Ship Security Certificates*..... 68
6.1.10 Restricted Zones..... 69
6.1.11 Reporting of Security Breaches or Suspicious Behaviour..... 69

***APPENDICES*..... 71**

APPENDIX 1 VRCA REFERENCE TARIFF SCHEDULE..... 71

APPENDIX 2 KEY CONTACT DETAILS..... 71

APPENDIX 1: REFERENCE TARIFF SCHEDULE EFFECTIVE 1 JULY 2013..... 72

APPENDIX 2: KEY CONTACT DETAILS..... 74

1 VICTORIAN REGIONAL CHANNELS AUTHORITY - OVERVIEW

1.1 PREAMBLE

1.1.1 About this Handbook

This Handbook is intended to provide 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 from time to time.

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.

It provides port information on anchorages, channels, berths, tidal information as well as port services details and contacts for the port of Geelong.

It also provides Harbour Master's Directions for the navigation and operation of vessels in port waters, a section on Safety and Environmental Requirements to be complied with by vessels in port waters and Emergency Management and Port Security Procedures.

This Handbook is the fifth edition amended by the VRCA and is dated 2015.

1.1.2 Revisions and Updates

It is intended that this Handbook will be revised and updated approximately every two years. Any significant changes occurring between revisions that materially affect the use of this Handbook 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 Handbook to ensure they are referring to the latest edition and any relevant Notices. A copy of the latest edition of the Handbook individual changes as referred in above can also be obtained from the VRCA website at www.regionalchannels.vic.gov.au.

1.1.3 Disclaimer

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

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

The 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 Handbook of whatsoever nature and howsoever occurring nor shall the VRCA be liable or responsible for any third party's reliance upon any information compiled by the VRCA and contained in this Handbook.

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 Handbook 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
AQIS	Australian Quarantine and Inspection Service
COLREGS	International Convention on the International Regulations for Preventing Collisions at Sea, 1972.
GUKC	Gross Under-Keel Clearance
HC	Melbourne Harbour Control
MARPOL	International Convention for the Prevention of Pollution from Ships
MSV	Marine Safety Victoria
PoMC	Port of Melbourne Corporation
Port waters	Port waters of Geelong under the jurisdiction of VRCA
PPSP	Port Phillip Sea Pilots
PSA	Port Services Act (1995)
SEPP	State Environment Protection Policy
UKC	Under-Keel Clearance
VRCA	Victorian Regional Channels Authority

For all purposes of this Handbook 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 THE VICTORIAN REGIONAL CHANNELS AUTHORITY

1.2.1 Role and Responsibility

The 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.

The 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 Control
- Provision of Navigation Aids
- Dredging of Channels
- Marine Environment Protection and Safety.

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

1.2.2 Jurisdiction

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

1.2.3 Mission Statement

The mission of the 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

Mr Ken Jarvis	Chairperson
Ms Merran Kelsall	Deputy Chairperson
Mr Peter Dorling	Director

Senior Officers

Captain Peter McGovern	Chief Executive Officer
Captain Dilip Abraham	Harbour Master
Mr Kas Szakiel	Commercial Manager

1.3 THE HARBOUR MASTER

1.3.1 Appointment

Transport Safety Victoria (Marine)) 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, the 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 Chapter 6 of the Marine Safety Act, 2010. 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.

Harbour Master's Directions given in respect of the port waters are contained in Section 3 of this Handbook, but may be revised, amended or altered from time to time at the sole discretion of the Harbour Master.

1.3.3 Assistant Harbour Master (Marine Safety Act 2010 Chapter 6, Part 6.3)

VRCA “may, having first –

(d) consulted the Harbour Master engaged by that body; and

(e) 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”

1.3.4 Other Powers

In addition to giving Direction, a Harbour Master may:

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

The VRCA's appointed Harbour Master, delegates and any other authorised officers must carry identity cards.

It is an offence to fail to comply with a direction of or to obstruct a Harbour Master.

1.4.1 Geelong - Marine Control Centre

The day-to-day movement of vessels in the port waters is managed by the Geelong Port Marine Controllers, under the direction of the VRCA. The Marine Controllers are located at GeelongPort Pty Ltd's Corio Quay Marine Control Centre.

The Corio Quay Marine Control Centre is referred to throughout this Handbook as Geelong Port Marine Control.

Geelong Port Marine Controllers have been specifically 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.

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 thinks fit

1.4.2 Automatic Ship Identification System

The 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) Geelong Port Marine Control - 24 hours operation

Geelong Port Marine Control monitors and controls traffic movement within Geelong port waters. Inbound vessels should establish contact with Point Lonsdale Signal Station and, on clearing the South Channel, make contact with Geelong Port Marine Control. Outbound vessels should maintain contact with Geelong Port Marine Control until communication is established with Point Lonsdale Signal Station, or if proceeding to Melbourne, Melbourne Harbour Control.

CALL SIGN: 'Geelong Port'.

(2) Point Lonsdale Signal Station - 24 hours operation

Point Lonsdale Signal Station monitors and controls vessel movements at Port Phillip Heads and the South Channel.

CALL SIGN: 'Lonsdale VTS'

(3) Melbourne Harbour Control (HC) - 24 hours operation

The function of the Melbourne Harbour Control Centre is to facilitate the safe and efficient movement of vessels within the port waters of Melbourne, including those vessels en route 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 effected 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	Pilots 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, Point Lonsdale Signal Station, Geelong Port 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:

Geelong Port Marine Control	(03) 5247 0300
Point Lonsdale Signal Station	(03) 5258 1252
HC Melbourne	(03) 9629 6044 or (03) 9629 5920

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 Handbook

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 Handbook 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 Handbook, 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 the VRCA relating to the port waters can be viewed on the VRCA website: www.regionalchannels.vic.gov.au.

1.5.3 Order of Priority

1) Port waters

The Geelong Port 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, 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 pilot duly licensed by TSV (Marine), or a Master holding a certificate of exemption from pilotage issued by TSV (Marine).

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

In most circumstances the VRCA does not have criteria or requirements for the use of tugs or line launches in port waters. It is the responsibility of Owners, Masters and Pilots to ensure that vessels under their direction are manoeuvred safely and to avail themselves of towage and launch services sufficient to manoeuvre the vessel under prevailing conditions. Any concern or question relating to the use of tugs or line launches must be referred to the Harbour Master for direction.

For contact details of towage operators, line launch operators and typical usage levels please refer to Sections 2.3.4 and 2.3.5.

1.5.6 Assistance to be Given to Officers of the 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 the 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 the VRCA whilst carrying out his or her duties.

1.5.7 Quarantine Report

Vessels arriving from overseas must submit a **'Quarantine Pre-Arrival Report for Vessels'** form (Pratique) to Department of Agriculture, Fisheries and Forestry (DAFF Bio Security) no more than 96 hours and no less than 12 hours before the vessel's arrival in port waters.

The declaration forms are available from the DAFF Bio Security website.

Vessels must declare if they intend to discharge ballast water into Australian waters. Written permission must be granted by DAFF Bio Security before discharge may begin. Compliance with applicable State requirements is also mandatory.

All vessels discharging ballast will be subject to a ballast water verification audit and must produce logbooks on request to an Authorised Quarantine Officer. For further details on ballast water management requirements refer to Section 4.6.

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:

DAFF Bio Security

Ph: (03) 52773 494

Fax: (03) 52773 332

Mob: 0418 970 028 (24 Hours)

Web: www.daff.gov.au/agis

1.5.8 Australian Customs & Border Protection Service

1) The Australian Customs & Border Protection Service manages Australia's sea border on behalf of DIAC (Department of Immigration and Citizenship). 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 the VRCA.

3) Documents required to be produced to Customs at first port are:

   - Form 5 - Part 4 relating to the Ship's stores.
   - Forms 3a and 3b - Crew report.
   - Form 13 – Pre arrival report.

4) The Australian Customs Service 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 Customs clearance(s). This applies to ship's equipment and fittings going for 'repair and return' in Australia; these also require prior Customs clearance(s). 'Per favour' parcels will be treated on a case-by-case basis.

6) Customs Boarding Section (Boarding Response Unit) can be contacted on:

   Ph: (03) 5277 3968
   Fax: (03) 5277 3754
   Mobile: 0400 638 247 /0400 891 947
   Email: dmvicgeelong@customs.gov.au
   Web: www.customs.gov.au

7) The Customs National Monitoring Centre (Melbourne) can be contacted 24 hours a day with any Customs queries.

   Contact:

   Customs

   Ph: (03) 9244 8969

   Fax: (03) 9244 8970

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 the 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	Viva Energy Refining Pty Ltd	www.vivaenergy.com.au/operations/geelong	(03) 5274 1370
Refinery Pier 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) **Quarantine Anchorage** is located SW of Nicholson Knoll to the W of Portsea. Vessels should anchor in the white sector of Quarantine Light bearing 180° and in the Point Lonsdale Light red sector bearing 278° in 15m water. (Ref. Aus. 158)
2) **Queenscliff Anchorage** is located in the red sector of the Low Light but bringing up as near as possible to the NW side of the West Channel. Depth 10.5 metres. (Ref. Aus. 158)
3) **Explosives Anchorage Point Wilson** is located 0.7 miles NNE of the Commonwealth Explosives Pier at Point Wilson. Depth 6 metres. (Ref. Aus. 157)
4) **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)
5) **Point Richards Channel approaches anchorage**. Vessels unable to anchor in Corio Bay due to draught restrictions may anchor to the S and E of the Point Richards Channel Entrance Beacon. Depth 12.5 to 15 metres.
6) **Port Melbourne Anchorage** is located S of Point Gellibrand and to the W of longitude 144° 55.1'E. Depth 11 to 14 metres. (Ref. Aus. 155)
7) **Port Melbourne Outer Anchorage** is located 2 nautical miles ESE of Point Cook. Depth l0 to 15 metres. (Ref. Aus. 155)
8) **Port Melbourne Hobsons Bay Anchorage**. Shallow draught vessels may anchor in the fork between Williamstown and Port Melbourne Channels. Depth 6.5 to 7.5 metres. (Ref. Aus. 154)

