

# HARBOUR MASTER DIRECTIONS

Sydney Harbour and Port Botany

In force from 15 February 2021



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# Dictionary

**AIS** means automatic identification system

**AMSA** means Australian Maritime Safety Authority

**Bunker** or **Bunkering** means the transfer of oil or flammable/combustible liquid intended for the propulsion or the auxiliary operation of a vessel

**CASA** means the Civil Aviation Safety Authority

**Daylight** means the period between sunrise and sunset

**Emergency Services Vessel** means a vessel used by an organisation established to provide emergency response, emergency management services or disaster relief, and which is given responsibilities by a State, Territory or Commonwealth government in an emergency or disaster

**Harbour Master** has the same meaning as in the Marine Safety Act 1998 (NSW)

**IMO** means the International Maritime Organization

**ISGOTT** means the International Safety Guide for Tankers and Terminals published by OCIMF

**Length** means the distance between a vertical line passing through a point that is the foremost part of the bow and a vertical line passing through a point that is the aftermost part of the stern

**OCIMF** means the Oil Companies International Marine Forum

**Port Authority** means Port Authority of New South Wales

**Recreational vessel** has the same meaning as in the Marine Safety Act 1998 (NSW)

**ShIPS** means the Sydney Harbour Integrated Portal System

**SOLAS** means the International Convention for the Safety of Life at Sea

**Wind Speed** means the 10-minute mean wind speed measured from the Port Authority weather station at Fort Denison or Molineux Point, or from Port Authority's weather forecasting provider, as appropriate.

# 1 INTRODUCTION

## 1.1 Harbour Master Directions

The Harbour Master for Sydney Harbour and Port Botany is authorised to issue directions in relation to a particular vessel or a particular class of vessels. This publication contains standing directions of the Harbour Master, directions which will remain in force until amended, cancelled, or superseded.

These directions do not limit the power of the Harbour Master to give specific directions in any particular instance. The Master of any vessel within the port shall comply with these standing directions and any direction that may be given by the Harbour Master or person appointed to exercise the functions of the Harbour Master. A Master of a vessel who, without reasonable excuse, refuses or fails to comply with a direction given by a Harbour Master may be found guilty of an offence.

Furthermore, a person who, without reasonable excuse, obstructs a Harbour Master (or any person acting under the direction of a Harbour Master) exercising any function under the Marine Safety Act 1998 (NSW) may be found guilty of an offence.

Note: See Marine Safety Act 1998 (NSW) for more information.

## 1.2 Updates to the Harbour Master Directions

This publication may be updated from time to time, and the latest published version will be available on the Port Authority website. The latest version will supersede any previously published versions.

## 1.3 Disclaimer

The information contained in this publication has been compiled by Port Authority for use by port users. It is the responsibility of port users to ensure they comply with this document and any applicable laws and regulations. Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, Master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution, which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the date of the document. Although every care has been taken to ensure that this information is correct, no warranty, express or implied, is given in regard to the accuracy of all contents. Port Authority shall not be responsible, in law or otherwise, for any errors in, or omissions from, this publication of whatever nature and howsoever occurring, including any loss or damage resulting from or caused by any inaccuracy produced herein.

## 2 GENERAL

### 2.1 Vessel Traffic Services

#### *VTS authority*

Port Authority is authorised by AMSA to operate Sydney VTS in accordance with IMO Resolution A.857(20) and IALA Guidelines and Recommendations.

Sydney VTS provides an Information Service (INS), and a Traffic Organisation Service (TOS). The services are provided 24 hours a day, 7 days a week, year around.

Note: Refer to the Navigation Act 2012 (Cth) and Marine Order 64.

#### *VTS area*

Sydney VTS area is divided into two VTS sectors:

1. Sydney Harbour VTS
2. Port Botany VTS.

#### *Compulsory participation in VTS*

Participation in Sydney VTS is compulsory for all vessels, other than those listed below, subject to any contrary order given to the Master or owner of the vessel declaring participation in VTS to be compulsory:

- a vessel < 30m in Length\*
- a seaplane
- an Emergency Services Vessel
- a vessel engaged in ferry services, and which is using an AIS to send and receive identifying information.

\*A vessel engaged in towing or pushing, with a combined Length of tug and tow  $\geq$  30 m, is not exempt from participation in VTS.

#### *VTS permissions*

Participating vessels must seek permission from VTS to enter a port limits, and to depart from, move, or anchor within the VTS area.

#### *VTS reporting*

Participating vessels must report to Sydney VTS when passing a designated reporting point in the VTS sector. The designated reporting points are indicated in the table below:

Location	Reporting Point	Position
Port Botany	Henry Head	A line extending from Endeavour Lighthouse on Henry Head south – westwards to Inscription Point Light
	Molineux Point	A line extending southwards from Molineux Point to the No. 2 beacon in the entrance channel
Sydney Harbour	Line Zulu	A line extending between Outer North Head Light and Macquarie Light
	Sea Buoy	A line extending from the Middle Head buoy through the junction buoy to the Lady Bay buoy
	Bradleys Head	A line extending from Bradleys Head Light tower south – easterly through the safe water mark and then south - east to Point Piper
	Fort Denison	A line extending from Kurraba Point through Fort Denison to Mrs. Macquarie's Point
	Longnose Point	A line extending between Manns Point and Longnose Point
Transiting VTS Areas	Wedding Cake Island	A line extending east between Wedding Cake Island and the VTS Limit

### Communication

Contact details for Sydney VTS are noted in the below table:

<b>Call Sign</b>	Sydney VTS
<b>VHF</b>	Ch 12 Port Botany Ch 13 Sydney Harbour
<b>Email</b>	vts@portauthoritynsw.com.au
<b>Telephone</b>	+61 02 9296 4999

Vessels must maintain a VHF radio watch on the relevant VHF channel for communication with VTS when using a berth or anchorage mentioned in the Berths and Channels document on the Port Authority website, unless otherwise agreed with the Harbour Master.

Standard Marine Communication Phrases (SMCP) should be adhered to as closely as possible in communications with VTS.

### Navigation information broadcast

Sydney VTS broadcasts the following regular navigation related information:

Type of information	Time	VHF Ch
Navigation warnings, weather, tidal and shipping movement information	0005, 0205, 0405, 0605, 0805, 1005, 1205, 1405, 1605, 1805, 2005, 2205	12
Navigation warnings, weather, tidal and shipping movement information	0105, 0305, 0505, 0705, 0905, 1105, 1305, 1505, 1705, 1905, 2105, 2305	13
Coast Radio Broadcast	0736, 1736	16, 67

### *Navigation warning request and broadcast*

A request may be made to Sydney VTS via VHF radio or telephone for a navigation warning to be broadcast. Contact details of the person making the request will be required.

