

SYDNEY PORTS CORPORATION



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Definitions

For the purpose of this handbook the following interpretations apply

Approved means approved by the Harbour Master or person appointed under Part 7 of *the Ports and Maritime Administration Act, 1995*.

Area Alfa is the traffic regulation area off the port of Sydney bounded by a line drawn in a direction 090°(T) from North Head; the entrance leads in line 294°(T), and encompassed by an arc of a circle radius four nautical miles centred on Hornby Light.

Area Bravo is the traffic regulation area off the port of Sydney bounded by the entrance leads in line 294°(T): a line drawn in a direction 130°(T) from Hornby Light, and encompassed by an arc of a circle radius four nautical miles centred on Hornby Light.

Area Charlie is the traffic regulation area off port Botany bounded by a line drawn in a direction 090°(T) from Cape Banks; the Entrance leads, in line 312°(T), and encompassed by an arc of a circle radius four nautical miles centred on Henry Head (Endeavour) Light.

Area Delta is the traffic regulation area off Port Botany bounded by the Entrance leads, in line 312°(T), and a line drawn in a direction 180°(T) from Cape Solander and encompassed by an arc of a circle radius four nautical miles centred on Henry Head (Endeavour) Light.

Botany Bay port limits means the waters of Botany Bay and all bays, rivers and their tributaries connected or leading thereto bounded by mean high water mark and by, as upstream boundaries, the eastern side of the Endeavour Bridge on the Cooks River and the eastern side of the Captain Cook Bridge in the Georges River together with that part of the South Pacific Ocean below mean high water mark enclosed by the arc of a circle of radius four nautical miles having as its centre the Henry Head Navigation Light.

Brotherson Dock and Bulk Liquids Berths

means the whole of that portion of Botany Bay which lies to the east of an imaginary line drawn from the position of the red light at the south-western corner of the wharf known as No. 1 Berth Brotherson Dock, 177°(T) to the north-western end of the revetment wall.

Corporation means the Sydney Ports Corporation, 207 Kent Street, Sydney NSW Australia 2000.

Exempt ship means:

- a a vessel whose Master is the holder of a pilotage exemption certificate or certificate of local knowledge under the Marine Pilotage Licensing Act, 1971 that applies to that port and vessel;
- b a recreational vessel;
- c a ship of less than 30 metres in length;
- d a seaplane;
- e a vessel of any class declared by the regulations to be an exempt vessel;
- f a particular vessel declared to be an exempt vessel by order of the Minister given to the owner or Master of the vessel

Harbour Control means that section of the Port Corporation which presides over the Integrated Vessel Surveillance System (IVSS) for Sydney Harbour and Botany Bay and the Harbour Communication Systems.

Harbour Master means a person appointed by the Minister to superintend the navigation of all vessels arriving, departing or moving within the Ports of Sydney Harbour and Botany Bay.

Head out clear ahead departure

A departing vessel is clear ahead when the distance to another vessel or obstruction ahead of the vessel is not less than twice the length overall (LOA) of that vessel.

In radio communication means to keep, at all times, effective communication by radio equipment with Harbour Control.

Prohibited area means an area of water in which movement of any vessel, except those exempted by direction of the Harbour Master, is strictly forbidden.

Radio equipment means a VHF marine band radio transceiver fitted with the required channels and maintained in efficient working condition.

Reporting position means an imaginary line drawn between points nominated by the Corporation, to establish the position of a vessel manoeuvring within Sydney Harbour, including the Parramatta River, and Botany Bay.

Sydney Cove means the whole of that portion of Sydney Harbour which lies to the south of a line drawn from the position of the fixed red beacon on Dawes Point to the position of the fixed red beacon on Bennelong Point.

Sydney Harbour port limits means the waters of Sydney Harbour and of all tidal bays, rivers and their tributaries connected or leading thereto bounded by mean high water mark together with that part of the South Pacific Ocean below mean high water mark enclosed by the arc of a circle of radius four nautical miles having as its centre the navigation light at Hornby Lighthouse.

Vessel for the purpose of this guide, the definition of vessel has been divided into three groups:

- a. *Trading vessel* means any vessel which trades intrastate, interstate or overseas as a normal part of their commercial operations.
- b. *Commercial vessel* means a State surveyed and/or registered vessel subject of a vessel permit normally engaged in tourist or related activities, including ferries.
- c. *Recreational vessel* means a vessel used solely for recreation and which is not used or allowed or authorised to be used in the course of any business or in connection with any commercial transaction

1.1 Directions for navigation

The ports of Sydney Harbour and Botany Bay come within the jurisdiction of the Sydney Ports Corporation.

Charts

- Aus. 197 Approaches to Sydney Harbour (Port Jackson).
- Aus. 198 Approaches to Botany Bay.
- Aus. 199 Botany Bay.
- Aus. 200 Port Jackson.
- Aus. 201 Port Jackson Eastern Sheet.
- Aus. 202 Port Jackson Central Sheet.
- Aus. 203 Port Jackson Western Sheet.

Wind and weather

The weather and sea conditions are subject to sudden severe changes throughout the year. During settled weather in summer (December to February) the predominant wind is the strong, north-easterly, sea breeze. This breeze is often interrupted by the 'southerly buster': an intense line squall, bringing a sudden wind shift from a southerly direction, freshening rapidly – often to gale force. After a 'southerly buster' the wind usually returns to its former direction and strength. During autumn (March to May) and early winter, strong southerly and easterly winds are frequently associated with cyclones in the Tasman Sea, off the central coast of New South Wales. During settled weather in winter (June to August) and early spring, strong westerly winds are predominant. The visibility is generally good, but fog, misty rain, dust and haze, sometimes occur. Intense easterly winds are sometimes experienced, causing heavy seas along the coast, these break heavily at Sydney Heads, also occasionally passing through the entrance and breaking on to the harbour's western foreshore. Easterly gales are frequently attended by haze-banks which might affect the visibility of lights. Botany Bay is exposed to the south-easterly swell (an armoured revetment wall protects part of the port against swell) and rough conditions may be raised by strong winds from any quarter.

1.2 Pilotage

Pilotage is compulsory for all vessels, not exempted by Part 6 of the Ports and Maritime Administration Act, 1995. Preliminary arrangements for a pilot must be made through a local agent registered with the Corporation.

Pilot vessels are 16 metre aluminium semi-planing hulls, of about 35 tonnes displacement, with yellow and orange topsides on which the word 'PILOT' is painted. When engaged on pilotage duty they carry international flag or light signals prescribed for pilot vessels on station.

1.3 Directions by the Harbour Master for navigation of vessels in Sydney Harbour and Botany Bay

The directions by the Harbour Master for navigation in Sydney Harbour and Botany Bay are authorised under Part 7 of the *Ports and Maritime Administration Act, 1995*.