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

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) Notices to Mariners

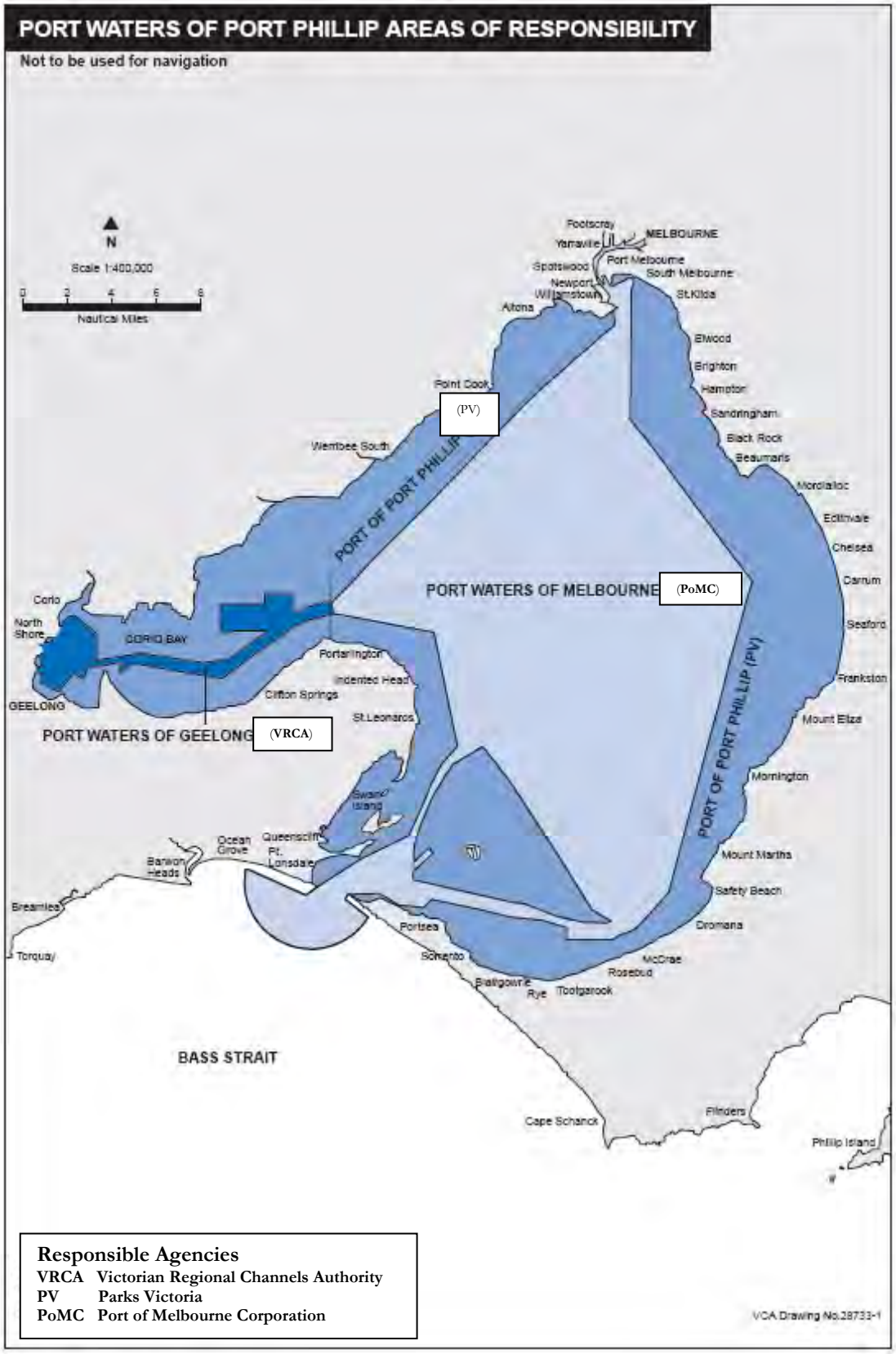
Notices to Mariners relevant to the port waters are published by the VRCA. Mariners are advised that up-to-date information concerning relevant issues such as channel shoaling (if any) and temporary depths at berths are published as Notices to Mariners. These Notices may be viewed and/or downloaded from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

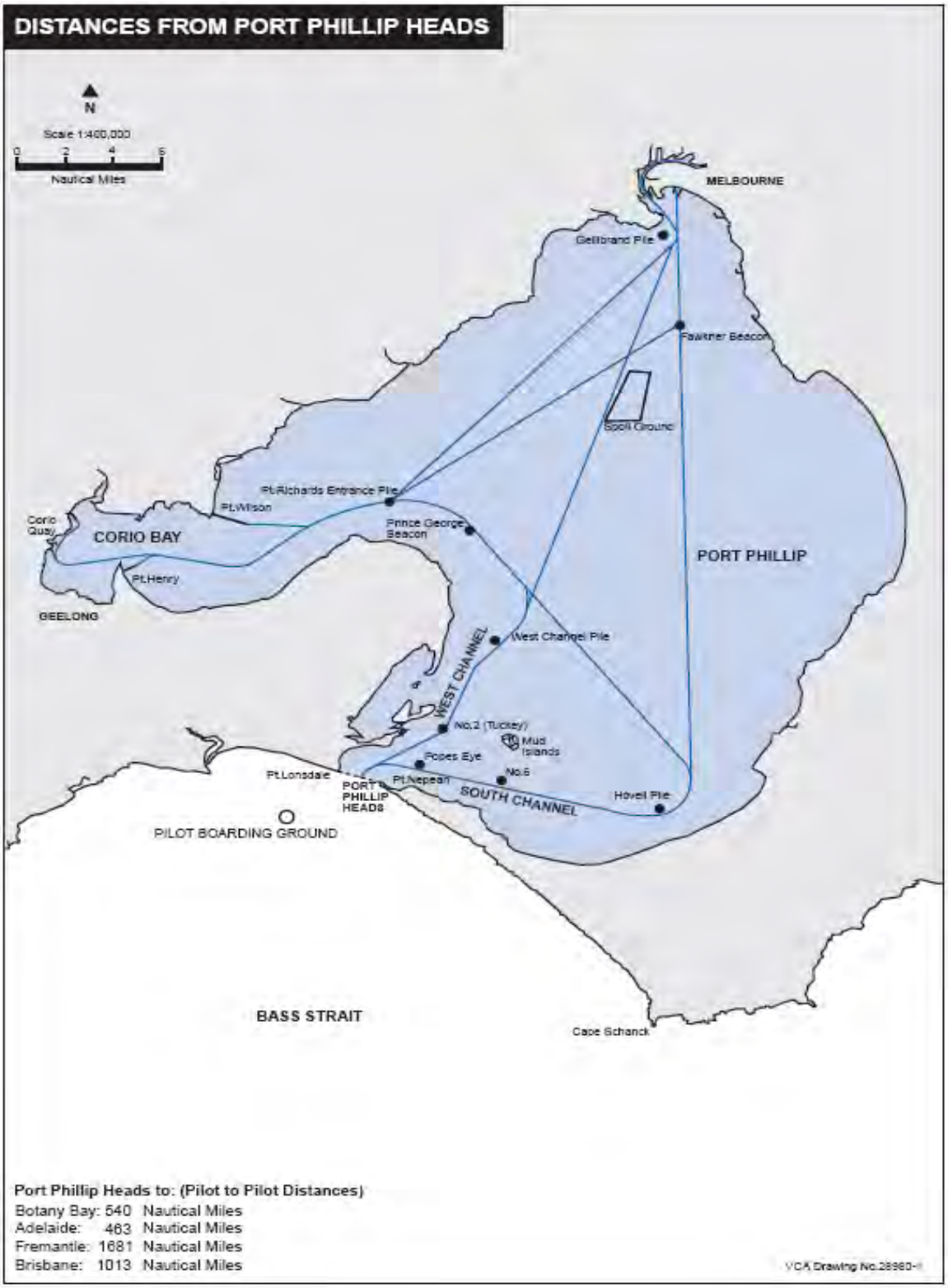
Notices to Mariners relevant to the port waters of the Port of Melbourne can be viewed/ downloaded at www.portofmelbourne.com

