

Harbour Master Instruction 21-011

Port Botany - Brotherson Dock 6 crane positioning: Special conditions

Summary

Special conditions are hereby implemented for the berthing and unberthing of certain vessels at Brotherson Dock 6. The special conditions are implemented following the installation of a new Liebherr crane in the Dock and are additional to the existing conditions outlined in Harbour Masters Directions (HMD) section 4.3.

Vessels

This Harbour Master Instruction applies to the following vessels:

- CMA CGM URAL
- CMA CGM LOIRE
- CMA CGM RHONE
- APL DANUBE

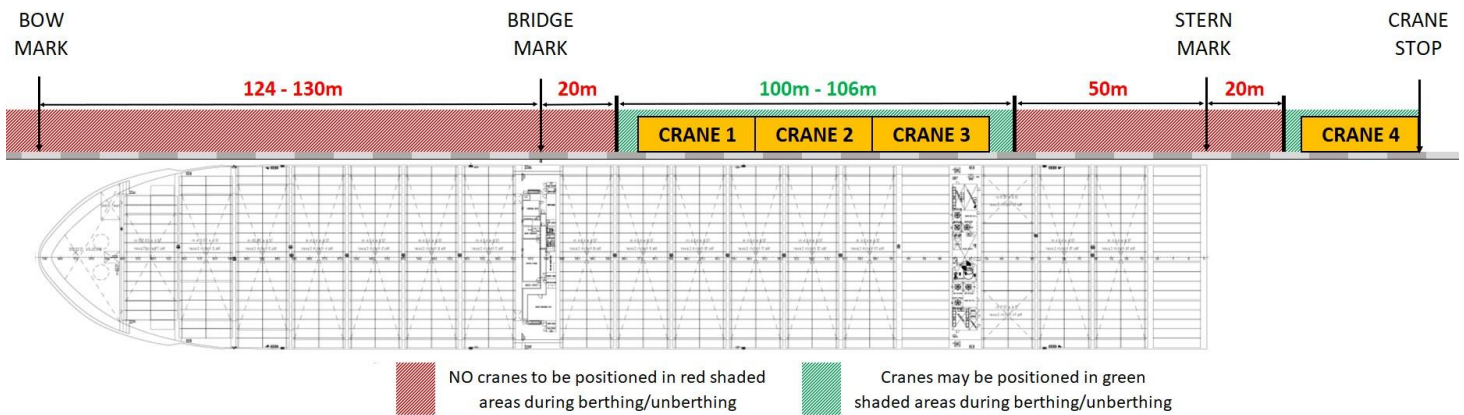
Particulars

- The new Liebherr crane is 27.8m wide (buffer to buffer)
- Quay line is 3.6m above chart datum.
- Main long boom clearance line from quay line is 62.8m when boomed up.
- Short boom clearance line from quay line is 58.0m when boomed up (10m to seaward of the fender line)



Special Conditions

1. All cranes must be boomed up (as per HMD section 4.3)
2. All cranes must be positioned aft of the nominated bridge mark
3. Three cranes must be positioned adjacent to one other, aft of the nominated bridge mark, within the following area:
 - a. The closest crane leg aft of the bridge mark must be positioned minimum 20m from the aft most part of the vessel's bridging (as per HMD section 4.3)
 - b. The nearest leg of the crane closest to the ship's stern must be positioned minimum 50m from the nominated stern mark (as per HMD section 4.3). *Note – The crane closest to the ship's stern (inboard) will be positioned adjacent to the engine casing with topped boom above the funnel.*
4. One crane must be positioned with its closest leg as far as practicable away, but minimum 20m, from the nominated stern mark.
5. Two tugs must be made fast in a position to best control the vessel's stern, e.g., one tug made fast centre lead aft and one tug made fast on the quarter
6. The required minimum clearance under the crane when boomed up is 1m.



Contacts

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