1.4 Regulations to be observed

The Master of any vessel within the Ports of Sydney Harbour and Botany Bay shall comply with any direction which may be given by the Harbour Master, shall navigate in accordance with the *NSW Navigation (Collision) Regulations, 1983*; Schedule 1 of the said regulations being the *International Regulations for Preventing Collisions at Sea*. In addition to these directions, the Master shall obey all relevant State or Federal legislation and international conventions. All trading ships and commercial vessels arriving at, departing from or moving within the Ports of Sydney and Botany Bay must comply with the provisions of the *Ports and Maritime Administration Act, 1995* as amended.

1.5 Penalty provisions

The Master of any vessel who refuses or neglects to comply with any direction which may be given by the Harbour Master, under Part 7 of the *Ports and Maritime Administration Act, 1995*, shall be liable to a penalty not exceeding \$1,500.

1.6 Harbour Control

Telephone 02 9296 4000 harbourcontrol@sydneyports.com.au

Harbour Control operates a VHF marine radio service to assist vessels arriving, departing or operating within the Ports of Sydney Harbour and Botany Bay and the open sea beyond.

Based upon the International Radio Regulations and the *International VHF Agreement (The Hague, 1957)*, Harbour Control provides a continuous service to vessels within its areas of responsibility and records all transmissions on the working frequencies.

Harbour Control:

- a Maintains and expedites a safe and orderly flow of shipping traffic within the Ports of Sydney Harbour and Botany Bay.
- b Provides an efficient communications base during any emergency situation which may develop in these ports.
- c Advises on the initiation, continuation and termination of activities within the port areas which may affect the safe passage of vessels.
- d Notifies the appropriate organisations about vessels known or believed to be in distress and in need of assistance.

1.7 Additional services provided by Harbour Control

Responsibility for all search and rescue operations in New South Wales is directed by the State Police Department.

In an emergency situation, Harbour Control has direct communications with Water Police, AMSA's Rescue Coordination Centre (RCC) Canberra and other emergency services.

Approximately five minutes after each hour, Harbour Control broadcasts on VHF Channel 13, navigational warnings and weather reports for Sydney Harbour, Botany Bay and the immediate coastline, and advises the shipping movements expected for the next two hours.

Harbour Control, as Coast Radio Sydney, broadcasts navigational and weather warnings on VHF Channel 67; navigational warnings on 8176 kHz; and monitors specified VHF and HF frequencies for distress urgency and safety messages. Coast Radio Sydney is part of the State and Territory Coast Radio Network servicing the recreational boating community.

1.8 Communications Superintendent

Harbour Control is, at all times, under the control of the Communications Superintendent, who is responsible for the management of vessel movements within the Ports of Sydney Harbour and Botany Bay. In this capacity the Communications Superintendent:

- a approves/denies entry or departure of vessels, and vessel movements to anchorages or moorings, within the ports;
- b passes relevant information to vessels moving within the ports to assist with the safe navigation of such vessels;
- c gives pertinent advice concerning the navigation of vessels as may be deemed necessary;
- d initiates warnings to vessels within the ports when they may affect the security of such vessels;
- e in an emergency, may direct navigation in Sydney Harbour and Botany Bay under the Harbour Masters powers contained in Part 7 of the Ports and Maritime Administration Act, 1995.

1.9 Harbour Control transmissions time and procedural words

When expressing time, any vessel communicating with Harbour Control shall use the 24 hour notation in Australian Eastern Standard Time (UTC + 10); or Australian Eastern Standard Summer Time (UTC + 11), kept from 0200 on the last Sunday in October to 0300 on the last Sunday in March. Harbour Control transmissions use IMO Standard Marine Communications Phrases, as contained in *IMO Resolution A918 (22)*.

The following procedural terms shall be used by pilots, or exempt Masters of trading vessels, in the appropriate circumstances:

- a leaving any berth or anchorage – ‘departing/departed’;
- b reaching a reporting point – ‘passing/passed’;
- c coming to anchor – ‘anchored’;
- d when fast to a berth or buoy – ‘arrived’.

In giving assent to a request from a vessel, Harbour Control shall use the word ‘approved’, and where permission for such a request is refused shall use the word ‘denied’.

1.10 Bridge manning – port transits

Prior to port transits, trading vessels, in addition to other requirements, shall undertake a Master/pilot information exchange. Whilst undertaking port transits, the attention of the Master of a trading vessel is drawn to the following:

- a Appropriate and efficient Bridge Resource Management is practiced;
- b the Master and at least one deck officer is in attendance on the bridge at all times;
- c the vessel is steered by a helmsman.

1.11 Reports to Harbour Control

Vessels are required to report to Harbour Control in the following circumstances:

- a notification of ETA (refer to Section 2.1);
- b when five miles from the Pilot Boarding Place (refer to Section 2.1);
- c when requiring approval to enter (refer to Section 2.1);
- d when passing a reporting position (refer to Sections 2.1, 3.1, 4.1);
- e when anchored or arrived (refer to Section 2.1);
- f if disabled, leaking, on fire or has been on fire (refer to Section 2.2);
- g if involved in collision, grounding, close quarters situation (refer to Section 3.10);
- h notification of removal (refer to Section 3.8);
- i notification of departure (refer to Section 4.1);
- j when requesting permission to depart (refer to Section 4.1);
- k when requesting clearance to proceed (refer to Section 4.1);
- l when commencing and completing bunker operations (refer to Section 7.5);
- m when commencing and completing work that requires a work permit (refer to Section 7.6);
- n when port safety or the environment may be compromised or the Master considers a report is warranted;

1.12 Prohibited anchorages

Anchorage is prohibited for all vessels in the following areas:

- a Inside Port Limits unless directed to do so by the Harbour Master.
- b The cable corridor between Ben Buckler and Shark Point (refer chart Aus. 197).
- c The cable corridor between Turimetta Head and Long Reef Point (refer chart Aus. 197).

1.13 Anchorages off the coast

There are no recommended safe anchorages off the coast for vessels waiting to enter Sydney Harbour or Botany Bay. Anchoring is at the discretion of the Master, however, it is highly recommended that vessels remain at least 3.0 nautical miles from the coastline and outside port limits.

1.14 Bank anchorage

A vessel may utilise the Bank Anchorage (unless exempted by the Harbour Master) during daylight hours only. A vessel must depart the Bank Anchorage, the latest half an hour before sunset. Tug utilisation is as per tug guidelines (refer to Section 10.6).

1.15 Naval waters

The areas in Sydney Harbour which are designated as Naval Waters are listed in Appendix II.