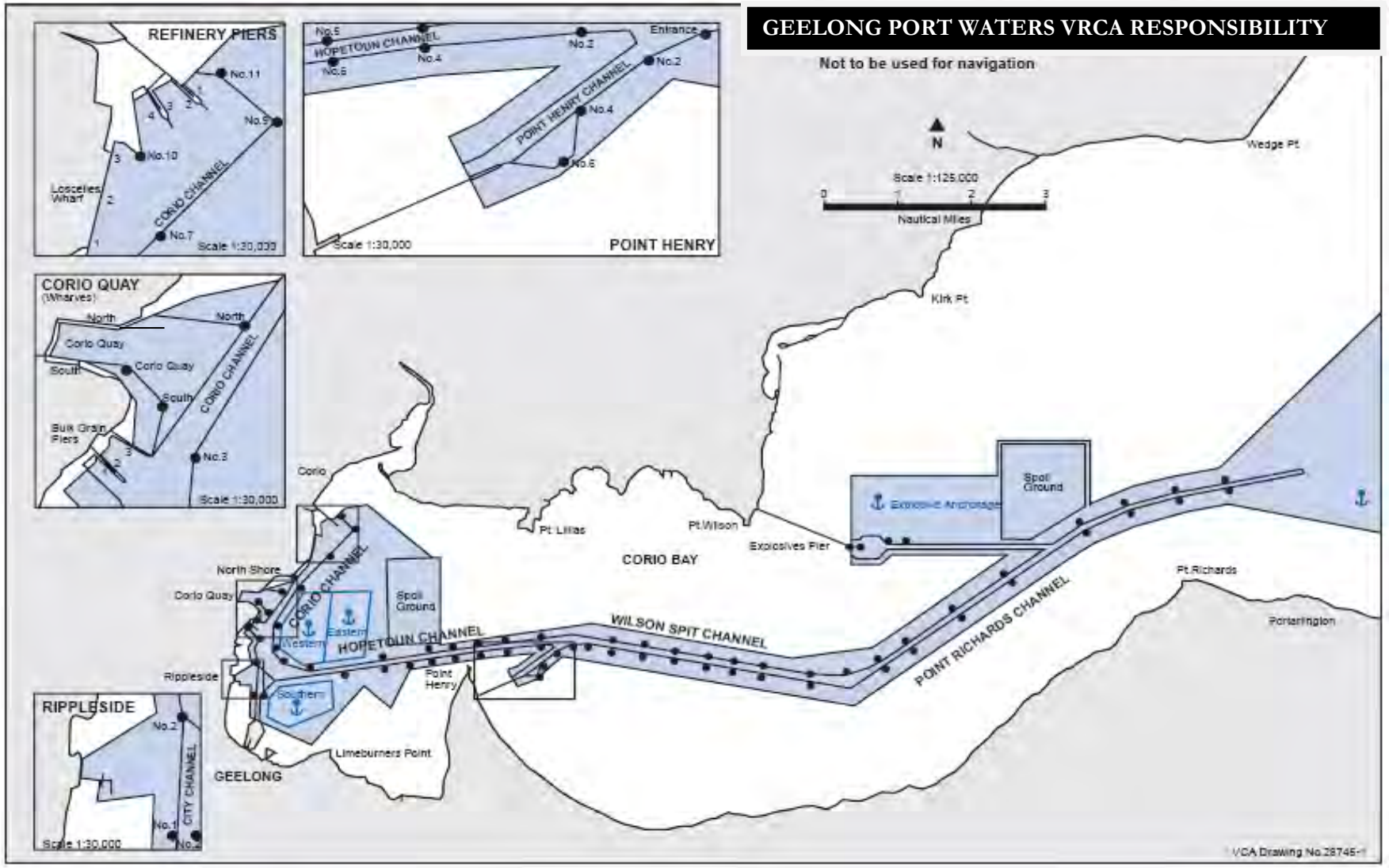
3) Chartlets

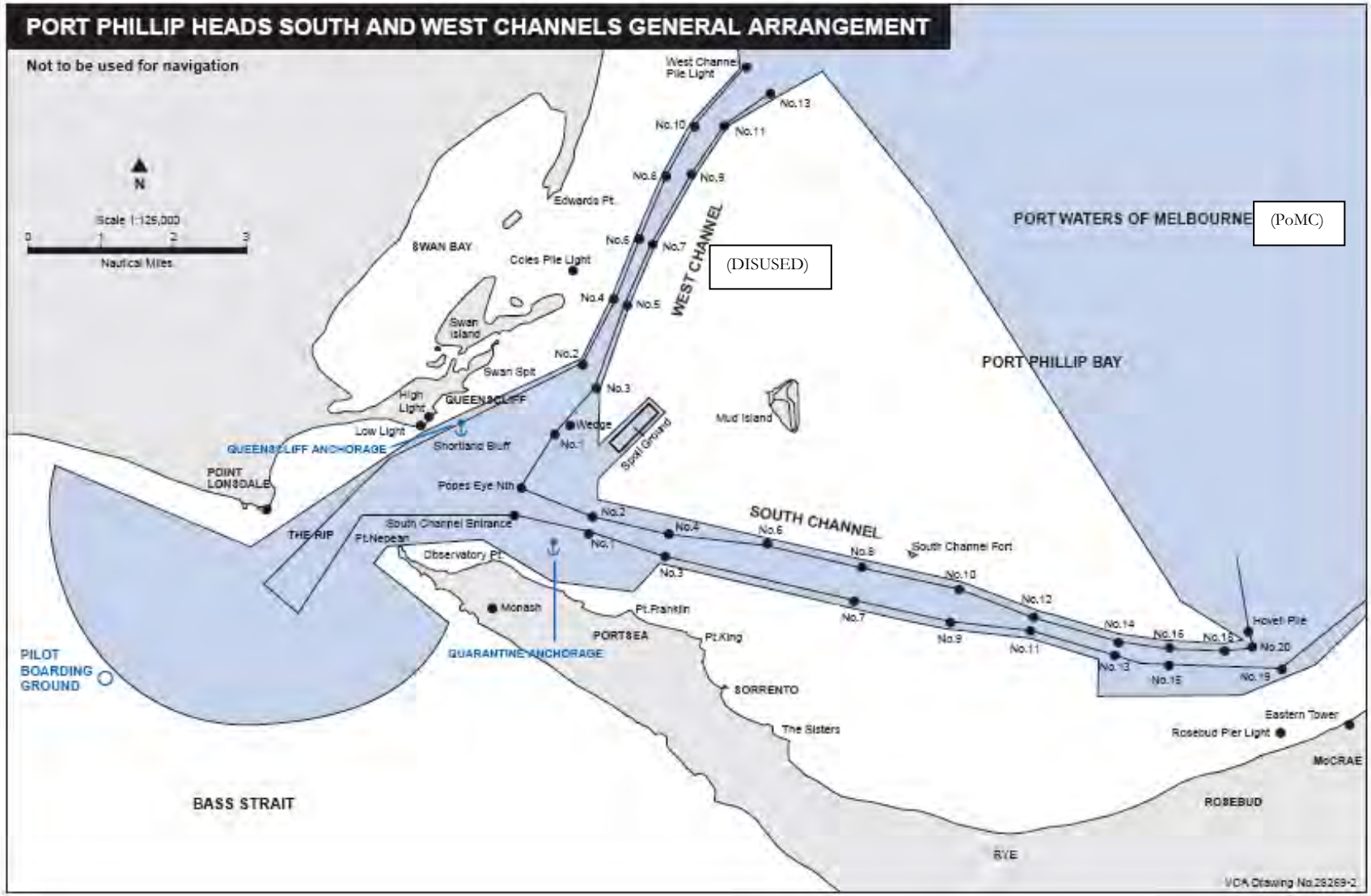
The following pages contain Chartlets:

- 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


PORT WATERS OF PORT PHILLIP AREAS OF RESPONSIBILITY
Not to be used for navigation
N
Scale 1:400,000
0 2 4 6 8
Nautical Miles
Footscray
Yarraville
MELBOURNE
Spotswood
Port Melbourne
South Melbourne
Newport
Williamstown
St.Kilda
Altona
Elwood
Brighton
Hampton
Point Cook
(PV)
Sandringham
Black Rock
Beaumaris
Wembee South
PORT OF PORT PHILLIP
Mordialloc
Edithvale
Chelsea
Carrum
PORT WATERS OF MELBOURNE
(PoMC)
Corio
North Shore
CORIO BAY
Seaford
Portarlington
Indented Head
Frankston
Clifton Springs
GEELONG
St.Leonards
Mount Eliza
PORT WATERS OF GEELONG
(VRCA)
PORT OF PORT PHILLIP (PV)
Mornington
Swan Island
Ocean Grove
Queenscliff
Pt. Lonsdale
Barwon Heads
Mount Martha
Safety Beach
Breamlea
Portsea
Dromana
Torquay
Sorrento
McCrae
Rosebud
Blairgowrie
Rye
Tootgarook
BASS STRAIT
Cape Schanck
Flinders
Phillip Island
Responsible Agencies
VRCA Victorian Regional Channels Authority
PV Parks Victoria
PoMC Port of Melbourne Corporation
VCA Drawing No.28733-1


DISTANCES FROM PORT PHILLIP HEADS
N
Scale 1:400,000
0 2 4 6
Nautical Miles
MELBOURNE
Gellibrand Pile
Fawkner Beacon
Spoil Ground
Pt.Richards Entrance Pile
Pt.Wilson
Corio Quay
CORIO BAY
Prince George Beacon
PORT PHILLIP
Pt.Henry
GEELONG
West Channel Pile
WEST CHANNEL
No.2 (Tuckey)
Mud Islands
Popes Eye
No.6
Pt.Lonsdale
Pt.Nepean
PORT PHILLIP HEADS
SOUTH CHANNEL
Hovell Pile
PILOT BOARDING GROUND
BASS STRAIT
Cape Schanck
Port Phillip Heads to: (Pilot to Pilot Distances)
Botany Bay: 540 Nautical Miles
Adelaide: 463 Nautical Miles
Fremantle: 1681 Nautical Miles
Brisbane: 1013 Nautical Miles
VCA Drawing No.28980-I


GEELONG PORT WATERS VRCA RESPONSIBILITY
Not to be used for navigation
REFINERY PIERS
No.11
No.9
No.10
Loscelles Wharf
CORIO CHANNEL
No.7
Scale 1:30,000
No.5
HOPETOUN CHANNEL
No.4
No.6
Entrance
No.2
POINT HENRY CHANNEL
No.4
No.6
Scale 1:30,000
POINT HENRY
CORIO QUAY
(Wharves)
North
North
Corio Quay
Corio Quay
South
South
Bulk Grain Piers
CORIO CHANNEL
No.3
Scale 1:30,000
N
Scale 1:125,000
Nautical Miles
Wedge Pt
Kirk Pt
Corio
Pt Lillias
Pt Wilson
CORIO BAY
Explosives Pier
Explosive Anchorage
Spoil Ground
North Shore
Corio Quay
CORIO CHANNEL
Spoil Ground
Eastern
Western
HOPETOUN CHANNEL
WILSON SPIT CHANNEL
POINT RICHARDS CHANNEL
Pt Richards
Portarlington
Rippleside
Point Henry
Southern
Limeburners Point
GEELONG
RIPPLESIDE
No.2
CITY CHANNEL
No.1
Scale 1:30,000
VCA Drawing No.28745-1


PORT PHILLIP HEADS SOUTH AND WEST CHANNELS GENERAL ARRANGEMENT
Not to be used for navigation
N
Scale 1:125,000
0 1 2 3
Nautical Miles
West Channel Pile Light
No.10
No.13
No.11
No.8
No.9
Edwards Pt
PORT WATERS OF MELBOURNE
(PoMC)
SWAN BAY
Coles Pile Light
No.6
No.7
WEST CHANNEL
(DISUSED)
No.4
No.5
Swan Island
No.2
Swan Spit
PORT PHILLIP BAY
No.3
High Light
QUEENSCLIFF
Mud Island
Low Light
Wedge
No.1
Spoil Ground
QUEENSCLIFF ANCHORAGE
Shortland Bluff
POINT LONSDALE
Popes Eye Nth
No.2
SOUTH CHANNEL
South Channel Entrance
No.4
No.6
THE RIP
Pt Nepean
No.1
No.8
South Channel Fort
Observatory Pt
No.3
No.10
No.12
Monash
Pt Franklin
No.7
No.14
Howell Pile
No.16
No.18
No.9
No.11
No.20
PORTSEA
Pt King
PILOT BOARDING GROUND
QUARANTINE ANCHORAGE
No.13
No.15
No.19
SORRENTO
Eastern Tower
The Sisters
Rosebud Pier Light
McCRAE
BASS STRAIT
ROSEBUD
RYE
VCA Drawing No.28269-2

RESOLVE
9
10

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	0.542	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, ie 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

The 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 Geelong Port 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 first hand 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:

Geelong Port Marine Control (24 Hrs)
Ph: (03) 5247 0300
Fax: (03) 5272 1560
Email: m.controllers@patrick.com.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 Geelong Port Marine Control. Requirements of individual port service providers are summarised in the subsections below.

2.3.3 Pilots

Pilotage in the port waters is provided by the Port Phillip Sea Pilots Pty Ltd (PPSP). Ship's Agents should familiarise themselves with details relevant to their vessels including rates, and discuss any particular requirements with the PPSP.

Contact:

Port Phillip Sea Pilots Melbourne Office
Ph: (03) 9329 9700
Fax: (03) 9326 6052)
Email: melbournepilots@bigpond.com.au or admin@ppsp.com.au

Port Phillip Sea Pilots Queenscliff Control
Ph: (03) 5258 1400
Fax: (03) 5258 1952
Email: seapilots@bigpond.com.au **or** operations@ppsp.com.au

Pilot orders should be placed with Geelong Port Marine Control.

Note: Pilots require 24 hours notice of arrival at the Pilot Boarding Ground and Masters should keep Queenscliff Control informed of their ETA – call 'Port Phillip Sea Pilots' on VHF or advise via email or facsimile.

A minimum of 3 hours notice is to be placed with Geelong Port 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 Geelong Port Marine Control and will be met, if possible.

At the time of placing a pilot order for departure, Geelong Port 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

Two tugs are based in Geelong as follows:

Name	Built	GT	Length (OA) (metres)	BHP	Speed (knots)	Bollard Pull (tonnes)
Hastings	1983	428	33.94	3800	12.5	50
Tusker	1982	426	32.17	3600	13.0	47

Contact:

Svitzer AustralAsia

Ph: 1800 033 022
Fax: (03) 9646 0217
Email: opsvic@svitzer.com

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

*[**Note**: Orders should be placed by 1800 hrs each day for the following day's requirements and any unexpected changes which arise should be notified to Geelong Port Marine Control as soon as possible.]*

The following table provides a guide only to typical tug usage in port waters and may vary according to type of vessel and other factors such as weather conditions.

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 At Refinery Pier, Bulk Grain Piers At all other Piers/Wharves with clear berth ahead	2	2	2	 1 1
200<235m At Refinery Pier	2 2	2 2	2	2
235<280m	2	2	2	2

Notes

1. *An adequate bow thruster shall count as 1 Tug*
2. *Light draught vessels over 200m may require a 3rd Tug in certain weather conditions*
3. *Point Henry - Head in Berthing only*
4. *Supplementary tugs are available from Melbourne if necessary.*

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

Ph: (03) 9681 7791
Fax: (03) 9681 7990
Mobile: 0416 253 690

Line launch orders should be placed with Geelong Port Marine Control as per Section 2.3.2.

***[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 Geelong Port Marine Control as soon as possible.]*

The following is a guide only to normal launch requirements 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.:
Ph. (03) 9681 7791
Mb. 0416 253 690
Fax. (03) 96817990

Linesmen orders should be placed with Geelong Port Marine Control as per Section 2.3.2.

***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 Geelong Port 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 in Section 3 of this Handbook.

Geelong Port Marine Control must be notified before any bunkering is carried out in port waters and bunkering must not be undertaken without the expressed consent of the Duty Marine Controller.

2.3.8 Collection of Ships 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 by law.

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 Handbook. Collection and transfer procedures are described in Section 4.7.2.

2.3.9 Telephones

It is compulsory for all ships to have an operating Australian telephone and to advise Geelong Port 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 Handbook.

3 HARBOUR MASTER'S DIRECTIONS

On 1 December 2005, Dilip Mathew Abraham, being the Harbour Master for port waters for the time being, made directions pursuant to Section 26E of the Marine Act 1988 now known as the Marine Safety Act 2010. As these directions may have been amended or varied from time to time or further directions made, set out below are the Harbour Master's Directions as in force as at the date of publication of this Handbook. Users or intended users of port waters should make their own enquiries as to any further, amended or varied directions in force from time to time.

