

# Harbour Master Instruction

## HMI 001-2026

**Title:** Port Botany - BD6 Requirements During Quay Crane 14 Maintenance and Repair Works

**Scope:** Sydney VTS, Duty Pilot, Vessel Masters and Operators of all vessels berthing at BD6 and Terminal Operators

### Summary

This document outlines the requirements regarding container quay crane positioning for vessels berthing at BD6 due to repair works on quay crane 14. Quay crane 14 cannot be put in a “boom-up” position and remain “boom down”. Long travel of quay crane 14 is very limited and cannot be completed without significant time delays.

### Requirements

1. For ships berthing/unberthing at BD6 with an air draft of 50 meters or less, crane 14 is treated as being “boom-up”.
  - a) In this situation the vessels can move without restrictions provided all other requirements in [Harbour Master's Direction Section 5.3 and Appendix 4](#) are met.
2. For ships berthing/unberthing at BD6 with an air draft of more than 50 meters, crane 14 is treated as being “boom-down”.
  - a) In this case if crane 14 is positioned less than 100 meters from the bow or stern mark of the vessel berthing/unberthing, refer to the requirements of [Harbour Master Instruction 001-2023](#) which details the process to be followed.
3. A terminal supervisor must be present on the wharf with a VHF radio on the berthing channel during berthing/unberthing operations.
4. The extent of the gantry crane must be communicated to Sydney VTS using berth marks at each end of the crane.

For a list of Harbour Master Instructions currently in force, please see:

[Harbour Master's Instructions | Port Authority New South Wales \(portauthoritynsw.com.au\)](https://portauthoritynsw.com.au)