1.16 Tidal information

Tidal predictions are those for Fort Denison in Sydney Harbour. Sydney Harbour is a standard port and the accuracy of such data is very good, however, extreme meteorological effects may cause appreciable variation from these predictions. The time difference at Kurnell, in Botany Bay, is seldom more than +15 minutes and the tidal range is almost identical.

Time differences for locations within the two ports are:

Sydney Harbour	HW+	LW+
Gladesville Bridge	15 mins	15 mins
Silverwater Bridge	15 mins	15 mins
Fig Tree Bridge	15 mins	nil
Middle Harbour Bridge	nil	nil

Botany Bay	HW+	LW+
a Kurnell	nil	nil
b Dolls Point	15 mins	15 mins
c Como	30 mins	60 mins
d Lugarno	60 mins	60 mins

Predictions for all phenomena are expressed in Universal Time +10 hours.

2.1 Arrival procedures

Masters of vessels are advised that there is only one Harbour Control servicing the Ports of Sydney Harbour and Botany Bay. Masters should indicate their destination port, for example, Sydney Harbour or Botany Bay when making initial contact. All vessels under the conduct of a licensed pilot or exempt Master are requested to briefly test their thrusters (if any) and engines astern before entering Port limits. The Corporation will accept testing of the ships main engines astern within 24 hours of their arrival at Sydney ports provided such testing can be supported by a main engine data logger readout.

Trading vessels approaching Sydney Harbour or Botany Bay shall call Harbour Control on VHF Channel 16/12 when four (4) hours from the Pilot Boarding Place. Harbour Control will at this time advise on pilot ladder requirements; request confirmation of arrival drafts and displacement; advise on engine and thrusters testing results and any other special requirements.

Vessels should then listen on VHF Channel 16/12 as they make their approach and confirm their position to Harbour Control when two (2) hours and one (1) hour from the Pilot Boarding Place.

Vessels should report to Harbour Control on VHF Channel 13 when they are five (5) nautical miles from the Pilot Boarding Place. Harbour Control broadcasts navigational, weather, tidal and shipping movement information via VHF Channel 13 at approximately five minutes past each hour. Masters are requested to monitor these broadcasts while approaching the port to familiarise themselves with local traffic movements.

The pilot, prior to boarding, will initially establish radio contact on VHF Channel 13 with the vessel, then use Channel 6 as the working channel for boarding instructions and for the boarding operation.

The pilot (or if the Master is exempt, then the Master) shall obtain from Harbour Control, approval to enter port, a communication channel for tugs and receive any specific information regarding port entry.

VHF channels generally utilised for communication are:

Channel 12	Calling / working
Channel 13	Harbour Control
Channel 16	Distress and calling
Channel 6	Pilot boarding
Channel 68, 69, 72	Tugs Sydney Harbour
Channel 8, 10	Tugs Botany Bay

All inbound vessels shall advise Harbour Control on passing the following reporting points:

Sydney Harbour	Botany Bay
a Line Zulu	a Henry Head
b Sea Buoy	b Molineux Point
c Bradleys Head	
d Fort Denison	

When an inbound vessel has secured to a berth or buoy, or brought-up to anchor, the pilot (or exempt Master) shall advise Harbour Control that such vessel has 'arrived' or 'anchored' as appropriate.

2.2 Reports of disability or fire

The Master of any vessel shall forthwith advise Harbour Control if any or a combination of any of the following circumstances exist:

- a such vessel is, or is believed to be, in a disabled or leaking condition;
- b any part of such vessel or its cargo is on fire;
- c in the case of a vessel entering the port, if a fire has occurred in such vessel during the passage to Sydney Harbour or Botany Bay.

2.3 Traffic regulations (VTS)

All trading vessels approaching, manoeuvring within, or departing from the Ports of Sydney Harbour or Botany Bay are tracked by an Integrated Vessel Surveillance System, combining a network of radar, and closed circuit television cameras. Arriving vessels for Sydney Harbour should keep north of the main entrance leads, within Area Alpha, well clear of the separation zone delineated by the leads and the outward traffic Area Bravo. Arriving vessels for Botany Bay should keep to the north of the entrance, in Area Charlie, remaining well clear of the separation zone delineated by the leads and the outward traffic Area Delta.

2.4 Pilot ladder requirements

The Corporation requires pilot ladders of all vessels, entering or departing Sydney Harbour or Botany Bay, to be rigged in strict accordance with SOLAS regulations and IMPA recommendations. Harbour Control will advise of the height of ladder above water requirements. Two proper manropes must be provided at all times.

No tripping lines are to be attached to the pilot ladder below the lowest spreader.

Where the freeboard of the vessel exceeds nine metres and the use of a combined accommodation ladder and pilot ladder is necessary, the lower platform of the accommodation ladder should be about seven metres above the waterline and, together with the pilot ladder and manropes, be secured to the ship's side.

Pilot hoists are not acceptable as an alternative to a combination ladder and may only be used with the agreement of the Corporation.

2.5 Approaches to the ports

The coastline in the vicinity of the entrance to Botany Bay is lower lying than at Sydney and dangerous shoal water lies to the north of the entrance.

Australia's east coast is frequently beset by heavy swells in any quarter from north through east to south. A vessel manoeuvring to pick-up a pilot for Sydney Harbour or Botany Bay should maintain a speed of about seven knots and steer a course which puts the prevailing swell on the opposite quarter to the side on which the pilot ladder is rigged.

Due to local conditions at the pilot boarding area and the inability of tugs to rig a pilot ladder in accordance with IMO requirements, tugs with tows will only be boarded during daylight hours. Tugs without tows will be assessed on a case by case basis.

The Master of an arriving vessel should ensure sufficient sea-room is maintained to allow manoeuvres to provide a lee for the pilot cutter. Because of the frequent presence of swell, and its changing pattern close to the entrances, no arriving vessel should proceed inshore of the Pilot Boarding Place without the approval of the pilot or Harbour Control.

2.6 Pilot Boarding Place

The Pilot Boarding Place is four nautical miles east of Hornby Lighthouse (33° 50' 24" S 151° 21' 38" E) for Sydney Harbour and four nautical miles east of Cape Solander (34° 01' 12" S 151° 18' 42" E) for Botany Bay.