A person/vessel requesting a navigation warning must:

- maintain a radio watch on VHF Ch 12 or 13 as appropriate
- if the requested broadcast relates to a vessel fitted with AIS, ensure that the AIS remains operational for the duration of the navigation warning
- ensure that VTS have up-to-date and accurate information relating to the requested broadcast.

## 2.2 Arrival notification

A vessel required to participate in Sydney VTS must submit the following notifications to Sydney VTS before arrival:

Timing / How to notify	Information
6 hours before booked arrival time (Email)	Pre-arrival declaration (Form 20)
2 hours from the pilot boarding ground (VHF radio Ch 12)	Estimated time of arrival at pilot boarding ground
5 miles from the pilot boarding ground (VHF radio 12 or 13 as appropriate)	Estimated time of arrival at pilot boarding ground

Note: Additional information may be requested from time to time, as determined by the Harbour Master or Sydney VTS.

## 2.3 Pilotage

### *Pilotage provider*

Port Authority is the pilotage provider in Sydney Harbour and Port Botany.

### *Compulsory pilotage*

Pilotage is compulsory in Sydney Harbour and Port Botany in respect to all vessels, other than those listed below, subject to any contrary direction given to the Master or owner of the vessel declaring pilotage to be compulsory:

- vessel with a Master who is the holder of a relevant Marine Pilotage Exemption Certificate
- vessel with a Master who is the holder of a relevant Certificate of Local Knowledge
- vessel < 30m in Length\*
- seaplane
- recreational vessel\*\*
- vessel in respect of which an order is in effect exempting it from pilotage.

\*A vessel engaged in towing or pushing, with a combined Length  $\geq$  30m, is not exempt from pilotage.

\*\*Foreign vessels and regulated Australian vessels will not be considered recreational vessels (refer to the Navigation Act 2012 (Cth)).

### *Pilotage exemption certificate*

Information about applications for a pilotage exemption certificate is available on request from the Port Authority.

Note: Refer also to the Marine Safety Act 1998 (NSW), Marine Safety Regulation 2016 (NSW), and the NSW Marine Pilotage Code.

### Certificate of local knowledge

Information about applications for a certificate of local knowledge is available on the Port Authority website.

Note: Refer also to the Marine Safety Act 1998 (NSW) Marine Safety Regulation 2016 (NSW), and the NSW Marine Pilotage Code.

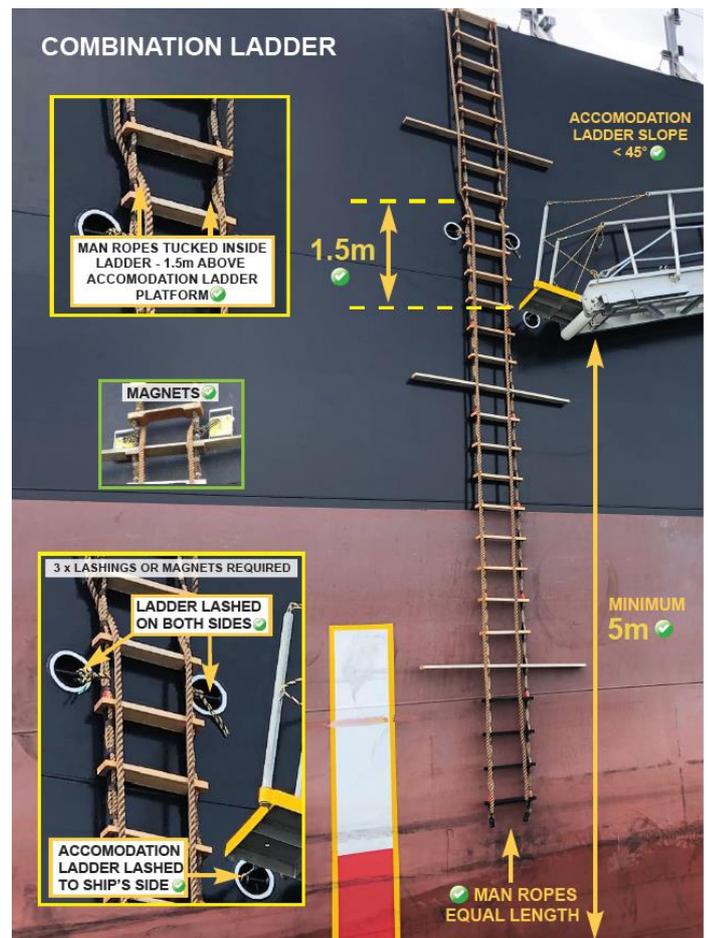
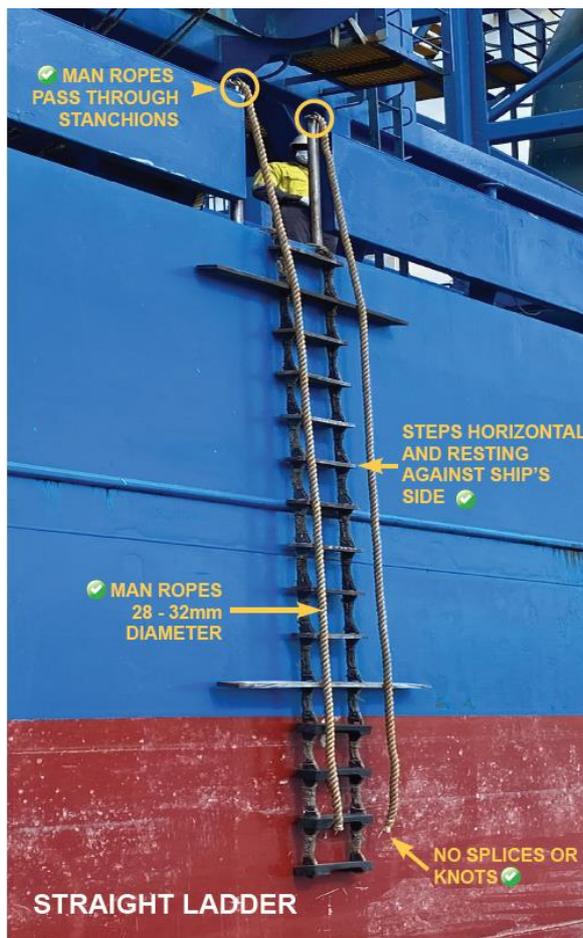
### Pilot boarding ground

The pilot boarding ground is located within the Port Botany and Sydney Harbour port limits. Port Botany pilot boarding ground is the primary boarding ground and is used for both Sydney Harbour and Port Botany unless otherwise agreed with the Harbour Master.