3.1 DEFINITIONS

- 'Vessel' means any kind of vessel that is used, or capable of being used, in navigation by water, however propelled or moved and includes:
  (1) a ship, barge, lighter, floating restaurant or other floating vessel,
  (2) an air-cushion vehicle or other similar craft, that is used for navigation by water, and
  (3) an aircraft capable of manoeuvring on the water, for as long as that aircraft is on the water,
  or any other type of craft defined in any applicable law to be a 'vessel'.
- 'Berthed Vessel' means a vessel secured to a wharf, jetty or pier, or to another berthed vessel.
- 'Channel' or 'Fairway' means that part of the body of water, within the port waters, of sufficient depth to be used by vessels of commerce for navigation that is either marked with navigation aids or an open area of water that connects the marked channels or channel approaches.
- 'Gas-Free' means a tank or space that has been thoroughly cleaned and ventilated in accordance with the requirements of AS 2865 or to current ISGOTT gas-free standards, and has been tested and certified by a competent person.
- 'Gross Under-Keel Clearance' means the difference between the static draught of a vessel and the declared depth (on the large scale chart) of the seabed that it is traversing.
- 'Harbour Master' includes a person authorised by a licensed Harbour Master under Chapter 6 of the Marine Safety Act 2010 to exercise the functions of the Harbour Master.
- 'ISGOTT' means the International Safety Guide for Oil Tankers & Terminals.
- 'Licensed Harbour Master' means a Harbour Master licensed under Chapter 6 of the Marine Safety Act 2010 for the Port waters.
- 'Master' means a person having the actual or lawful command or charge of a vessel for the time being (and where the context so requires includes any person who is acting as the pilot of that vessel).
- 'Pilot' means a person who is licensed as a pilot under Chapter 7 of the Marine Safety Act 2010.
- 'Port Phillip Heads' means an imaginary straight line between Point Lonsdale and Point Nepean.

- ‘Port Working Vessel’ means a vessel engaged in, or intended for, commercial, support or maintenance activities relevant to the port activities (i.e. dredge, pile driving barge, floating crane, work boat, tug, etc).
- ‘Port waters’ means the waters of the port of Geelong declared by Order in Council made under Section 5(2) of the Port Management Act 1995.
- ‘SIGTTO’ means the Society of International Gas Tankers and Terminal Operators.
- ‘Tanker’ means a vessel constructed or adapted for the carriage of liquid cargoes or gas in bulk (including oil, chemicals and liquefied gas) and is listed in Column 6 (Ship Type) of Lloyd's Register of Ships as a Tanker.

3.2 GENERAL REQUIREMENTS

3.2.1 Applications

The Harbour Master's Directions apply to all vessels in port waters as defined above.

3.2.2 Compliance with Acts, Regulations and Provisions

(1) Vessels entering the port waters of Geelong must comply with all relevant and applicable International, Commonwealth and State legislation (including but not limited to the Marine Safety Act 2010 and the Navigation Act 2012). Compliance is also required of all current Navigation Orders and regulations in accordance with the vessel's Flag State requirements and include the due diligence of good seamanship at all times.

(2) The Master of a vessel shall ensure that the vessel, while in port waters complies with all Harbour Master's Directions and complies with sub-paragraph (1) including:

- (a) complies with the International Regulations for Preventing Collisions at Sea 1972 ('Colregs').
- (b) displays as applicable the signals prescribed under the International Code of Signals.
- (c) carries copies of and complies with:
  - (i) Victorian Notices to Mariners (or their equivalent) affecting the port waters.
  - (ii) (corrected to date), Charts Aus 143, Aus 144, Aus 153, Aus 154, Aus 155, Aus157 and Aus 158.
  - (iii) The Australia Pilot Vol. II (NP 14).
  - (iv) Australian National Tide tables (AHP 11) or Victorian Tide Tables.

3.2.3 Channel Usage Application

Not less than 48 hours before a vessel enters port waters, the Owner or Agent of a vessel of 200 gross tons or more must submit a Channel Usage Application and must not enter port waters until the Owner, Master or Agent has been notified that such Application is approved.

All Channel Usage Applications should be lodged with the VRCA electronically using the Agent Login available on VRCA website.

www.regionachannels.vic.gov.au

3.2.4 Unsafe vessels

(1) Any vessel which is an unsafe vessel is prohibited from entering or transiting the port waters without the prior written approval of the Harbour Master.

Where the Master of a vessel becomes aware of any condition or circumstance relevant to the seaworthiness of the vessel 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 (including cargo operations) or environment of the port waters; the Master of a vessel shall:

(a) 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 enters or transits 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 directions (including conditions, restrictions or requirements) imposed by the Harbour Master.

(b) if the vessel has already entered port waters, immediately notify Geelong Port Marine Control of the changes to the conditions or circumstances affecting the seaworthiness of the vessel and thereafter provide written notice thereof within 24 hours.

(2) A vessel is an 'unsafe vessel' for the purposes of these Directions if the vessel or the operation of the vessel is likely to endanger any life, the safety of the vessel or any other vessels or the environment by reason of:

(a) the condition of the vessel and/or its equipment;

(b) the manner in which cargo or equipment is or has been stowed and secured on the vessel;

(c) the nature of any cargo loaded or to be loaded on the vessel;

(d) any overloading of the vessel, either by way of persons or cargo or both;

(e) any inadequacy in the number and/or qualifications of the crew; or,

(f) any other reason relating to the nature of the vessel and anything or person or about the vessel.

(3) The Master of a vessel shall ensure that at all times the vessel is in port waters (including transiting of port waters):

(a) the vessel's propellers and rudder are sufficiently immersed to ensure adequate steerage and control of the vessel's motion and movements;

(b) the bow is deep enough to provide adequate visibility ahead from the bridge;

(c) 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;

(d) the vessel's propellers and hull do not come into contact with the seabed; and,

(e) subject to sub-paragraph (1), the vessel complies in all respects with all obligations as to seaworthiness.

(4) Masters are reminded of their obligation to pro-actively inform themselves at all times of the condition of their vessel (including its crew, equipment and cargo) and not to operate their vessel in an unsafe condition.

3.2.5 Communications

(1) VHF radio communications in port waters shall generally be carried out through Geelong Port Marine Control (call sign Geelong Port).

(2) The Master of a vessel must ensure that a listening watch is maintained on VHF Channel 12 at all times while in port waters and on VHF Channel 16 as set out in this Handbook.

(3) The Master of an anchored vessel must ensure that in addition to sub-paragraph (2) above, a listening watch is maintained on VHF Channel 16 for weather bulletins from Coast Radio Melbourne.

3.2.6 Sound & Light Signals

(1) The Master of a vessel must, when required for the purpose of warning another vessel, ensure that the following sound (and, if at night, concurrent light) signals are made in relation to swinging in a fairway or narrow channel:

(a) If the vessel is proceeding up or down a fairway or narrow channel:

(i) when the vessel is at least 500 metres distant from the point at which it intends to swing - a warning signal consisting of five or more short blasts on the whistle; and

(ii) immediately before swinging - a repeat of the sound signals described in sub-paragraph (a) (i) and also, after a short interval, the international signal to indicate the movement of the vessel's head or engines going astern.

(b) When the vessel is a tug towing another vessel not under power, the sound signals described in sub-paragraph (a)(i) shall be made on the tug.

(c) When the vessel is leaving a berth to swing at a point in the fairway or narrow channel at a distance of less than 500 metres from the berth, the sound signals described in sub-paragraph (a) (i) shall be given immediately on letting go.

(d) When a vessel is undertaking any of the manoeuvres referred to in sub-paragraphs (a), (b) or (c) and is doing so at night, it must also flash its masthead signal light concurrently with each sound signal.

3.2.7 Incidents on Port waters

(1) The following requirements relate to Masters, Owners or Agents of vessels that have sunk or stranded or collided within port waters and Owners of objects that obstruct port waters:

(a) If a vessel sinks or strands within port waters or if any object impedes the navigation or use of port waters, the Master, Owner or Agent of the vessel and the Owner of the object by which the obstruction is caused (as the case may be), shall immediately:

(i) notify Geelong Port Marine Control of the position of the sinking, stranding or obstruction; and

(ii) unless directed otherwise by the Harbour Master, take the necessary steps for removal of the vessel or obstruction;

(iii) display such lights and shapes and give such warning signals as are required pursuant to Colregs; and,

(iv) comply with all other statutory obligations and directions and if required by the circumstances, give statutory notice thereof to AMSA.

(b) If a collision takes place causing damage to any vessel, wharf or property within port waters, or if a vessel strands or sinks within port waters, or any other circumstance occurs that is required to be reported pursuant to Section 268 of the Navigation Act, the Master of every vessel involved shall immediately:

(i) report the circumstances and position to Geelong Port Marine Control; and

(ii) as soon as possible, confirm the report in writing to the Harbour Master;

(iii) display such lights and shapes and give such warning signals as are required pursuant to Colregs; and,

(iv) comply with all other statutory obligations and directions and if required by the circumstances, give statutory notice thereof to AMSA.

Note: *For information regarding reporting of incidents in port waters refer to the Emergency Management Procedures section of this Handbook.*

3.3 ANCHORING AND BERTHING

3.3.1 Vessels to be Properly Berthed or Anchored

(1) The Master of a vessel not underway or making way shall ensure that at all times the vessel is properly and effectively berthed or anchored.

(2) The Master of a vessel at anchor, or berthed, in port waters shall not cause or permit the vessel to change its position without prior permission obtained via Geelong Port Marine Control.

(3) If a vessel parts from its anchor, or drags from its anchoring position or parts any mooring lines, the Master of the vessel shall immediately notify Geelong Port Marine Control and take immediate steps to correct any effect of such parting or dragging.

(4) The Master of a vessel anchored in port waters shall ensure that:

- (a) the vessel is anchored in a position that will permit the vessel to swing clear of the channels and fairways
- (b) there is sufficient cable out, considering the holding ground and the prevailing and forecast weather conditions
- (c) when the vessel is 'brought up' the Master shall advise the time and position of anchoring to Geelong Port Marine Control
- (d) communication is established with Geelong Port Marine Control and a listening watch is maintained on VHF Channels 12 and 16 in accordance with Section 3.2.4.

(5) The Master of a vessel at anchor or berthed in port waters shall not permit the immobilisation of main engines without advance notification to the Harbour Master and shall not permit such immobilization if directed by the Harbour Master not to do so. When the vessel is berthed at any wharf, the prior permission of the berth operator must also be obtained.

(6) The Master of a vessel must comply with all requirements of Colregs (including with respect to lights, shapes and sound signals, as applicable from time to time).

(7) If the Master of a vessel is, for any excusable reason, unable to comply with any notification under this section, such notice may be given by the Agent.

3.3.2 Vessels not to Anchor in Certain Locations

(1) The Master of a vessel shall ensure that an anchor is not dropped in a position which may endanger the safety of that vessel or of any other vessels or otherwise cause any obstruction to navigation or any cable or other sub-surface structure.

(2) 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.

(3) The Master of a vessel shall not cause or permit the vessel to anchor in port waters within 300 metres of where a cable or other sub-surface service has been laid.

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

3.3.3 Watch to be on Deck

The Master, Owner or Agent of a vessel shall ensure at all times while the vessel is in port waters that the vessel's watch keeping complies with the minimum requirements for STCW-95; but in any circumstance in which STCW-95 does not apply, that at least one responsible Officer is at watch on deck at all times, to ensure security and safety while the vessel is anchored or berthed, unless suitable alternative arrangements, as agreed with the Harbour Master, are in place.