3.1 Reporting positions

- a A trading or commercial vessel entering or departing Sydney Harbour or moving within the port, including a self propelled barge or a tugboat pushing or towing barges, shall inform Harbour Control when passing any of the following reporting position:
 - I. Line Zulu – a line extending between Outer North Head Light and Macquarie Light.
 - II. Sea buoy – a line extending from the Middle Head buoy through the junction buoy to the Lady Bay buoy
 - III. Bradleys Head – a line extending from Bradleys Head Light Tower south-easterly through the safe water mark and then south-east to Point Piper
 - IV. Fort Denison – a line extending from Kurraba Point through Fort Denison to Mrs. Macquarie's Point
 - V. Longnose Point – a line extending between Manns Point and Longnose Point
 - VI. Looking Glass Point – a line extending southwards from Looking Glass Point across the Parramatta River
 - VII. Wentworth Point – a line extending northwards from Wentworth Point across the Parramatta River to the opposite river bank.
- b A trading or commercial vessel entering or departing Botany Bay, or moving within the port, including a self propelled barge or a tugboat pushing or towing barges, shall inform Harbour Control when passing any of the following reporting positions:
 - I. Henry Head – a line extending from the Endeavour Lighthouse on Henry Head south-westwards to Inscription Point Light.
 - II. Molineux Point – a line extending southwards from Molineux Point to the No. 2 Pile in the entrance channel.
- c When making such reports a vessel shall add the descriptive term 'inward' or 'outward', or when in the Parramatta River, 'upstream' or 'downstream', to confirm the direction of passage.
- d A ferry operating on a designated route, a charter vessel, a tug not engaged in towing operations or a small Australian fishing vessel operating in local waters, shall not be required to advise Harbour Control when passing Reporting Positions.

However, during the period of a harbour passage any such vessel shall remain in radio communication, being ready to give a position report or inform Harbour Control of the Master's intentions and to take such advice as the Communications Superintendent may deem necessary.

3.2 Vessels rounding Bradleys Head

All vessels navigating in the vicinity of the safemark buoy bearing 143°(T), 350 metres from Bradleys Head Lighthouse, shall pass to the north of the buoy when proceeding westward, and shall pass to the south of the buoy when proceeding eastward.

3.3 Prohibited areas for general navigation

- a Areas prohibited for navigation, unless exempted by the Harbour Master are:

In Sydney Harbour

- I. The waters of Sydney Cove including Campbells Cove.

- II. An area 30 metres from a tanker secured at Gore Bay, Darling Harbour, White Bay or Glebe Island.

In Botany Bay

- III. The waters of the embayment between the
 - IV. airport runways.
 - V. The waters of Brotherson Dock and an area 30 metres off the Bulk Liquids Berth or 30 metres from a tanker secured at the Bulk Liquids Berth.
 - VI. Waters within 30 metres of any tanker secured at No.1, 2 and 3 Kurnell.
- b Authorised vessels navigating within these waters shall do so only for the specific purpose granted by the authorisation.
 - c Vessels considered to be authorised are Corporation vessels, those on scheduled/designated ferry routes, trading vessels and their attending vessels and vessels assigned permanent moorings within the prohibited area. Pilot vessels, tugs and lines boats shall have access to provide contracted services in berthing or unberthing operations.

3.4 Navigation marks, bridges and wharves to be left clear

- a No vessel shall be secured to:
 - I. any buoy, navigation aid, or any part of a bridge;
 - II. any floating plant belonging to the Corporation.
- b No vessel shall anchor within:
 - I. 100 metres from the following bridges: Glebe Island, Anzac, Iron Cove, Gladesville, Ryde, Silverwater, Fig Tree, Pyrmont or The Spit;
 - II. 100 metres from any wharf.

3.5 Cable and pipeline areas

- a No vessel shall anchor or drop anchor within any area of Sydney Harbour and Botany Bay listed in Appendix 1(A). Numerous cables carrying telecommunications or power, pipelines for water, sewage or oil, are laid across the seabed.
- b No vessel shall anchor or drop anchor near submarine cables or pipelines listed in Appendix 1(B).

3.6 Area speed restrictions

Trading vessels are restricted to the following speed limits:

Area 1 Being that area bound by a line drawn between North and South Head to a line drawn between Bradleys Head and Shark Point – 12 knots.

Area 2 Being that area bound by a line drawn Between Bradleys Head and Shark Point and the Sydney Harbour Bridge – ten knots.

Area 3 Being that area bound by the Sydney Harbour Bridge and a line drawn between Balls Head and Ballast Point – eight knots.

Area 4 Being that area west of a line between Balls Head and Ballast Point – six knots.

3.7 Trading vessels not to secure without Corporation's permission

No trading vessel, having entered Sydney Harbour or Botany Bay, shall be secured to any wharf, or buoy within the ports, unless the owner or Master has obtained the permission of the Corporation and such vessel is to be moored in an appropriate manner.

3.8 Movements within Sydney Harbour and Botany Bay

- a No trading or commercial vessel shall be removed from a berth, buoy or anchorage in Sydney Harbour or Botany Bay to another berth, buoy or anchorage within the port:
 - I. without such vessel giving at least one hour(s) notice of this intention, by radio communication, to Harbour Control; or
 - II. otherwise than at the time and in the manner approved by Harbour Control
- b The requirements of paragraph (i) of 3.8a shall not apply to:
 - I. a self propelled barge;
 - II. a tugboat when operating a barge to spoil grounds off the coast or barges within Sydney Harbour or Botany Bay or when proceeding to sea;
 - III. a ferry on charter;
 - IV. a hire or charter vessel moving to or from a wharf to embark or disembark her passengers, but such vessels shall comply with paragraph (ii) of 3.8a.
- c The requirements contained in 3.8a shall not apply to a tugboat not engaged in towing operations, a ferry when engaged in actual service on a designated ferry route, or a small Australian fishing vessel operating in local waters.
- d A trading vessel or commercial vessel, excluding ferries on regular runs, which is to be navigated from a berth, buoy or anchorage in Sydney Harbour or Botany Bay, shall be in radio communication, from a time not less than 15 minutes before the vessel is scheduled to depart from such berth, buoy or anchorage, until the vessel has secured at another berth, buoy or anchorage in that port.
- e A trading vessel or commercial vessel, excluding ferries on regular runs, which does not have on board adequate radio equipment, shall not be navigated within Sydney Harbour or Botany Bay except with the permission of the Corporation and, in such case, the vessel shall be navigated in strict accordance with all conditions of that permission.
- f This direction shall not apply to a vessel compelled, by some emergency, to take shelter in Sydney Harbour or Botany Bay and which complies with all instructions given by an officer of the Corporation relating to the navigation such vessel within the port entered.

3.9 Clear Shipping Channel

Large or hampered vessels will be provided with a Clear Shipping Channel by Harbour Control. When a pilot or exempt Master considers that a vessel's size and or manoeuvring characteristics are such that it cannot pass another vessel in the shipping channel safely, he shall request a 'Clear Shipping Channel'.