Pilot boarding ground	Position
Port Botany	4.15 nautical miles east of Cape Solander 34° 01.02'S 151° 18.88'E
Sydney Harbour	4 nautical miles east of Hornby light 33° 50.05'S 151° 21.68'E

### Pilot transfer arrangements

Pilot boarding arrangements must be rigged in accordance with SOLAS Regulation V/23 and IMO Resolution A1045(27), with manropes, unless otherwise agreed with the relevant pilot.



### *Master - pilot information exchange*

The Master and pilot must exchange information in accordance with IMO Resolution A.960(23).

### *Manning during pilotage*

During pilotage, the Master, one deck officer, and one helmsman must be in attendance on the bridge, unless otherwise agreed with the attending pilot.

During mooring operation, one deck officer must attend each mooring station onboard, unless otherwise agreed with the attending pilot.

## 2.4 Testing of engines, thrusters, and steering gear

A vessel's engines, thrusters, and steering gear must be tested at least 6 hours, but no more than 12 hours, before entering port limits.

## 2.5 General draft and trim restrictions, and propeller immersion requirements

### *Minimum drafts*

For vessels requiring pilot or vessels with a Master who is the holder of a relevant Marine Pilotage Exemption Certificate, the minimum permissible drafts, unless otherwise determined by the Harbour Master, are:

Displacement (ton)	Minimum forward draft	Minimum aft draft
< 100 000	2% of vessel Length	3% of vessel Length
> 100 000	3% of vessel Length	4% of vessel Length

### *Maximum trim and minimum propeller immersion*

For vessels requiring pilot or vessels with a Master who is the holder of a relevant Marine Pilotage Exemption Certificate, the maximum permissible trim and minimum propeller immersion, unless otherwise determined by the Harbour Master, are:

Vessel Length (m)	Maximum trim	Minimum propeller immersion
0-300	2% of vessel Length	100%
> 300	1% of vessel Length	90%

Note: A vessel must be trimmed by the stern unless otherwise agreed with the Harbour Master.

## 2.6 Towage

### *Towage requirements*

A vessel must use the number and type of tugs set out in the Towage Tables published on the Port Authority website, unless otherwise determined by the Harbour Master.

### *Use of a licenced towage provider*

Vessels with a displacement of 7,500 ton or more, which requires pilotage and the use of tugs, must use tugs operated by a towage provider who is the holder of an unrestricted towage licence issued by Port Authority.

### *Bow thruster assessment*

A vessel Master may apply for the vessel's bow thruster to be assessed and approved to reduce towage requirements. The assessment for these purposes must be booked through SHIPS, and any assessment will be conducted in accordance with Port Authority procedures.

### *Towage requirements for other berths, areas, or operations*

Towage requirements for berth, areas, or operations not specified in this document will be assessed in consultation with the Harbour Master.

### *Classification of tugs*

The harbour tugs are classified in accordance with the table below:

Class of tug	Type of propulsion	Minimum bollard pull (tonne) ahead or astern
Z	Omnidirectional	$\geq 55$
A	Omnidirectional	$\geq 45$ and $< 55$
B	Omnidirectional	$\geq 30$ and $< 45$
C	N/A	$\geq 10$ and $< 30$

## 2.7 Marine accidents and incidents

The Master or owner of a vessel involved in a marine accident or incident must notify the Harbour Master through Sydney VTS as soon as reasonably practicable after becoming aware of the accident or incident\*.

The Master or owner of a vessel involved in a marine accident or incident must provide the information requested by the Harbour Master in respect to the marine accident or incident.

Note: a copy of an incident alert or notification form sent to AMSA will meet the requirement for notification to the Harbour Master.

## 2.8 Mooring of vessels at berths

The Master of a vessel must ensure the vessel is appropriately secured to the berth and that the vessel's moorings are tended at regular intervals to prevent vessel movement in all weather conditions, in accordance with best practice.

Note: See for example the Mooring Equipment Guidelines published by OCIMF.

A vessel must not be secured to any wharf or buoy, navigation aid, any part of a bridge or any floating plant unless the owner or Master has obtained the permission of the relevant authority.

## 2.9 Shifting along a berth

The Harbour Master may approve shifting of a vessel along a berth without the use of pilot and tug. Approval must be sought through Sydney VTS at least 4 hours in advance, and Sydney VTS must provide clearance before any shifting may commence.

The following conditions must be met for an application for approval to be considered:

- maximum distance to be shifted is 20m, unless otherwise agreed with the Harbour Master
- maximum Wind Speed must be 15 knots
- the wind must not come from a direction that blows the vessel off the berth
- lines crew must attend the shifting if the mooring lines are taken off the bollards
- the relevant berth/terminal operator must confirm that they agree with the shifting.

## 2.10 Bunkering operations

### *Vessel receiving bunker*

The Master of a vessel planning to receive bunker must obtain a permit from the Harbour Master in advance via SHIPS.

### *Vessel supplying bunker*

The Master of a vessel planning to supply bunker must book the vessel movement and complete a dangerous goods declaration in advance via SHIPS.

### *Bunker checklist*

A bunker checklist, in accordance with the latest version of the ISGOTT, must be completed before commencing bunker operations. Port Authority may audit the bunker operation and bunker checklist.

### *Bunker operations in Sydney Cove*

A vessel may supply bunker in Sydney Cove during curfew hours provided it is servicing a vessel at the Overseas Passenger Terminal and is not swung around within the confines of Sydney Cove.

### *Time of bunker operation*

All bunker operations must commence during Daylight hours.

### *Weather restrictions*

For bunker operations at buoys or at anchor, the Wind Speed must be below 15 knots and average swell height must be below 1m.

### *Other restrictions*

Bunkering must not take place while explosives are being handled.

Note: There may be additional requirements on bunker operations imposed by a terminal or other organisation.

## 2.11 Tender operations for cruise vessels

Tender operations for cruise vessels are not permitted in Campbell's Cove or Sydney Cove. The following requirements apply in all other cases:

- Sydney VTS must be notified of the tender operation in advance
- All tender operations must comply with IMO Circular MSC 1/Circ. 1417
- Tender operations and bunker operations must not be conducted on the same side of a vessel simultaneously.

## 2.12 Escort of vessels

All piloted vessels > 100m Length, and all piloted tankers, must use an escort vessel provided by Port Authority when transiting within port limits, unless otherwise determined by the Harbour Master.

A vessel, including a recreational vessel, must not pass between a vessel being escorted and its escort vessel.

All vessels, including recreational vessels, must keep at least 30m clear of a vessel being escorted.

## 2.13 Dangerous goods

Dangerous goods must be managed and handled in accordance with the Port Authority dangerous goods guidelines found on the Port Authority website.