3.3.4 Crewing of Vessels

The Master of the vessel, whether at anchor or berthed alongside within port waters, shall ensure that there is sufficient crew available to shift the vessel and/or tend moorings and/or respond to any emergency situations as and when required to do so and to comply with the minimum requirements of STCW-95.

3.3.5 Avoid Obstruction of Fairways or Channels

(1) Further to Section 3.2.2, except in an emergency situation, the Master of a vessel shall not, without the permission in writing of the Harbour Master:

(a) allow the vessel to anchor or lie in any fairway or channel

(b) allow any cable, chain, hawser, rope or other obstruction across (through or above) any fairway or channel.

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

(a) immediately notify Geelong Port Marine Control of the position of the vessel; and

(b) 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.

(3) Further to sub-paragraphs (1) and (2), the Master of a vessel must notify Geelong Port Marine Control immediately the vessel has cleared the fairway or channel.

3.3.6 Use of Propellers at Wharves

The Master of a berthed vessel shall not allow a propeller to be worked, other than for testing the engines before departure, without the prior permission of the berth operator and, if permission is granted, the Master shall (and in sufficient time before working the propeller) notify the Master's of vessels at adjacent berths of the intention to work the propeller.

3.4 NAVIGATION WITHIN THE GEELONG CHANNELS

3.4.1 Traffic Control

All shipping movements in Geelong port waters are controlled by and subject to the directions of the Harbour Master. The Harbour Master has the discretion to give general or specific directions from time to time and to permit instructions, directions or approvals to be given via Geelong Port Marine Control. In particular:

(1) The Master of a vessel shall not enter Point Richards Channel inwards, or depart from a berth or anchorage in Corio Bay, without the prior permission of Geelong Port Marine Control. All commercially surveyed vessels, including Government vessels, party boats and ferries carrying passengers are also subject to this Direction and must in addition advise Geelong Port Marine Control of total number of persons on board.

(2) The Master of an outward bound vessel proceeding to Melbourne shall, on passing Point Richards Entrance Beacon, advise Geelong Port Marine Control of estimated time of arrival at Fawkner Beacon. All commercially surveyed vessels, including Government vessels, party boats and ferries carrying passengers are also subject to this Direction and must in addition advise Geelong Port Marine Control of total number of persons on board.

(3) The Geelong main shipping channels are used for one-way traffic only; however two-way traffic is permitted using passing channels, provided that the following are complied with:

(i) the draught of one of the vessels is such as to allow use of a passing channel for passing purposes; and,

(ii) there is prior agreement between the Masters of each vessel and with Geelong Port Marine Control as to how and at what point a passing channel will be used.

(4) The movement of bunker barges within port waters shall be at the sole discretion and direction of Geelong Port Marine Control.

(5) Transit of the channel by a tug and tow may create additional safety issues.

The Master of a tug with a tow is required to provide Geelong Port Marine Control with adequate information about the nature of the tow to allow the Harbour Master to assess the safety of navigation in the channel and must not undertake such navigation without the Harbour Master's prior approval.

In addition to the information required by the **Application to Use Geelong Channel**, other information required to be provided to consider an application for a tug and tow shall include tug power, barge condition (light or loaded), the nature of the cargo, e.g. potential windage; length of the tow; draft of the intended tug and tow and the anticipated duration (including commencement time) of the time in port waters.

Notes:

1. The passing channels are to facilitate two-way traffic at selected safe locations and are not intended to be used generally for transiting.

2. Shipping movements in port waters are generally controlled by and under the direction of the Harbour Master via the Geelong Port Duty Marine Controller, who can be contacted by VHF Channel 12.

3.4.2 Restricted Night Navigation

The Master of a woodchip carrier, unless authorised otherwise by the Harbour Master shall navigate the port waters in daylight hours only. Further, the Harbour Master retains a general discretion to permit other daylight navigation only, in port waters in specific circumstances.

Note: *Daylight hours means the hours between 30 minutes before sunrise until 30 minutes after sunset*

3.4.3 Maximum Allowable Draught

(1) The Master of a vessel shall observe the following requirements with respect to maximum allowable draught:

(a) for all channels except the Point Henry, City, Wilson Spit passing channels and Point Richards passing channels, 11.7 metres with tide, 10.8 metres without tide

(b) for the Point Henry Channel, 11.4 metres with tide, 10.5 metres without tide

(c) for the City Channel, 8.1 metres with tide, 7.3 metres without tide.

Note: *The programming of vessels with draughts greater than 10.8 metres, or 10.5 metres for the Point Henry Channel, will be co-ordinated through Geelong Port Marine Control and is subject to actual rise of tide; however, at all times the Master remains responsible to ensure that the vessel has sufficient safe underkeel clearance.*

(2) The Master of a vessel with a draught exceeding 9.5 metres shall ensure that the speed of the vessel is commensurate with safe navigation. The Master may be required to order a reduction in speed when transiting sections of the channel where the channel profile is likely to increase the vessel squat effect (see notes below). This applies in particular to vessels with a beam greater than 35 metres.

(3) A Gross Under-Keel Clearance of at least 0.6 metres is required to be maintained, at all times, when manoeuvring within Corio Quay, swinging basins, anchorages and alongside berths.

(4) The Master of a vessel shall ensure that the vessel remains safely afloat at all times while alongside a berth.

Notes:

• Masters of vessels planning to transit the channels of the port waters with draughts from 11.3 metres to a maximum of 11.7 metres should be aware that meteorological conditions can impact on predicted tidal heights. On certain days the actual rise of tide may not be sufficient to provide the minimum gross under-keel clearance and therefore a vessel may need to delay entry or departure while awaiting sufficient tide.

• As well as speed, another major factor causing a vessel to squat is the 'Blockage Factor' i.e., the ratio of the cross-sectional area of the immersed hull relative to the cross-sectional area of the channel. In the Geelong channels the Blockage Factor is of significance, particularly in two locations:

(i) Hopetoun Channel between Beacons 2 and 8

(ii) Wilson Spit Channel between Beacons 4 and 6

• It is also important to consider the impact on squat from actions taken to counter high cross-winds.

• Masters are advised that the channels leading into the port of Geelong have 'hard bottoms'.

3.4.4 Vessels Over Prescribed Limits

(1) Vessels with draughts and lengths exceeding the prescribed limits as set out in Section **3.4.5** may not enter or operate in port waters except with the prior permission of, and subject to any direction of, the Harbour Master.

(2) The maximum permitted draught for vessels entering or departing the port waters is 11.7 metres. This excludes Point Henry Channel (deepest draft 11.4 metres) and Corio Quay approaches and berths (deepest draft 10.4 metres).

(3) The VRCA has adopted a Gross Under-Keel Clearance (GUKC) of at least 1.5 metres for deep draught vessels while navigating the channels. This consists of a margin for squat of 0.6 metres and a margin for manoeuvrability of 0.9 metres.

(4) The Harbour Master may in the event of unusual meteorological circumstances (see Note below) authorize a reduction of the adopted GUKC of 1.5 metres (up to a minimum of 1.35 metres) for deep-draught vessels drawing the maximum permissible 11.7 metres. Masters undertaking channel transits with the reduced GUKC are reminded of their on-going obligation to proactively monitor their passage and to take all usual precautions (see Notes below), with special emphasis on speed/squat ratios.

Note:

• The required minimum Gross Under-Keel Clearance for the City Channel is 1.2 metres. This consists of a margin for squat of 0.3 metres and a margin for manoeuvrability of 0.9 metres.

• As the actual tidal rise can deviate considerably from the predicted tidal rise due to abnormal barometric conditions and/or strong winds, the Harbour Master via the Geelong Port Marine Control may give directions as to the time at which a deep draught vessel will be allowed to sail or enter the channels

3.4.5 Berths

Berth lengths, Maintained Depths and Ship's Limits for the Port Of Geelong are shown below.

Berth		Maintained Depth (m) [4]		Ships Limits at Berth (m)		Wharf Height (m) above CD	General Remarks
Name	Length	Berth	Channel	Max. Draught[1]	Max. Length		
Cunningham Pier East	215	8.5	8.5	7.9	186	3.8	Cruise and Navy Vessels
Cunningham Pier West	200	8.5	8.5	7.9	186	3.8	Cruise and Navy Vessels
Bulk Grain Pier No.1	201	10.5	12.3	9.9	210	4.7	Lay Up Berths. Vessels up to 225m LOA[3]
Bulk Grain Pier No.2	201	12.3	12.3	11.6	192	4.7	Lay Up Berths. Vessels up to 225m LOA[3]
Bulk Grain Pier No.3	168	12.3	12.3	11.7	225	4.9	GrainCorp[2] Dedicated Grain /Woodchip
Corio Quay No. 1 South	183	11.0	11.0	10.5	180	3.8	Stern Loading Terminal and Dolphins
Corio Quay No. 1 & 2 North	375	11.0	11.0	10.5		3.8	Woodchip (priority) /Dry Bulk /General Cargo. Woodchip vessels utilize both Berths Nos. 1 & 2
Corio Quay No. 3 North	100	11.0	11.0	10.5	85	4.7	General Cargo
Corio Quay No. 4 North	310	12.3	12.3	11.7	229	4.6	Fixed Woodchip Loader
Lascelles Wharves Nos. 1, 2 & 3	621	12.3	12.3	11,7		3.8	Dry Bulk Cargo
Refinery Pier No.1	213	12.3	12.3	11.7	185	3.8	Petroleum and Chemical Products[2]
Refinery Pier No.2	213	12.3	12.3	11.7	185	3.8	Petroleum and Chemical Products[2]
Refinery Pier No.3	275	12.3	12.3	11.7	230	3.8	Petroleum Products and VCM[2]
Refinery Pier No.4	275	12.3	12.3	11.7	265	3.8	Crude Oil and VCM[2]
Point Wilson Jetty N	168	9.1	9.1	8.5		3.8	Explosives
Point Wilson Jetty S	168	9.1	9.1	8.5		3.8	Explosives

[1]. *A Gross Under-Keel Clearance of 1.5m is required at all times when navigating in the Geelong channels. (Manoeuvrability margin: 0.9m & Squat allowance: 0.6m). A Gross Under Keel Clearance of 0.6m is required at all times when manoeuvring within anchorages, swinging basins, docks and berths. (Manoeuvrability margin: 0.6m & no allowance for Squat).*

[2]. *Berthing normally 'Head Out'. Berthing 'Head In' only for VCM tankers or by arrangement*

[3]. *Vessels non-compliant with the above requirements may berth only subject to the approval of the Harbour Master*

[4]. *Notification of any temporary reductions in depth will be published in the Victorian Notices to Mariners*

[5]. *All enquiries should be directed to Geelong Port Marine Control on (03) 5247 0300*

[6]. *Vessels up to 204m LOA can be berthed at Refinery Piers 1 & 2, subject to restrictions on displacement and length*

3.5 SMALL VESSELS

3.5.1 Navigation of Small Vessels

(1) The Master of a vessel less than 50 metres in length, other than a port working vessel, shall ensure that the vessel keeps out of the way of:

(a) vessels more than 50 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*

(2) The Master of a vessel of less than 50 metres (including party boats carrying passengers) shall not:

(a) anchor in any fairway or channel.

(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 from time to time.

(3) 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 and the Harbour Master has not given any direction pursuant to sub paragraph 4.

Note: *The Harbour Master requires notification advice of aquatic events which take place within the port waters. The notification of an event to the Harbour Master must be in the form prescribed in Section 4.12, Aquatic Events, and must not take place unless there has been due compliance with all requirements of the Harbour Master in relation to such aquatic event*

(4) The Harbour Master may at any time suspend or cancel any regatta, contest, race or other event in port waters or give directions in relation to such event in the interests of safety or efficient commercial operations.