Types of vessels that may require a Clear Shipping Channel include but are not limited to:

- a large tankers;
- b tankers with draft greater than ten metres;
- c large vehicle carriers or passenger ships;
- d aircraft carriers; and
- e disabled vessels.

Once an outbound vessel requiring a Clear Shipping Channel is at or past Bradleys Head, inward vessels will not be given permission to enter until that vessel has cleared the Sea (Junction) Buoy.

In the event of an inward vessel requiring a Clear Shipping Channel, outward vessels shall be held west of Bradleys Head until the inward vessel has cleared that point, unless the outward vessel is prepared to use the Eastern Channel.

3.10 Collision or incident reports

Where any trading vessel or commercial vessel navigating within Sydney Harbour or Botany Bay has grounded, or been involved in a collision with another vessel, navigation mark, wharf, or structure, or has been in serious danger of grounding, or in a close-quarters situation with another vessel, the Master shall immediately report such incident to Harbour Control. In complying with this direction the Master of every vessel involved in such reported collision or incident shall:

- a obey any directive from Harbour Control;
- b if required, make themselves available to furnish a verbal report to the Harbour Master;
- c within 24 hours, notify the Harbour Master in writing of the circumstances of the collision or incident.

Note: Licensed pilots/tug Masters or other persons if involved in the incident shall also comply with the above requirements.

3.11 Channel not to be obstructed

Sailing vessels and motor vessels including a vessel engaged in trawling or fishing of any kind, are not to impede the passage of trading vessels and naval vessels inside the shipping channels.

3.12 Passing dredgers, floating plant or construction sites

- a. A vessel shall not be navigated on any navigable waters at a speed in excess of four knots within 100 metres from:
 - I. any dredger or floating plant; or
 - II. any construction or any works in progress.
- b. The provisions of (a) do not apply to and in respect of a trading or commercial vessel if it is shown that that ship could not with safety comply with the requirements of that clause and that its course and speed were reasonable in the circumstances.

3.13 Tug handling of lighters or barges

- a. A tug working a lighter or barge in Sydney Harbour, in any position west of Bradleys Head, unless exempted by the Harbour Master shall be lashed alongside such lighter or barge.
- b. No tug shall tow or push more than two lighters or barges alongside, unless exempted by the Harbour Master.
- c. No tug shall tow timber or floatable materials within the port without the permission of the Harbour Master and in such case:
 - I. the timber or floatable material shall not be more than 60 metres in length overall nor more than 15 metres in width;
 - II. if the material consists of more than one item, such cargo shall be secured into a single raft and towed as one unit; and
 - III. unless exempted by the Harbour Master the tow shall be on a line not more than 15 metres in length.

3.14 Code of Conduct for vessels operating in Sydney Cove

(Section 3.14 reproduced with the kind permission of NSW Maritime).

Preamble

The Object of this Code of Conduct is to set out the procedures for the safe navigation of vessels in Sydney Cove as agreed by the Harbour Master, NSW Maritime and representatives of vessel operators. This Code of Conduct commences operation on 12 January 2005.

All previous Codes of Conduct for vessels operating in Sydney Cove are revoked by the commencement of this Code of Conduct.

Glossary

Approved Vessel

A vessel in respect of which approval to enter Sydney Cove has been given in accordance with Clause 6 of this Code of Conduct; or A vessel approved to berth at the Sydney Cove Passenger Terminal by the Harbour Master.

Local Knowledge

Masters in charge of commercial vessels of 30 metres or greater in length are required to hold a valid Certificate of Local Knowledge issued by the Sydney Ports Corporation.

North/South Rule

The Rule set out in Clause 1 of this Code of Conduct.

Sydney Cove 8-knot Speed Limit

The 8-knot speed limit gazetted as the Port of Sydney (Sydney Cove) Area under the Maritime Services Act 1935 applicable to the navigable waters lying southwards of a line extending from the eastern extremity of Dawes Point to the western extremity of Bennelong Point.

Taxi Waiting Line

An imaginary line drawn along the face of the Sydney Cove Passenger Terminal (SCPT) wharf extending south to the seawall.

Waiting Line

An imaginary line drawn between the knuckle located at the northern end of the SCPT building and the knuckle in the Opera House seawall.

Approved Vessel access to Sydney Cove

- a The operator of a vessel must obtain prior written approval from NSW Maritime to enter Sydney Cove and only Approved Vessels shall be operated within Sydney Cove.
- b A confirmed wharf booking under the NSW Maritime Wharf Access Scheme is deemed to be prior written approval for the purposes of this Clause.
- c A berth booking through Sydney Ports Corporation's Sydney Integrated Port System is deemed to be prior written approval for the purposes of this Clause.
- d Upon the request of an Authorised Officer the operator of a vessel that is about to enter or has entered Sydney Cove must produce written approval to do so.
- e Approval will not be given for recreational vessels to be operated within Sydney Cove other than in exceptional circumstances.

Navigation of vessels within the vicinity of Sydney Cove

A vessel must NOT be navigated within 100 metres of:

- a The Bennelong Point Port Marker unless departing from Sydney Cove wharves 2 or 3, or the Eastern Pontoon; or

- b The Dawes Point siren unless entering Sydney Cove to berth in Campbells Cove, wharves 5, 6, the Harbourmasters or Commissioners Steps.

Commercial sailing vessels within Sydney Cove

No sailing vessel shall enter Sydney Cove with sails hoisted without written permission from NSW Maritime.

The Waiting Line

The operator of any vessel entering Sydney Cove that is required to wait for a berth to become vacant must ensure that the vessel waits north of the Waiting Line.

The operator of any vessel that is to leave its berth must ensure that there are no inbound vessels south of the Waiting Line that will hinder the departure of the vessel.

Swinging of vessels within Sydney Cove

The operator of a vessel shall ensure that it does not swing in Sydney Cove unless it is safe to do so.

North/South rule

Vessels must be navigated on a northerly or southerly course within Sydney Cove.

Vessels departing Sydney Cove to a place west of Sydney Cove must be navigated on a northerly course until the vessel is at least abeam of the Diamond Shape marking the centre of the Harbour Bridge before the vessel's course is altered to Port.

Sub-clauses 12.1 and 12.2 shall not apply to Approved Vessels that are restricted in their ability to manoeuvre such as those scheduled to berth by the Sydney Ports Corporation and any attending tugs.

Speed

Vessels must not be operated in excess of the Sydney Cove 8-knot speed limit.
20 Port Procedures Guide for Sydney Harbour and Botany Bay

General Eastern Pontoon

Subject to this Clause the operator of a vessel more than 12 metres in length berthing at the Eastern Pontoon must berth portside to.

When departing the Eastern Pontoon the operator of a vessel berthed portside to the pontoon must navigate the vessel astern until the vessel is at least 200 metres to the north, then turn the vessel to starboard to head the vessel on a northerly course to leave Sydney Cove.