Note: Refer also to Australian Standard 3846 – 2005 The Handling and Transport of Dangerous Cargoes in Port Areas.

## 2.14 Work permit system

The Master of a vessel must obtain a permit from the Harbour Master via SHIPS for any work planned to be carried out onboard the vessel that could compromise the safety of the port or its environment. Such works include, but are not limited to, the following:

- engine immobilisation
- engine/propulsion/thrusters testing
- hot work
- underwater inspection or maintenance
- launching of lifeboat/rescue boat
- fire-fighting system maintenance
- confined space entry
- compass adjustment/swing
- radar testing/maintenance
- discharge of grey water/sewerage water to connection
- dive operation at vessel
- rigging of overboard work platform
- tank washing and tank venting
- use of mobile lifting device, including mobile crane on wharf
- ship-to-ship operation, including transfer of cargo or passengers.

## 2.15 Diving operations

A person planning to conduct any of the below diving operations must apply for Harbour Master approval:

Diving operation	Application for approval
Diving within 100 m of a fairway or channel within port limits	Port Authority website online application
Diving outside of 100 m of a fairway or channel, where the diving operation may interact with a commercial vessel operation, anywhere within port limits	VHF radio, email, or telephone call to Sydney VTS
Diving associated with disturbance of seabed anywhere within port limits	Port Authority website online application
Diving on the Kurradjong wreck*	Port Authority website online application
Diving on vessel alongside a designated berth within port limits	Work permit via SHIPS

\*For diving on the Kurradjong wreck, approval is only provided for night-time diving when ferry services have ceased and when no shipping is scheduled in Sydney Harbour within one hour after the dive is planned to commence, unless otherwise agreed with the Harbour Master in advance. As the shipping schedule frequently changes, the approval can usually only be provided immediately before commencement of diving.

## 2.16 Disturbance of seabed

A person disturbing the seabed, pursuant to section 67ZN of the Ports and Maritime Administration Regulation 2012 (NSW), must seek permission from the Harbour Master via the application form on the Port Authority website.

## 2.17 Helicopter operation

The Harbour Master must be notified at least 5 days in advance of a planned helicopter operation involving interaction with a vessel within port limits, such as lifting of an object from a vessel or landing on a vessel. Any notification must include a copy of the permit from CASA authorising the conduct of helicopter operations.

Note: Refer to CASA for more information.

## 2.18 Unmanned aircraft (drone)

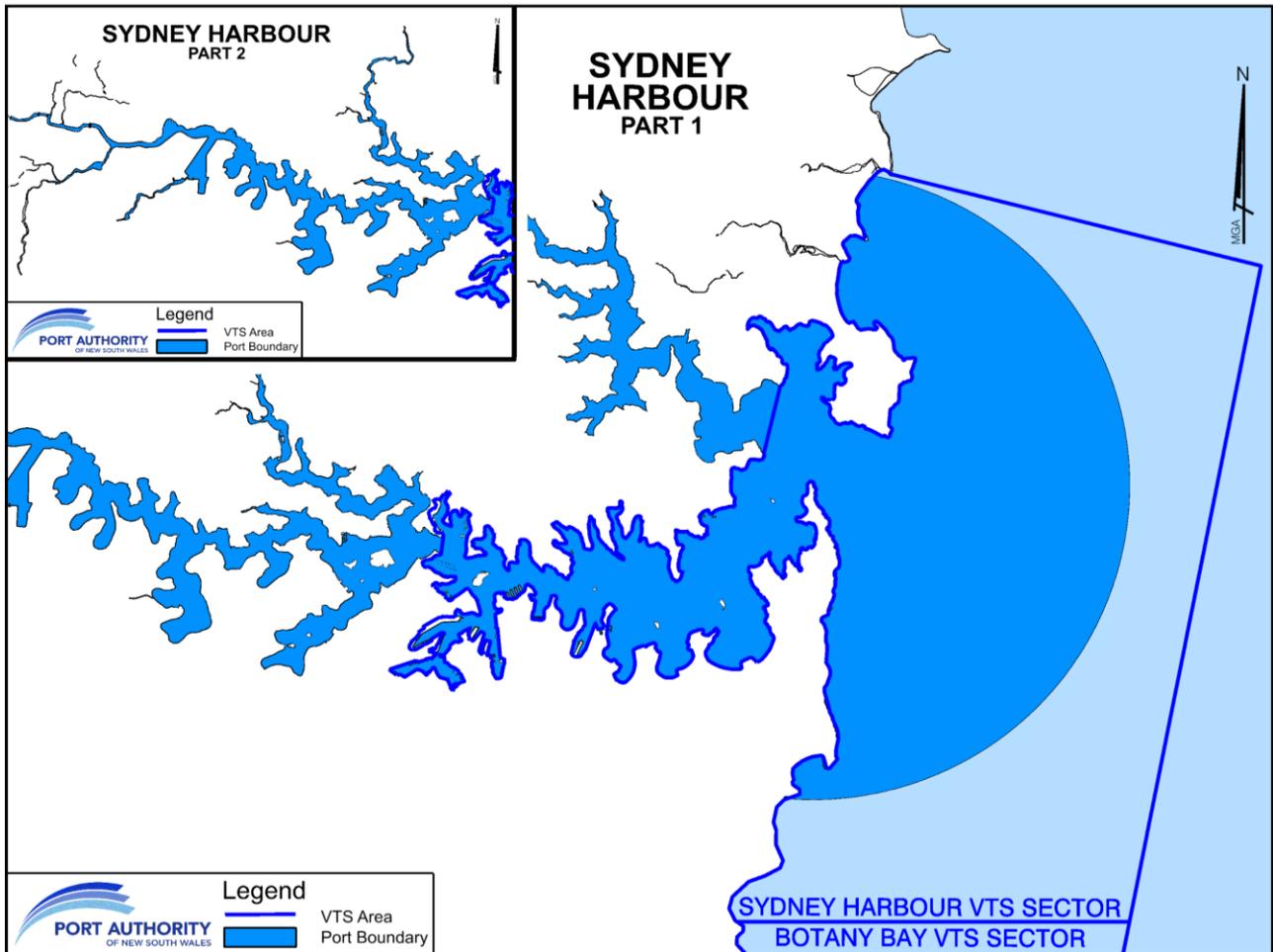
The Harbour Master must be notified at least 5 days in advance of a planned operation of an unmanned aircraft within port limits. Any notification must include a copy of the permit to operate an unmanned aircraft issued by CASA.

Note: Refer to CASA for more information.