3.6 BUNKERING

(1) The following requirements apply before 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 Geelong Port Marine Control in writing or by facsimile. The notification shall include:

(i) name of vessel to be bunkered;

(ii) name of anchorage or berth where bunkering will take place;

(iii) quantity and type of bunkers;

(iv) anticipated commencement and completion date and time; and,

(v) after completion of bunkering, the actual commencement and completion date and time.

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

(i) weather conditions are not suitable;

(ii) the anchorage has not been approved by the Harbour Master for bunkering;

(iii) the Harbour Master directs that such bunkering not be 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 Environmental Requirements of this Handbook.

(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) other than that sub-paragraph (b) (iii) shall continue to apply. Contact details for berth operators are listed in Section 1.6.3 of this Handbook.

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

3.7 SHIP TO SHIP TRANSFERS (PETROLEUM &c)

(1) The Master of a vessel in port waters shall not cause or permit a vessel-to-vessel transfer of petroleum products or any other goods in liquid form (if such other goods are hazardous or noxious goods or are otherwise dangerous goods) unless:

(a) the prior written permission of the Harbour Master has been obtained; and

(b) the transfer procedures comply in all respects with the requirements contained within the Safety and Environmental Requirements Section of this Handbook.

3.8 VESSELS ENGAGED IN DIVING ACTIVITIES

(1) The Master of a vessel, including vessels less than 50 metres in length, shall not anchor the vessel for the purpose of conducting any diving within port waters without prior notification to the Harbour Master and only then provided that all requirements of the Harbour Master have been met.

Note: *This Direction applies to all professional, commercial and recreational diving activities in the port waters and is to be read in conjunction with Section 4.11.*

3.9 ACID DISCHARGE

(1) 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 ship during cargo operations by ship and shore personnel.

4 SAFETY AND ENVIRONMENTAL REQUIREMENTS

4.1 ENVIRONMENTAL PROTECTION

4.1.1 Statutory Provisions and Conventions

The Environment Protection Authority (EPA) is the statutory body having primary responsibility for environmental protection in port waters. The EPA derives its authority from the Environment Protection Act 1970, the Pollution of Waters by Oil and Noxious Substances Act 1986 (POWBONS), the State Environment Protection Policies (SEPP), Waste Management Policies (WMP) for State waters and a number of national and international conventions including the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) (which forms part of both State and Commonwealth law).

4.1.2 VRCA Requirements

1) The VRCA is strongly committed to the protection of the marine environment and to cooperation with the EPA. Without limiting or detracting from any wider environmental provisions or requirements, the VRCA requires the Master of a vessel using port waters to:

   (a) Comply with the requirements of POWBONS, MARPOL and SEPP (Waters of Victoria).

   (b) Comply with the requirements of the Port of Geelong Safety and Environmental Management Plan (SEMP).

   (c) Not cause or permit refuse of any kind to be discharged from the vessel (including through scuppers) into port waters.

   (d) Not cause or permit a person to pump or discharge any oil, oily water, spirit or any flammable liquid into port waters or to release by venting into the atmosphere above port waters any noxious or hazardous fumes or gas.

4.2 *DANGEROUS GOODS - INCLUDING BUNKERING*

4.2.1 *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 has a Material Safety Data Sheet (MSDS) for such goods and provides a copy thereof to the Harbour Master or GeelongPort Pty Ltd on request.

4.2.2 *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 a MSDS for such goods and provides a copy thereof to the Harbour Master or GeelongPort Pty Ltd on request.

4.2.3 *Gas Freeing and/or Tank Washing*

(1) At anchor

(a) Gas freeing and/or tank washing for vessels bound to or from Geelong is only permitted at the Melbourne Outer Anchorage or at sea.

(b) All vessels whilst undertaking gas freeing and/or tank washing must:

(i) fully document all operations carried out;

(ii) comply fully with on board operational procedures; and

(iii) 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)

(c) All tank washing slops must remain on board the vessel.

(d) If a tanker is proceeding from anchorage to a non-tanker berth an independent chemist appointed for the vessel must inspect the vessel to certify that the cargo tanks and confined spaces are in a gas free condition, and that the slop tanks are inerted and issue a Gas Free Certificate. The Gas Free Certificate is to be facsimiled to Port of Geelong Marine Control (03 5272 1560) which may then grant permission for the ship to berth.

(2) At Tanker Berth

(a) Vessels engaged in gas freeing or tank washing whilst at berth are to comply with the procedures and requirements of Geelong Port Pty Ltd and the terminal operator, including displaying any applicable lights and/or shapes.

(b) The vessel's Master, Owner or Agent must advise Geelong Port Marine Control prior to undertaking gas freeing or tank washing and must only undertake any such gas freeing or tank washing in accordance with the prior directions of the Harbour Master.

4.2.4 *Minimum Requirements for Tankers/OBOs at any Non-Tanker Berth*

As non-tanker berths in Geelong are not equipped with fire fighting 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) All tankers/OBOs must be free of low flash-point cargoes (<60^{o} C); this includes cargo tanks, slop tanks, cargo lines and associated pipe-work.

2) A Gas Free Certificate confirming that such vessel is gas free or has been inerted must be provided to Geelong Port Marine Control by an independent chemist before that vessel docks at, or shifts to a non-tanker berth or an anchorage within port waters.

3) 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 Geelong Port Marine Control and copies of each such Gas Free Certificate must be provided to Geelong Port Marine Control. Refer also 4.2.7.

4) The vessel is required to maintain an active deck watch whilst alongside.

Tankers Operating without Inert Gas

Tankers operating without inert gas may only berth at a non-tanker berth provided all cargo tanks are certified by an independent chemist as being in a gas free condition and such Gas Free Certificate has been provided to Geelong Port Marine Control.

Tankers Operating with Inert Gas

1) The vessel's inert gas system must be fully operational. If work is proposed to be carried out on the ship'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.

2) Any tank, including slop tanks, containing high flash point cargo or residues, must have the ullage space maintained in an inert condition unless prior written authority has otherwise been given by the Harbour Master.

3) All empty tanks that last carried a low flash-point cargo must be washed and/or gas freed and must not have a vapour test reading in excess of the equivalent to 1% hydrocarbon as referenced to Hexane.

4) Any empty tank that last carried a low flash-point cargo and has not been gas freed must not have a hydrocarbon content exceeding 2% by volume.

5) Special conditions will be applied at the direction of the Harbour Master to slop tanks(s) that contain low flash-point slops/products.

   (a) Wherever possible slops should be confined to a single slop tank

   (b) If the flash-point is <60°C then the tank must be tested and certified that the content of low flashpoint product within the slops does not exceed 5% of the tank's volume.

   (c) The ullage space of the slop tanks must be inerted.

6) Positive inert gas pressure on tanks is to be maintained at all times and the oxygen content of the inert gas must not exceed 5%.

7) 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.

8) Upon seeking permission to berth, a written declaration must be provided by an independent chemist that states the vessel meets the above minimum requirements for a tanker/OBO to berth at a non-tanker berth. The completed declaration must be facsimiled to Geelong Port Marine Control, but the vessel must not berth until directed by the Harbour Master that its application to berth is approved.

4.2.5 *Ship-to-Ship Transfers (Petroleum)*

1) No ship-to-ship transfer is permitted in port waters without the written permission of the Harbour Master. The Harbour Master may at his sole discretion require that a pilot be on board one or both of the vessels involved in any such ship-to-ship transfer.

2) The Harbour Master will consider each application for a ship-to-ship transfer on its merits. If the transfer operation is approved, the Harbour Master may declare a temporary restricted area in the location of the planned transfer operation.

3) To be considered for approval from the Harbour Master applications for ship-to-ship transfer must meet at least the following criteria

   (a) The vessels involved in the operation must be compatible.

   (b) The vessels involved must ensure the provision of appropriate fendering.

   (c) Pre-planning discussion to cover navigational, operational and safety aspects is to be held between representatives of the Harbour Master, Port Phillip Sea Pilots (if required by the Harbour Master) and the Operators of both vessels.

(d) The requirements of ISGOTT and the Ship to Ship Transfer Guide (Petroleum) must be followed.

(e) The receiving tanker will be in all respects ready to load before coming alongside the other tanker.

(f) Pre-washing and/or flushing of tanks is not permitted once the vessels are secured alongside each other.

(g) There must be satisfactory and common language communication skills along with competent and experienced crews on both vessels.

(h) The Harbour Master may require a representative in attendance during mooring and transfer operations.

The Harbour Master may monitor safety and pollution prevention requirements during the transfer operations and may at his sole discretion issue further directions during the transfer operations if such further directions are considered necessary.

Note: *Written applications for permits should be facsimiled to the Victorian Regional Channels Authority (03) 5225 3599 marked to the attention of the Harbour Master*

4.2.6 *Bunkering*

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 3.6 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 unauthorized 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 5.2.2 of this Handbook.

(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.

4.2.7 *Entry Into Confined Spaces/Cargo Tanks – All Vessels*

This section is advisory only.

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 ship's own ISM Code 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 have available to them adequate self-contained breathing apparatus.

4.3 *HOT WORK - TANKERS*

4.3.1 *At Anchor*

1) Hot work on board a tanker that only involves ship's crew must be fully documented and conducted in accordance with either ISGOTT or the ship's own ISM Code procedures to determine the area is Safe for Hot Work.

2) Where a person other than a member of the ship'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 Geelong Port Marine Control.

3) If the intended work is to be carried out in a cargo tank or confined space the requirements for entry into a cargo tank or confined space as advised in Section 4.3 should also be applied.

4.3.2 *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. Contact details for berth operators are listed in Section 1.6.3 of this Handbook.

2) Hot work on board a tanker that only involves ship's crew must be fully documented and conducted in accordance with either ISGOTT or the ship's own ISM Code procedures and the berth operator's requirements.

3) Where a person other than a member of the ship'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 Geelong Port Marine Control.

4) 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.

5) Geelong Port 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.

4.4 *HULL CLEANING*

4.4.1 *Application*

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 ships.

4.4.2 *Procedures*

1) No part of a vessel's hull is to be cleaned in port waters without a prior written permit issued by the Harbour Master.

2) In-water hull cleaning is prohibited, except under extraordinary circumstances. A permit for in-water hull cleaning will not normally be granted.

3) 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.

4) The polishing of ship'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.

5) Applications for permits under this Section may be facsimiled to the VRCA (03) 5225 3599, and marked to the attention of the Harbour Master.

4.5 *HOLD CLEANING*

4.5.1 *Application*

1) This section applies in the port waters and is applicable to all commercial ships greater than 200 gross tons, which intend to clean holds for whatever reason.

2) This code only applies to dry cargo holds, not to tanks following transport of bulk liquid cargo and must be read in conjunction with any relevant EPA and/or AQIS requirements.

3) Discharge of washings containing traces of the following cargoes may be considered innocuous to the marine environment in small quantities subject to any relevant EPA and/or AQIS requirements:

- Cereal grains, coal and its derivatives, iron ore, alumina, bauxite, salt, sulphur, petroleum coke, cement, gypsum soda ash, and fish meal.
- Sugar, in small quantities following the sweeping of dry cargo can be considered innocuous. However, this does not apply to the removal of significant quantities of liquid or semi-liquid, sugar-based materials such as molasses which are best disposed of in the open sea.
- Fertiliser depending upon the precise material:
  - ◊ Phosphate rock can be considered innocuous, in trace quantities.
  - ◊ Superphosphate is also innocuous provided there are no added chemicals such as biocides.
  - ◊ Nitrogen-based fertilisers could stimulate algae growth but again, in trace quantities, with no added chemicals such as biocides, they can be considered innocuous in this context.