An Authorised Officer may give written approval for a vessel to berth at the Eastern Pontoon starboard side to.

The operator of a vessel departing the Eastern Pontoon must not cause or permit the vessel to hinder the navigation of any other vessel in Sydney Cove.

Campbells Cove

The operator of a vessel entering or leaving Campbells Cove must manoeuvre as close to the entrance to Campbells Cove as safe navigation permits so as not to impede other Sydney Cove traffic and otherwise comply with the North/South Rule.

Communications on VHF Channel 13

The operators of all vessels in Sydney Cove must monitor VHF Channel 13.

Masters of vessels are required to advise Harbour Control on VHF13 of any matter affecting safe navigation of a vessel in Sydney Cove. This requirement applies to all vessels including water taxis.

Non-compliance with this Code

Non-compliance with the provisions of this Code of Conduct may involve breaches of the Marine Legislation and may lead to withdrawal of Approved Vessel status in relation to the vessel concerned.

Printed copies are uncontrolled

For the latest version, please visit www.sydneyports.com.au or contact Harbour Control on (02) 9296 4000

Reporting breaches of this Code

Any person who witnesses a breach of this Code of Conduct should report and provide details of the breach to NSW Maritime as soon as practicable.

Monitoring of compliance with this Code

NSW Maritime and Sydney Water Police will monitor compliance with this Code of Conduct.

Amendment, suspension, cancellation and replacement

This Code of Conduct may be amended, suspended, cancelled or replaced with another Code of Conduct by the Chief Executive of NSW Maritime.

4.1 Departure procedures

A pilot shall on boarding a departing trading vessel contact Harbour Control on Channel 13 and confirm the vessel's readiness to depart or otherwise, seek approval to depart, a channel for port operations (if required) and advise the vessel's departure draft. The vessel shall be in radio communication from this time.

An exempt Master shall contact Harbour Control on Channel 13 one hour prior to departure to advise the trading vessel's readiness to depart or otherwise. The Master shall again contact Harbour Control, on Channel 13, 15 minutes prior to departure to seek approval to depart, a channel for port operations (if required) and to advise the departure draft. The vessel shall be in radio communication from this time. Immediately prior to departing the pilot or exempt Master shall seek final approval to depart.

VHF channels generally utilised for communications with tugs are, Channels 68, 69 and 72 in Sydney and Channels 8 and 10 in Botany Bay.

All outward bound trading vessels shall advise Harbour Control on passing the following reporting points:

Sydney Harbour

- a Fort Denison
- b Bradleys Head
- c Sea Buoy
- d Line Zulu

Botany Bay

- a Molineux Point
- b Henry Head

When reporting passing Sea Buoy or Molineux Point, the Master shall advise Harbour Control of the next port of call. The Master shall notify Harbour Control of his intention to leave on Channel 13.

4.2 Pilot departure place

The pilot departure place for Sydney Harbour is in the vicinity of the sea buoy and for Botany Bay in the vicinity of Molineux Point. If requested by the Master of the vessel, the attending pilot will remain until the vessel clears the heads of either port.

4.3 Traffic regulations (VTS)

All trading vessels approaching, manoeuvring within, or departing from the ports of Sydney Harbour or Botany Bay are to be tracked by an Integrated Vessel Surveillance System, combining a network of radars, and closed circuit television cameras.

Vessels departing from Sydney Harbour should keep south of the main entrance leads, within Area Bravo, well clear of the separation zone delineated by the leads and the inward traffic Area Alpha.

Vessels departing from Botany Bay should keep to the south of the entrance, in Area Delta, remaining well clear of the separation zone delineated by the leads and the inward traffic Area Charlie.

5.1 Berths – Sydney Harbour

One of the world's finest natural harbours, Sydney provides perfectly sheltered berths for passenger, container, general, break-bulk and oil tanker shipping services.

Sydney has two dedicated passenger terminals. The Overseas Passenger Terminal located in Sydney Cove near the central business district, and The Darling Harbour Passenger Terminal, also known as Wharf 8, located on the western boundary of the central business district, adjacent to the Darling Harbour tourist precinct.

Darling Harbour berths are solid fill, high-point-loading wharves which permit handling of containers, general cargo, dry bulk or RO-RO vessels with quarter or side-loading ramps or hoists.

Berths 3 to 7 are leased by Patrick Corporation. Equipment includes three heavy lift Liebherr mobile luffing cranes (1 x 120 tonne, 1 x 100 tonne and 1 x 47 tonne) with a tandem capacity of 160 tonne and a fleet of forklifts and dock trucks.

Glebe Island terminal is leased by Australian Automotive Terminals (AAT) for vehicle carriers.

White Bay berths 2, 3 and 4 are available for short-term uses and lay-up.

White Bay berth 4 is used for tankers carrying vegetable oils, or other suitable bulk liquid cargoes, where they are discharged directly into road tankers or tank barges.

Berths 3 and 4 can take non gas-free chemical tankers wishing to discharge products with a flashpoint greater than 62°C.

Bulk cargoes may be unloaded onto general cargo wharves under the control of an Environment Protection License. Such licenses are generally held by the stevedore or Sydney Ports.

Timber cargoes may be discharged to shore installations, to lighters or barges and, by arrangement with the Corporation.

Soda ash is discharged at No. 8 Glebe Island. Bulk cement and gypsum are discharged at No. 7 Glebe Island. Aggregate is currently discharged at the Pioneer wharf, Blackwattle Bay.

Lay up facilities consisting of two mooring buoys and wharf space if available. Application for lay up berths will be considered on an individual basis.

Refer to 'Particulars of Berths' in the Sydney Ports Handbook on the Sydney Ports website for details of berths.

5.2 Tankers – Sydney Harbour

Tankers are required to maintain 10 per cent of draft + 0.2 metres Under Keel Clearance, at all times.

Applications for vessels passing in Gore Cove when a vessel is secured at No.1 Berth will not be considered if the sum of the two beams is greater than 60 metres.

The Corporation requires tankers undertaking transfers at Gore Bay to be appropriately boomed. For safety reasons, tankers at Gore Bay berths should not turn their propellers without prior approval from Harbour Control.

Gas tankers are not permitted in Sydney Harbour. For night-time pilotage of non-gas free tankers to White Bay, vessel's thrusters are not acceptable for assigning towage.

5.3 Arrivals to Gore Cove

Large tankers (LOA greater than 230 metres and or beam greater than 40 metres or vessels with a displacement greater than 60,000 tonnes) may enter at any time provided:

- I. The tidal flow at Balls Head does not exceed 0.5 knots.