## 2.19 Unmanned and/or autonomous vessel

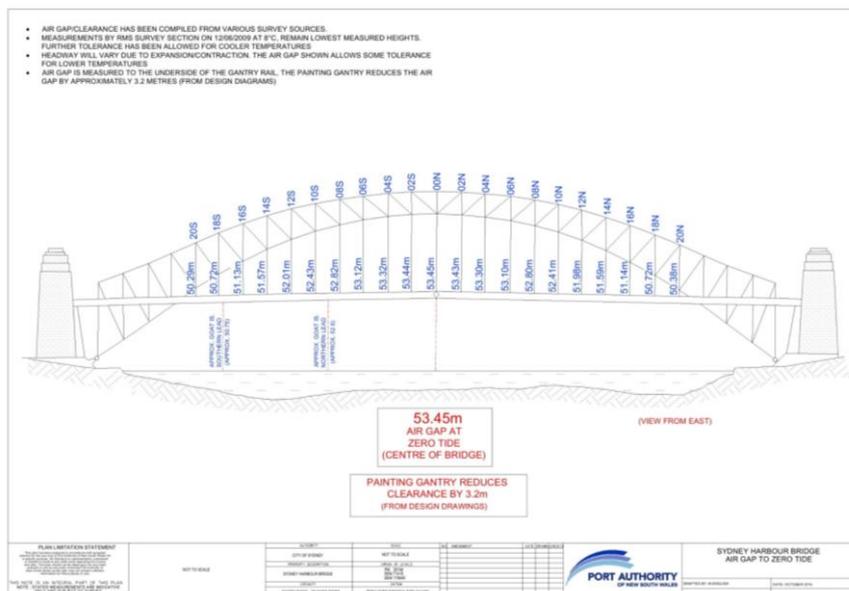
The Harbour Master must be notified at least 5 days in advance of a planned operation of an unmanned and/or autonomous vessel within port limits.

### 3 SYDNEY HARBOUR



#### 3.1 Air draft requirement for passing under Sydney Harbour Bridge

A vessel must maintain a minimum 2m clearance from the lowest point of the Sydney Harbour Bridge, taking into account the location of the gantry if applicable (see image below).



## 3.2 Under keel clearance (UKC) requirement

During transit within Sydney Harbour port limits, UKC must be a minimum of 10% of vessel deepest draft.

In a berth box, UKC must be a minimum of 0.5m unless otherwise directed.

Certain vessels may be subject to additional UKC requirements, as determined by the Harbour Master.

## 3.3 Berth Requirements

### Gore Cove

Requirement	Gore Cove 1
Maximum Length	265m unless otherwise agreed with the Harbour Master
Maximum draft	13.7m
Maximum beam	Vessels cannot pass a vessel berthed at Gore Cove 1 if the sum of the two beams exceeds 63.6m
Berthing configuration	Port side alongside
Arrival and transit to berth	<ul style="list-style-type: none"> <li>Berthing during Daylight hours only</li> <li>Pilot must be booked for boarding at Sydney pilot boarding ground between 30 minutes before sunrise and 1.5 hours before sunset</li> </ul>
Berthing for vessels with displacement > 60,000 tonnes or a large tanker*	Tidal flow at Balls Head must not exceed 0.5 knots
Departure and transit from berth	<ul style="list-style-type: none"> <li>Departure during Daylight hours only.</li> <li>Pilot must be booked for departure between 30 minutes before sunrise and 1 hour before sunset</li> </ul>
Departure for a large tanker* with draft ≤ 10m	Tidal flow at Balls Head must not exceed 0.7 knots
Departure for a large tanker* with draft > 10m	Tidal flow at Balls Head does not exceed 0.5 knots
Mooring boats	Two mooring boats must be used for arrival and one for departure

\* For these purposes, a large tanker is a tanker with Length > 230m or beam > 40m.

### Chowder Bay and Captain Cook Dry Dock

Requirement	Chowder Bay	Captain Cook Dry Dock
Maximum Length	By consultation	345m
Maximum draft	13.7m	11m
Maximum beam	N/A	37m
Berthing configuration	Starboard side alongside (unless otherwise agreed with the Harbour Master)	Head in (unless otherwise agreed with the Harbour Master)
Berthing	Daylight hours only	Daylight hours only. Pilot must be booked for boarding at Sydney pilot boarding ground between 30 minutes before sunrise and 1.5 hours before sunset
Unberthing	Anytime	Must be booked for 1 hour before sunset
Wind constraint	N/A	Vessels must only arrive or depart in Wind Speed < 15 knots. Vessels with particularly high windage may be further restricted.

### Overseas Passenger Terminal

Requirement	Overseas Passenger Terminal
Berthing configuration	Starboard side alongside, unless otherwise agreed with the Harbour Master. Harbour transit must be planned to ensure vessel is secured at terminal 30 minutes before curfew (see information on curfew below)
Berthing	<ul style="list-style-type: none"><li>• Vessel must not berth with bow further south than -30m mark or with stern further south than – 15m mark</li><li>• Master must not single up moorings or disengage shore gangways unless agreed with the pilot</li><li>• Vessel thrusters must not be engaged unless agreed otherwise with VTS</li><li>• Vessel must not be swung around in Sydney Cove</li><li>• Mooring boat is required if mooring dolphin is used, or if mooring lines cross the Harbour Master steps</li></ul>
Curfew	Monday to Friday: vessels must not conduct berthing/unberthing operations at the Overseas Passenger Terminal between 0645 – 0930 and 1630 - 1845

### Glebe 7 and 8

Requirement	Glebe 7 and 8
Berthing and unberthing	<ul style="list-style-type: none"><li>• During berthing and unberthing at Glebe 8, a vessel at Glebe 7 must maintain 70m clearance to the vessel at Glebe 8 during the manoeuvre. This may require the vessel at Glebe 7 to temporarily relocate during the manoeuvre. Once the manoeuvre is completed, the distance between the vessels at Glebe 7 and 8 may be reduced to 20m.</li><li>• If the vessel berthing or unberthing at Glebe 8 is using two A class tugs, Glebe 7 must be clear of any vessel.</li><li>• If a vessel at Glebe 7 is scheduled to depart within 4 hours, a vessel arriving at or departing from Glebe 8 must wait until the vessel at Glebe 7 has departed. If a vessel at Glebe 7 is scheduled to depart after a period of 4 hours or more, the vessel at Glebe 7 must relocate to allow a vessel to arrive to or depart from Glebe 8.</li><li>• If a vessel at Glebe 7 must relocate to allow for a vessel to arrive at Glebe 8, the costs associated with the relocation (pilotage, tugs, and lines boat) must be borne by the vessel arriving at or departing from Glebe 8.</li></ul>

## 3.4 Anchoring

The Master of any vessel, including a recreational vessel, must not anchor within any fairway or channel within port limits, or within 300m of Sydney Harbour Tunnel, without prior consent of the Harbour Master.