4) If a vessel intends to clean holds or pump hold washings overboard and the vessel has carried a cargo (or cargoes) not listed above, advice must be sought from the EPA before hold cleaning begins.

4.5.2 *Compliance with EPA Requirements*

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 ships.

4.6 *SHIP'S BALLAST WATER*

In Victoria, there are separate requirements for international and domestic ballast water. Domestic ballast water means ballast water that originates from an Australian port or within the territorial sea of Australia.

4.6.1 *International Ballast*

The handling of international ballast is subject to Australian law in accordance with the Quarantine Act, which is enforced by AQIS. AQIS has requirements in all Australian ports for ships to manage internationally sourced ballast water. AQIS can be contacted on (03) 8387 0100. Further details relating to AQIS requirements can be found at their website by visiting www.daffa.gov.au/aqis and following the links to their ballast water section.

4.6.2 *Domestic ballast water requirements*

The Victorian Government has imposed domestic ballast water management arrangements for Victoria. These arrangements apply to all ships. Ships must not discharge any high risk ballast water into Victorian State waters. To avoid discharges of high risk ballast water, ships must either discharge their ballast safely out at sea or keep high risk ballast water on board. All ships will be required to provide EPA with accurate information on the status and risk of any ballast water contained on their ships.

Victoria's domestic ballast water management arrangements are outlined in the Waste Management Policy (Ship's Ballast Water). This policy is a statutory document made under the Environment Protection Act 1970 and forms part of Victoria's legal system (see EPA website for details).

To identify how ships can meet their ballast water obligations set out in the Policy, EPA Victoria developed the Protocol for Environmental Management - Domestic Ballast Water Management in Victorian State Waters (PEM). The PEM provides information to assist the shipping industry assess and manage the risks associated with domestic ballast water management (see EPA website for details).

All ships that intend to visit a Victorian port must send EPA Victoria a Victorian Ballast Water Report Form. This report form requires the Master of the ship to provide details about the intention to discharge domestic ballast water, ballast water treatment or exchange and risk assessment results. This form is included in the PEM.

If any ship is carrying domestic ballast water it must also complete the Ballast Water Log. This log must be completed even if the ship does not intend to discharge the domestic ballast water. A copy of this log is also provided in the PEM.

For further details, contact:

EPA Ballast Water Officer
EPA Victoria
GPO Box 4395 QQ Melbourne VIC 3001

Tel: (03) 9695 2547 Fax: (03) 9695 2520

Email: ballast.water@epa.vic.gov.au
Web Site: www.epa.vic.gov.au

4.7 *WASTE DISCHARGES AND GARBAGE*

4.7.1 *General Prohibition*

1) Discharge into port waters or upon any wharf pier or jetty of ship's refuse, rubbish, offensive liquid or other waste matter IS PROHIBITED under all circumstances.

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

4.7.2 *Collection Procedures*

1) Containers used for the collection of ship'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) In order 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 ship to the refuse removal vehicle.

4) At collection time it is the responsibility of the ship 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 AQIS requirement that all ship's garbage containers are to be covered with a well-fitting lid.

4.8 *IMMOBILISATION OF MAIN ENGINES*

The Master of a vessel that is within port waters must not cause or permit any immobilisation or repairs to engines, or other repairs that immobilise the vessel, without the prior permission of the Harbour Master.

When the vessel is berthed at any wharf, the permission of the berth operator must be obtained also.

4.9 *VESSEL '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.

4.10 *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.

4.11 *DIVE VESSELS OPERATING IN GEELONG PORT WATERS*

1) Vessels engaged in diving activities may not operate in port waters without prior notification to the Harbour Master and compliance with Section 3.8 of these Directions.

2) In addition operators of such vessels must strictly comply with MSV requirements and all safety requirements and other protocols associated with the conduct of diving activities (including the appointment of a duly qualified person-in-charge and compliance with all flag, signals and other notification/warning requirements).

3) A constant radio watch must be kept on Channel 12 and Channel 16 throughout the period that any dive vessel is operating within port waters.

4.12 *AQUATIC EVENTS*

1) The VRCA requires prior notification advice of aquatic events which are proposed to take place within, or are likely to enter into port waters.

2) An Aquatic Events Advice form must be lodged with the VRCA not less than 5 working days before the event is proposed to take place: The Aquatic Events Advice form must include the following information:

   (a) Name, telephone contact and facsimile number of the organisation or person organising the event.

   (b) The course and waypoints for the event.

   (c) The proposed start and finish dates and times.

   (d) The approximate number of boats expected to take part.

   (e) The size and type of boats expected to take part.

3) Event organisers must ensure that event participants are instructed to keep clear of commercial shipping at all times.

4) Pursuant to Section 3.5 of the Harbour Master's Directions, the Harbour Master may at any time suspend or cancel any regatta, contest or race or other event in port waters in the interest of safety or commercial operations.

5) Pursuant to Section 89 of the Port Management Act 1995, it is an offence to fail to comply with any direction, or to obstruct the Harbour Master (or a person acting under the direction of a Harbour Master) in executing his duties.

[Note: Aquatic Event Advice forms for the port waters can be obtained from the Victorian Regional Channels Authority website: www.regionalchannels.vic.gov.au. Forms should be marked to the attention of the Harbour Master and facsimiled to the Victorian Regional Channels Authority (03) 5225 3599 or emailed to admin@regionalchannels.vic.gov.au]

5 EMERGENCY MANAGEMENT PROCEDURES

5.1 MARINE INCIDENTS

5.1.1 Powers of the Harbour Master

The Harbour Master may give directions prohibiting the entry into or requiring the removal from port waters of any vessel that the Harbour Master has reasonable cause to believe is unseaworthy, unsafe or in danger of sinking and causing an obstruction to navigation in those waters; or is in imminent danger of causing serious damage to the marine environment or property in those waters.

Pursuant to Section 89 of the Port Management Act 1995, it is an offence for a Master to fail to comply with any direction given by the Harbour Master and it is also an offence to obstruct the Harbour Master (or a person acting under the direction of a Harbour Master) from exercising their functions.

5.1.2 Geelong Port Emergency Plan

1) The VRCA, GeelongPort Pty Ltd and Graincorp have jointly developed a Port Emergency Plan covering initial response to emergencies, which may involve actual or possible damage to property, injury or loss of life in the port and adjacent areas. Possible emergencies considered by the plan include fire, escape of gas, marine casualty, crash of aircraft, pollution of Corio Bay by oil or other hazardous and noxious substances, natural disasters and special emergencies such as terrorism. The plan may be activated by the Duty Marine Controller or by the Harbour Master.

2) Management and combat of the emergency may involve relevant authorities such as Police, Water Police, Country Fire Authority, State Emergency Service, Marine Safety Victoria, the Environment Protection Authority and the Master of any vessel involved. Organisations such as Avalon Airfield, Viva Energy Refining Pty Ltd and other industries, local Municipal Authorities, and Ship's Agents may be affected and may be called on for assistance.

3) The Master of a vessel in respect of which the Port Emergency Plan may be invoked, or who observes any incident which may call for combat action, must communicate by telephone or radio with Geelong Port Marine Control. The Duty Marine Controller will take appropriate action as detailed in the Port Emergency Plan. The Master of the vessel reporting may expect to have early contact with an officer of the VRCA and attendance of the appropriate combat authority, response times being dependent on the location of the incident. The co-operation of Masters is requested to stabilise and contain emergencies at the earliest possible moment.

4) Masters of vessels carrying commodities which present particular hazards should determine with the Duty Marine Controller, on arrival, the action to be taken in the event of an emergency arising during the vessel's stay in port and this information will then be recorded and available for the use of combat authorities.

5.1.3 *Police Operational Regions*

1) The port waters and onshore facilities of the port of Geelong spans the following Victoria Police Operational Regions:

- All port waters for Melbourne, Geelong and throughout Port Phillip: Whisky Region.
- All port of Geelong land areas: Kilo Region.
- Melbourne Water Police.

2) In the event of an incident police response will normally be provided via the appropriate Region. Emergencies in any part of the port should be notified on Telephone No. 000 or Geelong Port Marine Control.

5.1.4 *Reporting of Incidents in port waters (other than pollution)*

In the event of the occurrence of any incident, other than pollution, that is likely to affect navigation in port waters, any person causing or observing such incident should as soon as possible provide as much of the following information as is available and applicable to Geelong Port Marine Control:

To: Harbour Master, Port of Geelong

Name of Vessel	Port of Registry .....
Official No.	Gross Tonnage .....
Type of Vessel	Name of Master .....
Name, address and contact number of Owner	
.....	
Name, address and contact number of Agent	
.....	
Classification Society	
Nature of Cargo	
Number of Crew	Number of Passengers .....
Date and Time of Incident	
Location of Incident	Arriving or Departing .....
Draught (Fore and Aft)	
Details of Incident	

Note: *Masters should note that the MSV and/or AMSA will conduct a prompt investigation following any grounding, collision or close quarters incident or other maritime incident. (The occurrence of any such incident in port waters should be immediately notified to Geelong Port Marine Control for ongoing transmission to the Harbour Master.) Masters should note that they are also required, in certain circumstances, to report maritime incidents to AMSA in accordance with the provisions of Section 268 of the Navigation Act 1912.*

5.2.1 *Port Phillip Region Marine Pollution Contingency Plan (PPRMPCP)*

1) The PPRMPCP is prepared by the Regional Marine Pollution Committee to the requirements of The Victorian Marine Pollution Contingency Plan (VICPLAN), which is in turn established under the authority of the Administrative Arrangements of the National Plan to Combat Pollution of the Sea by Oil. (National Plan).

2) VICPLAN is an integral component of the Victorian State Emergency Response Plan.

3) The PoMC has been designated the Regional Control Agency for the PPRMPCP with operational responsibility to take action to respond to an oil spill.

5.2.2 *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 ship.

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

   Geelong Port Marine Control
   Tel: (03) 5247 0300, VHF Channel 12

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

Note: *HC (Melbourne) should be advised in all instances of oil pollution so that a POLREP can be initiated*

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 1912*

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

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

(b) Frequency or frequencies of radio channel or channels guarded.

(c) Name, address, telex, facsimile and telephone number of principal place of business of Owner.

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

- the charterer, manager or operator of the ship or
- the Agent in Australia of the charterer, manager or operator of the ship.

(e) Type of ship (eg oil tanker, chemical tanker, dry cargo ship) 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 ship 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 ship.

(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 ship.

(r) Assistance which has been requested from or which has been provided by others.

5.2.3 *Emergency Telephone numbers*

Fire Brigade/Police/Ambulance	**000**
Port Emergency Geelong Port Marine Control	**(03) 5247 0300**
Melbourne VTS	**(03) 9644 979**
Marine Rescue Co-ordination Centre (VicPol)	**(03) 9399 7500**

6 PORT SECURITY

6.1 INFORMATION AND OBLIGATIONS

6.1.1 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 Department of Transport and Regional Services at:

Mailing Address: Office of Transport Security
Department of Infrastructure, Transport, Regional Development and Local Government
GPO Box 594
Canberra ACT 2601

Office Address: Office of Transport Security
Department of Infrastructure, Transport, Regional Development and Local Government
111 Alinga Street
Canberra ACT 2601

Email: transport.security@infrastructure.gov.au
Internet Site: www.infrastructure.gov.au

6.1.2 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 0200
Facsimile	+61 3 5272 1560

6.1.3 *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).

6.1.4 *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.

6.1.5 *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 Infrastructure, Transport, Regional Development 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 Infrastructure, Transport, Regional Development and Local Government Services for approval can be obtained from the Department's internet site at:

www.infrastructure.gov.au/transport/security/index.aspx

Operators of Australian or foreign registered ships should contact the Department of Infrastructure, Transport, Regional Development and Local Government.