- II. The Under Keel Clearance at Balls Head is greater than 10 per cent of deepest draft plus 0.2 metres.
- III. The pilot boarding time is later than 0.5 hour before sunrise and earlier than 1.5 hours before sunset.
- IV. Two A Class tugs are in attendance off Quarantine Head as the vessel crosses Line Zulu (refer to Section 10.9).

Note: The vessel is deemed to be 'off Balls Head' 1.5 hours after the pilot boarding time.

5.4 Departures from Gore Cove

- a. Large tankers, with a draft that is greater than ten metres may depart at any time provided:
 - I. The tidal flow at Balls Head at the booked departure time does not exceed 0.5 knots.
 - II. The Under Keel Clearance at Balls Head at the booked departure time is greater than 10 per cent of deepest draft plus 0.2 metres for a minimum depth of 13.70 metres.
 - III. The booked departure time is later than 0.5 hour before sunrise and earlier than 1 hour before sunset.
- b. A large tanker with a LOA that is less than 250 metres and a deepest draft that is less than ten metres may depart at any time provided:
 - I. The range of tide is less than 1.5 metres.
 - II. The booked departure time is later than 0.5 hour before sunrise and earlier than 1 hour before sunset.

5.5 Minimum permissible draft

For vessels in Sydney Harbour, the minimum permissible draft is:

- a. less than 100,000 tonnes DWT fore 2 per cent LOA – aft 3 per cent LOA;
- b. greater than 100,000 tonnes DWT fore 3 per cent LOA – aft 4 per cent.

5.6 Under Keel Clearance

Except for vessels referred to in Section 5.2, all vessels navigating within the Harbour except with the approval of the Harbour Master are required to maintain an Under Keel Clearance of 10 per cent of the vessel's draft for the harbour transit to the berth box where a minimum under keel clearance of 0.6 metres is required at all times.

5.7 Maximum draft

The maximum draft for Sydney Harbour is 13.7 metres.

5.8 Weather precautions

Masters shall at all times ensure their vessels are properly secured. During periods of adverse weather additional lines should be run and sufficient crew should be on standby for the vessel to proceed to sea if required. Weather warnings are broadcast by Harbour Control on VHF Channel 13.

5.9 Berthing at Overseas Passenger Terminal (OPT)

Due to the turbulence created during the berthing operations of passenger vessels at the Overseas Passenger Terminal in Sydney Cove the following restrictions apply:

- a. All vessels should by preference berth starboard side to.

- b. Where it is necessary for vessels to berth port side to, then the harbour transit shall be planned to ensure the vessel is secured at the Terminal 30 minutes prior to the closure time (refer to Section 5.9c).
- c. A trading vessel shall not be navigated in Sydney Cove between 0700 hours and 0930 hours or 1600 hours and 1830 hours Monday to Friday.
- d. Trading vessels when being navigated to or from the Overseas Passenger Terminal, shall not be swung within the confines of Sydney Cove.
- e. Vessels shall not single up and/or disengage shore gangways until and unless advised by the vessel's pilot.
- f. The length of stay of any single visit of a passenger vessel will be limited to a maximum of 3 days (72 hours). This limitation does not apply to alternate passenger berths or mooring buoys.

5.10 Distances between vessels

- a. Sydney Harbour and Botany Bay – At all berths, clearance of 20 metres must be allowed at each end of an arriving vessel, except at No. 4, Brotherson Dock, where clearance to the inner end of the dock must never be less than 40 metres.
- b. After Berthing – Clearance between vessels may be reduced to 10 metres and, in special cases; a further reduction may be possible in consultation with the pilots and Harbour Master.

5.11 Arrivals/Departures Chowder Bay, Point Piper and Athol buoys

Arrivals are permitted only during daylight hours. Departures permitted at any time.

6.1 Berths – Botany Bay

Botany Bay berths are exposed to the wind. Masters of vessels using this port must ensure their vessels are properly secured and be aware of storm mooring locations for the particular berth.

Container facilities for the Sydney region are concentrated at Botany Bay, in Brotherson Dock, where two terminals are operated by Patrick Corporation and DP World. These terminals are well served by rail, however, the major movement of containers is by road and the emphasis of both facilities is on access for this mode of transport.

Patrick Corporation leases the northern berths, numbers 1, 1A, 2, 2A and 3 Brotherson Dock. The terminal has six portainer cranes (maximum lift 89 tonne) to service cellular vessels.

DP World operates berth No's 4, 5, 5A and 6 Brotherson Dock with six portainer cranes (maximum lift 84 tonne) to service cellular vessels.

The Bulk Liquids Berth, close to the southern container dock, caters for a wide range of petroleum, gas and liquid chemical cargoes. This berth caters for vessels up to 230 metres LOA (vessels with LOA greater than 230 metres in consultation with the pilots and Harbour Master) and maximum displacement of 90,000 tonnes. Brotherson Dock offers 24 hour accessibility for vessel arrivals and departures.

Caltex Australia Ltd operates a jetty with two berths for the import and export of petroleum products. In addition they operate a multi-buoy mooring sub-berth, serviced by submarine pipelines, used primarily for crude-oil imports. Refer to Particulars of Berths published by the Corporation for details of berths.

6.2 Tankers – Botany Bay

Tankers are not permitted to pass any trading vessel in the channel West of Henry Head ***(Amended 19-03-2009)**

At the Bulk Liquids Berth (unless exempted by the Harbour Master) vessels usually swing prior to berthing port side to.

At Kurnell all vessels swing to berth head out, port side to at Berth No.1 and starboard side to at Berth No. 2. To secure to Berth No. 3, a vessel uses anchors (vessels are required to have a minimum of 12 shackles on each anchor), three swamped mooring lines forward, ship's lines and swamped mooring lines made fast to five buoys at the stern.

Sufficient crew, to move the vessel, are required to remain on board at all times.

When tending mooring lines of a tanker vessel at any berth in Botany Bay a responsible officer is required to advise the terminal/wharf operator prior to making adjustments to the mooring.