The Master of any vessel participating in Sydney VTS must not anchor anywhere within port limits without prior consent of the Harbour Master.

The Harbour Master's consent to anchor is sought through Sydney VTS.

Information on anchorages is contained in the Berths and Channels document available on the Port Authority website.

Anchorages are to be booked through SHIPS and must be accompanied by an expected booking for removal, with a pilot and one A class tug or higher selected in the expected booking. The Harbour Master will determine if the expected booking for removal will be used.

Vessels using an anchorage must monitor their position and ensure it remains within the anchorage area.

Vessels using an anchorage must seek consent of Sydney VTS before using propulsion, thrusters, or other manoeuvring systems.

### 3.5 Scheduling priority for arrivals at White Bay Cruise Terminal

An inbound vessel scheduled for arrival at White Bay Cruise Terminal will be given priority for pilot boarding over a vessel scheduled for arrival at Overseas Passenger Terminal in the following circumstances:

- their scheduled pilot boarding times are within 30 minutes from each other
- for a vessel scheduled for White Bay Cruise terminal, there are no tidal restrictions for passing under Sydney Harbour Bridge
- there are no curfew restrictions at the Overseas Passenger Terminal.

### 3.6 Towing west of Bradley's Head

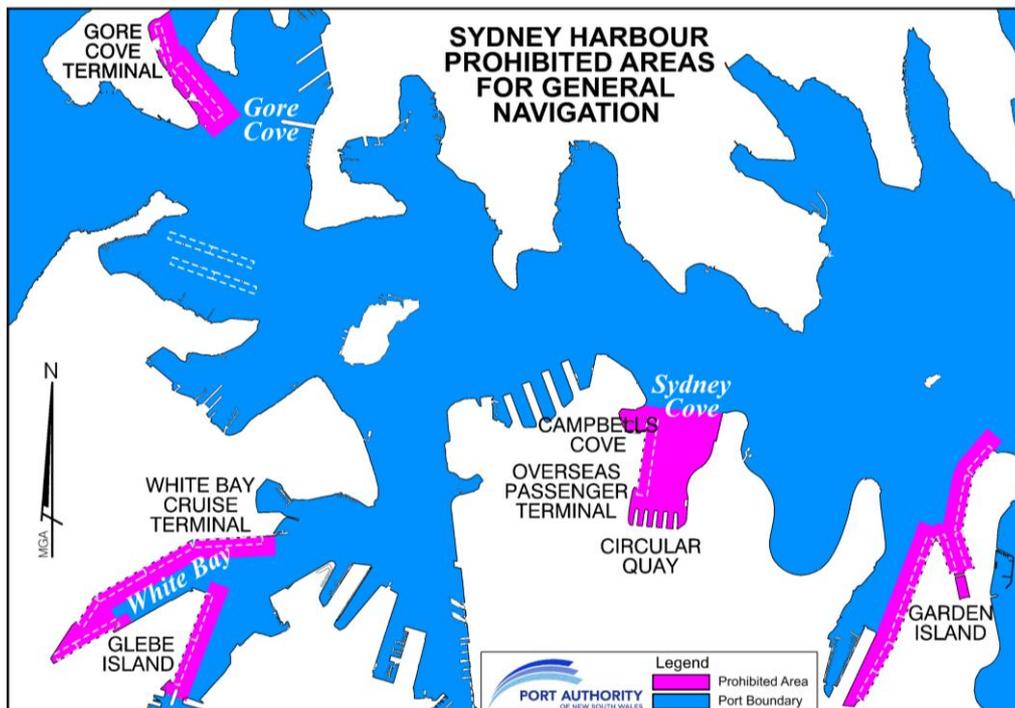
A vessel engaged in towing in any area west of Bradley's Head must lash the tow alongside while navigating, unless otherwise agreed with the Harbour Master.

### 3.7 Prohibited areas for general navigation

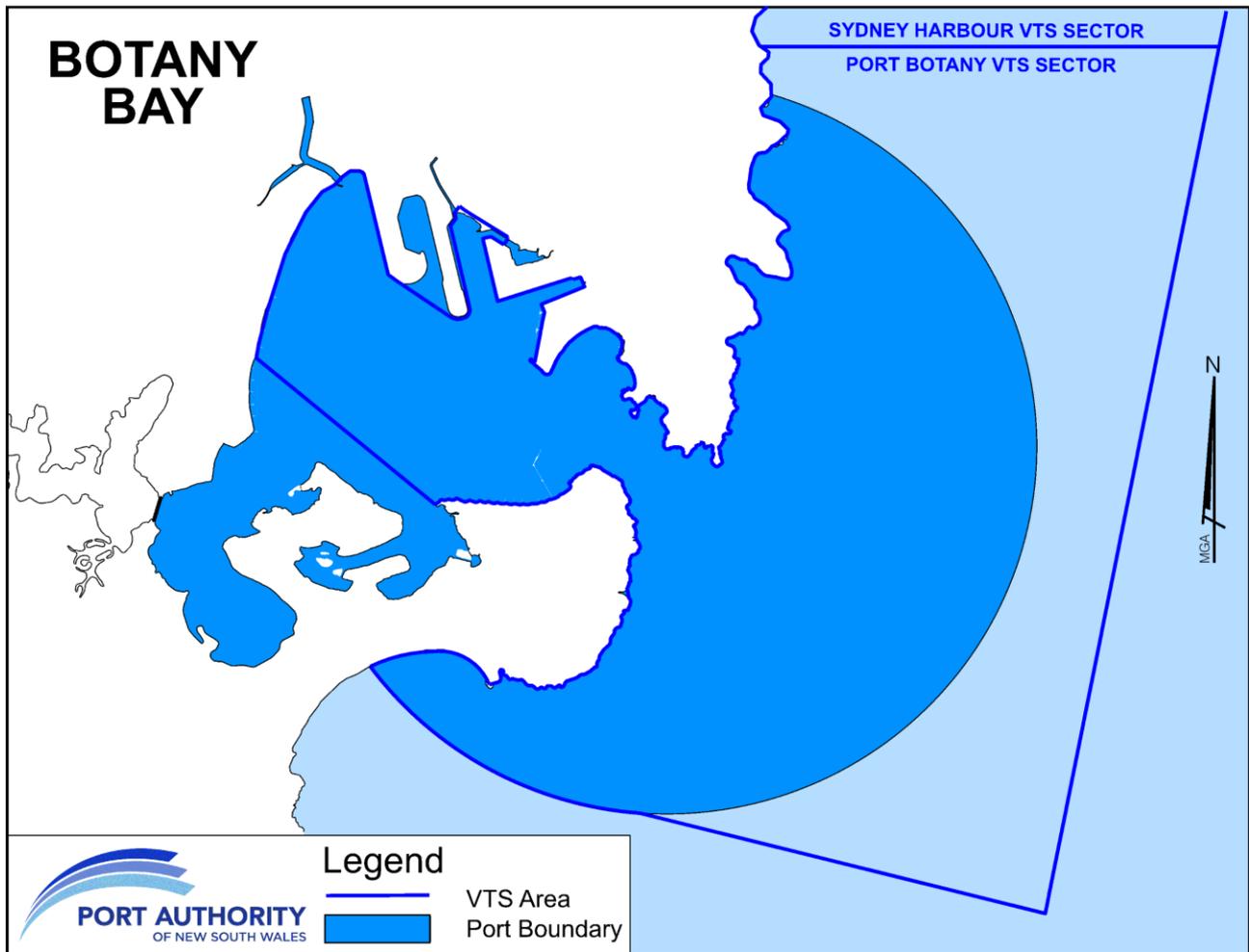
The areas outlined in the below figure are prohibited from general navigation unless otherwise agreed with the Harbour Master.