6.1.6 *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.

6.1.7 *Notification of Security Alert Level*

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

6.1.8 *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 Geelong Port Marine Control.

6.1.9 *Ship Security Certificates*

Vessels entering port waters are required to provide the Geelong Port 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.

6.1.10 *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 Geelong Port Marine Control.

6.1.11 *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.

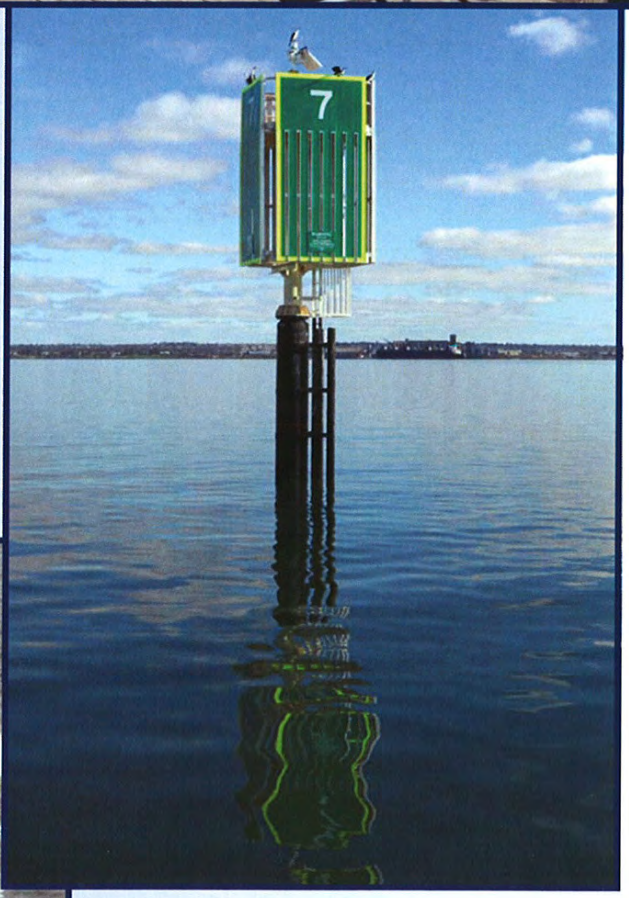
Immediate reports of security breaches, criminal activity or suspicious behaviour should be made to the Victoria Police using the emergency telephone number 000.

Alternatively reports can be made to:

Port of Geelong
M A R I N E C O N T R O L
(24 hours)
Marine Control +61 3 5247 0300 VHF Channel 12 Call Sign: Geelong Port

1
2

JVC


7

Victorian Regional Channels Authority

APPENDICES

APPENDIX 1 VRCA REFERENCE TARIFF SCHEDULE

For all VRCA Applications please visit www.regionalchannels.vic.gov.au

APPENDIX 2 KEY CONTACT DETAILS

Victorian Regional Channels Authority

APPENDIX 1: REFERENCE TARIFF SCHEDULE EFFECTIVE 1 APRIL 2015

Reference Tariff Schedule Channel Usage Charges (Prescribed Services) Effective 1 April 2015	GST Exclusive Cents / GT	GST Cents / GT	GST Inclusive Cents / GT
Base Fee (all vessels, except those exempt)	37.00	3.70	40.70
*Discounts**			
Bunkering Only	20.00	2.00	22.00
Frequent User - 2 visits within a week 3 or more visits within a week	 25.00 19.00	 2.50 1.90	 27.50 20.90
Vessels visiting Geelong and berthing at Melbourne on the same journey	20.00	2.00	22.00
*Note: Only ONE discount can apply for each visit *All non-conventional vessels will be charged at a special rate in addition to the normal channel charges Contact VRCA administration for details Exempt Vessels (No Charge) Tugs based in Geelong; naval, cadet and training vessels, customs, fishing vessels and pleasure craft of less than 200 GT. OTHER EXEMPTIONS *Any Discounts or Exemptions will be on a Case by Case basis Second transit vessel and special circumstance vessels under MARPOL subject to specific approval by the CEO of VRCA (All requests to be made in advance.)			

Reference Tariff Schedule Excess Draught Charges (Non Prescribed Services) Effective 1 April 2015	GST Exclusive $ per cm Exceeding 10.5m	GST $ per cm Exceeding 10.5m	GST Inclusive $ per cm Exceeding 10.5m
In addition to the above tariffs, (except for exempt vessels), additional charges are payable for vessels with maximum draughts that exceed 10.5 meters as follows:			
▪ Up to 21,999 gross tons	182.00	18.20	200.20
▪ 22,000 – 29,999 gross tons	194.00	19.40	213.40
▪ Above 29,999 gross tons	230.00	23.00	253.00

Conditions of Use of Channels

The use of the channels in the Geelong port waters and the services associated with the provision of safe marine services are subject to the conditions provided in the Port Waters of Geelong Operating Handbook and Harbour Master's Directions that are issued by VRCA and revised from time to time as appropriate.

Payment of invoices for channel and excess draught charges is due within 30 days of issue. Under the Port Management Act 1995, Section 79 (1) VRCA has the right to charge interest on any overdue account.

Channel Services

Channel charges are levied for access to the channels in the Geelong port waters and for services associated with the maintenance of declared channel depths, vessel traffic and navigation aids.

VRCA has a substantive role in the implementation and coordination of the whole of port emergency management, port safety and security and environmental risks.

Further Information

This announcement, the Port Waters of Geelong Operating Handbook and Harbour Master's Directions are published on VRCA's website at:
www.regionalchannels.vic.gov.au

Issued: 20 February 2015

APPENDIX 2: KEY CONTACT DETAILS

Agency		Contact Details
Thales Australia (Point Wilson Explosives Area)	Telephone: Facsimile: Mobile: E-mail:	03 5735 1111 03 5735 1110 0458 466 900 steve.oliver@thalesgroup.com.au
Asiaworld Shipping Services	Telephone: Facsimile: E-mail: Web:	03 9866 6955 / Mobile 0418 429 667 03 9821 4553 ops.melbourne@asiaworld.com.au www.asiaworld.com
ASP Ship Management Pty Ltd	Telephone: Facsimile: E-mail:	03 9211 9311 03 9211 9325 rbird@aspships.com
Australian Maritime Safety Authority	Telephone: Facsimile: Mobile: E-mail: Web:	03 86126000 03 8612 6004 0419207393 ssdsouthman@amsa.gov.au www.amsa.gov.au
Ausport Marine	Telephone: Facsimile: E-mail:	03 9687 2555 03 9646 2587 anil@aaships.com
Australian Search & Rescue Organisation	Aviation: Maritime E-mail:	1800 815 257 (24hrs) 1800 641 792 (24hrs) rccavs@amsa.gov.au
Australian Border Force (formerly Customs)	Telephone: Facsimile: Mobile: E-mail:	03 5277 1658 03 5277 3754 0400 638 247 (24hrs) dmvicgeelong@customs.gov.au
Borthwick Maritime Services Pty Ltd	Telephone: E-mail:	0421 194 132 nigel@borthwickms.com.au
Department of Agriculture	Telephone: Facsimile: Mobile: Web: E-mail	03 424 30850 03 5277 3332 0418 970028 (24hrs) www.daff.gov.au/aqis geelong.seaports@agriculture.gov.au
Boating Industry Association of Victoria	E-mail: Web:	info@biavic.com.au www.biavic.com.au
Costa Property Group (Cunningham Pier)	Telephone: Facsimile:	03 5224 1477 03 5224 1922
Country Fire Authority	Telephone: Facsimile: Mobile: E-mail:	000 / 03 5277 1499 03 5277 1515 0419 314 868 m.mcguinness@cfa.vic.gov.au
Environmental Protection Authority	Telephone: Facsimile: E-mail: Web:	03 5226 4825 03 5227 4632 john.frame@epa.vic.gov.au www.epa.vic.gov.au
GeelongPort Pty Ltd Main Office Marine Controllers	Telephone: Facsimile: Telephone: Facsimile: Web:	03 5247 0200 03 5272 1560 03 5247 0300 03 5272 1560 www.geelongport.com.au
GrainCorp Operations Ltd	Telephone: Facsimile: Mobile: E-mail: Web:	03 5247 1122 03 5278 5527 0407 418 094 ccochrane@graincorp.com.au www.graincorp.com.au

Gulf Agency Company (Australia) Pty Ltd	Telephone: Facsimile: Mobile: E-mail: Web:	03 5221 9161 03 5223 3400 0466 793 444 shipping.geelong@gac.com www.gac.com
Sturrock Grindrod Maritime	Telephone: Facsimile: E-mail: Web:	03 9741 3254 Mobile 0423 609 366 03 974 12716 melbourne@sturrockgrindrod.com www.sturrockgrindrod.com
Inchcape Shipping Services	Telephone: Facsimile: Mobile: E-mail:	03 5221 8311 03 5221 6055 0402 910 501 Geelong@ISS-Shipping.com.au
K-Line c/o- Monson Agencies	Telephone: Facsimile: Mobile: E-mail: Web:	03 9682 7449 03 9682 7487 0488 585326 390 melbourne@monson.com.au www.kline.com.au
Korevaar Marine Group	Telephone: Facsimile: Mobile: E-mail:	03 9397 6678 03 9397 7532 0408 136716 office@korevaar.com.au
LW Marine	Telephone: Mobile E-mail:	03 5979 8890 0416 253 690 lwmarine@satlink.com.au
Marine Safety Victoria	Telephone: Facsimile: E-mail: Web:	03 9655 3399 03 9655 6611 marinesafety@transport.vic.gov.au www.transport.vic.gov.au
Monson Offshore Pty Ltd	Telephone: Facsimile: Mobile: E-mail	08 9335 8633 08 9335 8644 0417 904 794 andrew.allin@monsonoffshore.com.au
NYK Line	Telephone: Facsimile: Mobile: E-mail: Web:	03 9648 8100 03 9614 2600 0408 367 149 jason_glynn@oc.nykline.com www.nykline.com
Oil Response Company of Australia (ORCA)	Telephone: Facsimile: Mobile: E-mail:	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: E-mail:	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
Port Phillip Sea Pilots	Telephone: Facsimile: Queenscliff: E-mail: Web:	03 9329 9700 03 9326 6052 03 5258 1400 managingdirector@ppsp.com.au http://www.ppsp.com.au
Sea Corporation Pty Ltd	Telephone: Telephone: Facsimile: E-mail	08 9430 7100 0421 675052 08 9430 7199 tisseral@seacorp.com.au
Shipping Australia	Telephone: Facsimile: Mobile: E-mail: 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
Swire Shipping Melbourne	Telephone: Facsimile: E-mail: Web:	03 9223 2010 03 8677 1740 opsmel@swirecnco.com www.swireshipping.com
Toll Energy Dandenong	Telephone: E-mail: Web:	03 8710 1200 nicole.maher@tollgroup.com www.toll.com
Victorian Regional Channels Authority	Telephone: Facsimile: Mobile: E-mail: Web	03 5225 3500 03 5225 3599 0439 635 912 admin@regionalchannels.vic.gov.au www.regionalchannels.vic.gov.au
Viva Energy Refining Pty Ltd - Shore Officer	Telephone: Web:	03 5273 8396 www.vivaenergy.com.au/operations/geelong
Water Police Squad and Rescue Coordination Centre	Telephone: Telephone: Facsimile:	000 03 9399 7500 03 9399 9252
Wilhelmsen Ships Service	Telephone: Facsimile: Mobile: E-mail: Web:	03 9630 0900 03 9630 0999 0438 088 280 wss.melbourne@wilhelmsen.com www.wilhelmsen.com/shipsservice