As referred to above, general navigation is taken to exclude navigation with the following vessels:

- vessel under pilotage
- vessel providing services to a vessel under pilotage (e.g., a tug or a lines boat)
- vessel with permanent moorings in the prohibited area
- vessel approved by Transport for NSW (e.g., a ferry or taxi boat with the appropriate approval)
- vessel navigating the south eastern part of the prohibited area at Glebe Island while transiting between Johnstons Bay and Blackwater or Rozelle Bay
- Port Authority vessel.



## 4 PORT BOTANY



### 4.1 Under keel clearance (UKC) requirement

Location	UKC
Transit between Cape Banks and swing basin	10% of maximum vessel draft
Transit in Brotherson Dock	1.0m
Transit in Hayes Dock	1.0m
Berth boxes Brotherson Dock, Hayes Dock, Bulk Liquid Berths	0.5m
Berth boxes Kurnell berths 1 and 2	0.8m
Berth box Kurnell berth 3	1.0m

Certain vessels may be subject to additional UKC requirements, as determined by the Harbour Master.

## 4.2 Berth requirements

### Brotherson Dock and Hayes Dock berths

Requirement	Brotherson Dock Berths 10, 11, 12	Brotherson Dock Berths 6, 7, 8, 9	Hutchison Dock Berths 1, 2, 3
For vessels < 310m during berthing, minimum distance to another vessel at berth	20m*	20m	20m
For vessels > 310m during berthing and unberthing, minimum distance to another vessel at berth	30m*	30m	30m

Note: After berthing, the minimum distance between vessels may be reduced in exceptional circumstances as determined by the Harbour Master.

\* At Brotherson Dock berth 10, vessels with Length < 310m must not extend east of 32m berth mark. Vessels with a Length ≥ 310m, the minimum distance to the end of the quay is 60m. Once vessel is alongside it may be moved along the wharf to 32 m mark with pilot and tugs, if required. When departing, there must be the ability to move the vessel along the wharf to achieve 60m clearance to the quay end and have a minimum of 30m clearance with the vessel at the adjoining berth.

### Kurnell berth 1 and 2

Requirement	Kurnell 1	Kurnell 2
Maximum vessel Length	257m	200m
Berthing configuration	Port side alongside	Starboard side alongside
Daylight berthing for vessels draft < 9.8m or displacement < 35,500 ton	Anytime <ul style="list-style-type: none"> <li>Vessel stern must not be positioned south of chainage 23m</li> </ul>	Anytime
Daylight berthing for vessels draft > 9.8m or displacement > 35, 500 ton	<ul style="list-style-type: none"> <li>Pilot must board between 90 and 30 minutes before HW/LW</li> <li>Vessel stern must not be positioned south of chainage 23m</li> </ul>	Pilot must board between 90 and 30 minutes before HW/LW
Daylight berthing for vessels Length 230m – 240m	<ul style="list-style-type: none"> <li>Pilot must board between 90 and 30 minutes before HW/LW</li> <li>Wind Speed must be &lt; 20 knots</li> <li>Vessel stern must not be positioned south of chainage 23m</li> </ul>	Not permitted
Daylight berthing for vessels with Length 240m – 257m	<ul style="list-style-type: none"> <li>Pilot must board 1 hour before HW/LW</li> <li>Vessel stern must not be positioned south of chainage 30m</li> </ul>	Not permitted
Night berthing	<ul style="list-style-type: none"> <li>Only for vessels Length &lt; 200m</li> <li>Pilot must board 1 hour before HW/LW</li> <li>Wharf must be fully illuminated</li> <li>Kurnell 1 sector light must be operational</li> <li>No 2 and 3 swamp line pimple buoys at Kurnell 3 must be clear of swing area. If the buoys are not clear of swing area, a lines boat must be available to indicate their positions</li> </ul>	<ul style="list-style-type: none"> <li>Only for vessels Length &lt; 200m</li> <li>Pilot must board 1 hour before HW/LW</li> <li>Wharf must be fully illuminated</li> <li>No 2 and 3 swamp line pimple buoys at Kurnell 3 must be clear of swing area. If the buoys are not clear of swing area, a lines boat must be available to indicate their positions</li> </ul>
Unberthing	Anytime	Anytime
Swell during berthing	Maximum 1m at Captain Cook Buoy	Maximum 1m at Captain Cook Buoy

Note: for Daylight berthing:

- pilot boarding no earlier than 30 minutes before sunrise or and minimum 90 minutes before sunset, for an inbound vessel

### Kurnell berth 3

Requirement	Kurnell 3
Maximum vessel Length	280m
Berthing configuration	Head out
Daylight berthing	<ul style="list-style-type: none"><li>Pilot boarding between LW and two hours before HW</li><li>Pilot boarding no earlier than 30 minutes before sunrise or no later 3 hours before sunset, as applicable.</li></ul>
Night berthing	Not permitted
Unberthing	Must commence minimum 90 minutes before sunset
Swell during berthing	Maximum 1m at the berth

### Bulk liquids berth 1 and 2

Requirement	BLB 1	BLB 2
Maximum vessel Length	230m (unless otherwise approved by the Harbour Master)	270m
Maximum vessel displacement	90,000 ton (unless otherwise approved by the Harbour Master)	150,000 tonne
Berthing configuration	Port side alongside	Port side alongside
Mooring boat	<ul style="list-style-type: none"><li>One mooring boat for arrival and departure for a vessel &lt; 100m</li><li>Two mooring boats for arrival and departure for a vessel ≥ 100m</li></ul>	

## 4.3 Cranes at container berths

### Crane positioning during berthing and unberthing

Crane operators must ensure that cranes are positioned well clear of vessels during berthing and unberthing. As a minimum, the following requirements apply in relation to cranes at the berth:

For vessels with a Length of 165m or less, the closest crane leg must be:

- no less than 20m clear of the forward and aft most part of the vessel's bridgeway
- no less than 50m from the vessel's bow
- no less than 40m from the vessel's stern.

For vessels with a Length of more than 165m and less than 300m, the closest crane leg must be:

- no less than 20m clear of the forward and aft most part of the vessel's bridgeway
- no less than 30% of the vessel Length from the vessel's bow
- no less than 50m from the vessel's stern.

For vessels with a Length of 300m or more, but less than 350m, the closest crane leg must be:

- no less than 20m clear of the forward and aft most part of the vessel's bridgeway
- no less than 30% of the vessel Length from the vessel's bow
- no less than 60m from the vessel's stern

Cranes must be positioned as close to midship of the vessel as possible.

Cranes in adjacent berths must be minimum 30m clear of the bow and stern position of the berthing/departing vessel.

### *Crane notification for arrival and departure*

For arrival and departure at a container berth, the following notification requirements apply in relation to cranes at the berth:

- for arrival, the crane operator/stevedore must confirm to Sydney VTS via VHF or phone that cranes are positioned boom up. The confirmation must be received before the vessel passes Molineux Point
- for arrival and departure, cranes must be unmanned
- for arrival, the cranes must be stationary until the vessel has reported all fast to Sydney VTS
- for departure, the cranes must be stationary until the vessel is clear of the berth box
- for departure from Brotherson Dock berth 6, there must be minimum 1m clearance between a vessel's highest point and a crane boom's lowest point.

Note: Sydney VTS may instruct a vessel to abort its arrival or departure if the above requirements are not met.

## 4.4 Anchoring

The Master of any vessel, including a recreational vessel, must not anchor within any fairway or channel within port limits without prior consent of the Harbour Master.

The Master of any vessel participating in Sydney VTS must not anchor anywhere within port limits without prior consent of the Harbour Master.

The Harbour Master's consent to anchor is sought through Sydney VTS.

There are no declared anchorages within Port Botany port limits.

## 4.5 Adverse weather

Where adverse weather is predicted, the Harbour Master may direct vessel Masters to take precautionary action, including for example, to:

- lower the anchor
- running additional mooring lines
- stopping cargo operations
- employ tug assistance
- depart from berth.

Such directions are, wherever possible, made following consultation with relevant stakeholders and by using a risk-based approach, considering factors such as predicted average wind, maximum expected wind gusts, exposure of berth to the wind, and vessel windage area.

## 4.6 Clear shipping channel

VTS will organise traffic to ensure the shipping channel is clear for the following vessels:

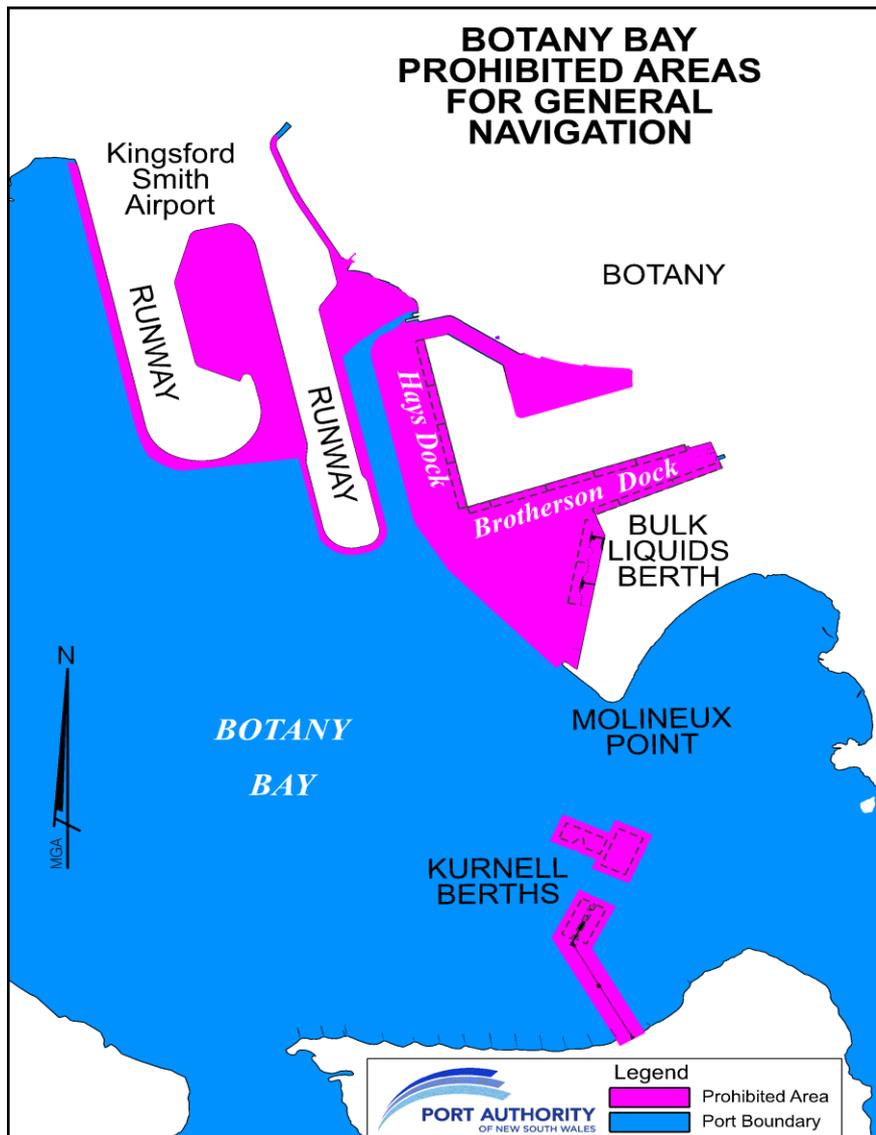
- container ships with > 261m Length and  $\geq$  12m draft
- container ships with > 310m Length
- tankers
- vessels for which the pilot or pilot exemption certificate holder requests a clear channel.

## 4.7 Prohibited Areas for general navigation

The area outlined in the figure below is prohibited from general navigation unless otherwise agreed with the Harbour Master.

General navigation excludes navigation with the following vessels:

- vessel under pilotage
- vessel providing services to a vessel under pilotage (e.g. a tug or a lines boat)
- vessel with permanent moorings in the prohibited area
- Port Authority vessel.



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