6.3 Arrivals to Kurnell berths

Vessel movements to the Kurnell tanker facilities are restricted due to their exposure to wind and swell. The minimum under keel clearance required during Port transit is 12 per cent and one metre in the berth box.

a Berths No's 1 and 2

The wave height at the berth is to be less than one metre, and the maximum LOA is 200 metres.

i. Berth No. 1

If the maximum draft exceeds 9.8m or displacement exceeds 35,500 tonnes, then pilot boarding time is restricted to one hour before predicted HW/LW to ensure berthing at slack water

Night berthing is allowed provided the pilot boarding time is restricted to one hour before predicted HW/LW to ensure berthing at slack water

- II. Berth No. 2
Pilot boarding time is restricted to daylight only (sunrise minus 30 minutes to 1 hour and 30 minutes before sunset)

If the maximum draft exceeds 9.8m or displacement exceeds 35,500 tonnes then pilot boarding time is restricted to one hour before predicted HW/LW to ensure berthing at slack water

***(Amended 19-03-2009)**

- b Berth No. 3 (maximum draft 11.6 – LOA 274 metres, Beam 50 metres). Pilot boarding times are between low water and two hours before high water provided that:
- I. minimum Under Keel Clearance is 12 per cent of mean draft;
 - II. pilot boarding time is a minimum of three hours before sunset;
 - III. the vessel does not pass Henry Head before sunrise;
 - IV. there is less than one meter scend in the berth;
 - V. the height of tide is greater than 0.8 metres if the vessel's draft is 11.6 metres;
 - VI. tugs are in attendance at Henry Head (refer to Section 10.9).

NB.The attention of all relevant parties is drawn to the likelihood of an aborted movement in winds exceeding 30 knots. This is due to safety concerns of mooring personnel and craft operating in these conditions.

A tanker movement into berth No. 3 Kurnell, being tidal, could restrict other vessels' movements in and out of the port.

6.4 Departures from Kurnell berths

- a Berth No. 1 and 2
Departures permitted at any time
- b Berth No. 3
Departure is permitted during daylight hours only and to commence no later than 1.5 hours before sunset.

6.5 Under Keel Clearance

All vessels navigating within the Bay, unless approved by the Harbour Master, are required to maintain a minimum under keel clearance of 12 per cent of the vessel's mean draft during transit. A minimum under keel clearance of 0.6 metres is required at the berth, except those vessels referred to in section 6.3.

6.6 Weather precautions

Masters shall at all times ensure their vessel is properly secured. During periods of adverse weather additional lines should be run and sufficient crew should be on standby for the vessel to proceed to sea if required.

6.7 Minimum permissible draft

For vessels in Botany Bay, the minimum permissible draft is:

- a Less than 100,000 tonnes DWT forward 2 per cent LOA – aft 3 per cent LOA.
- b Greater than 100,000 tonnes DWT forward 3 per cent LOA – aft 4 per cent LOA.

7.1 Sydney's Integrated Port System (ShIPS)

Sydney Ports Corporation operates an internet based computerised system (ShIPS) that:

- a coordinates vessel movement schedules and bookings, allowing port service providers to confirm their ability to provide services in a real time environment;
- b facilitates the real time lodgement and approval of work permit and bunker applications;
- c enables the real time lodgement and acknowledgment of Dangerous Goods declarations;
- d allows the real time lodgement of Dangerous Goods information by agents or freight forwarders;
- e allows Sydney Ports to provide Dangerous Goods information to emergency services;
- f allows stevedores, government agencies and associated industries to view vessel schedules and related information.

ShIPS is operated 24 hours a day throughout the year by the Shipping section of the Sydney Ports Corporation.

Use of ShIPS is a compulsory Sydney Ports Corporation requirement for all accredited agents and service providers. Consequently all movement bookings, work or bunker permit applications and dangerous goods lodgements should be via the system.

For further information: Telephone 61 2 9296 4800 Facsimile 61 2 9296 4812

7.2 Berth allocation

The operators of the various terminals in Sydney and Port Botany are responsible for berth allocation at their terminals.

The Corporation is responsible for berth allocation at the following 'common user berths':

- a Overseas Passenger Terminal;
- b Darling Harbour Passenger Terminal (Wharf 8);
- c Glebe Island berths No. 7 and 8;
- d White Bay berths No.1 and 2;
- e Bulk Liquids Berth.

All berth allocations are lodged via ShIPS.

7.3 Data required by Shipping Manager

Vessels cannot be entered into the ShIPS database until the following information is supplied to the Corporation:

Vessel IMO number;

- Vessel name
- Vessel type;
- Gross tonnage ;
- Length overall (m);
- Beam;
- Bow to bridge distance (m);
- Bow thruster (kw);
- Stern thruster (kw);

- Flag;
- Rudder type;
- Propeller type;
- Amount of anchor cable (shackles);
- Main Engine Power (kw);
- Number of hatches and tanks;
- Summer draft (m);
- Summer DWT ;
- Keel to truck (top of mast) distance (m);
- Call sign;
- Satellite telephone number;
- Cell telephone number;
- Email address;
- Year built;
- Vessel's previous name;
- Date name changed;
- Inert gas system (yes/no);
- Mid ramp (yes/no);
- Stern ramp (yes/no);
- Ship gear (yes/no);
- Bow to gangway;
- Agent and contact number.

To enable SHIPS to process a vessel's entry and its subsequent movements, the following information must be supplied to the Corporation:

- Vessel name;
- Arriving from;
- Departing to;
- Pilot/exempt;
- Voyage number;
- Hazardous Goods (yes/no);
- Estimated date of arrival;
- Estimated time of arrival;
- Agent and contact number;
- Berth;
- Side to;
- Stevedore;
- Pilot or exempt
- Containers (yes/no);
- Tugs and tug company;
- Displacement (tonnes);
- Draft F and A (m);
- Tugs/linesmen;
- Purpose of visit;
- Gas free status (if applicable);
- Main engines;
- In ballast (yes/no).

7.4 Dangerous Goods – entry into Port

The handling of Dangerous Goods in the Ports of NSW is controlled by the Dangerous Goods (General) Regulation, 1999 under the Dangerous Goods Act, 1975.

The Corporation, in determining the conditions under which Dangerous Goods are handled and/or kept in operational areas within the Ports, draws on the information and advice from the International

Maritime Dangerous Goods (IMDG) Code, AS 3846 – The handling and transport of dangerous cargoes in port areas and the IMO Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas.

At least 24 hours prior to a vessel's proposed time of entry or the proposed time of delivery of goods to a berth, the Master, his agent or their representative must lodge details of dangerous goods being carried or intended for carriage on the vessel with the Corporation.

Applications for approval to enter port and handle dangerous goods are made via SHIPS.

For information concerning Dangerous Goods contact the Corporation's shipping staff on 9296 4800 or fax 9296 4812.

7.5 Bunkers

The Corporation's approval is required for all bunker operations including discharge of sludge/slops. Applications for bunker approvals are made via SHIPS. The Corporation's marine operations staff attend, to ensure the bunker operation is carried out safely and in compliance with the approved conditions.

Where a dumb barge is used to bunker any vessel in Sydney Harbour at a buoy or anchorage east of Fort Denison, or in Botany Bay at any berth, the barge shall be attended by a tug throughout the operation. Bunkering operations are required to be undertaken, when practical, during daylight hours only (between sunrise and one hour before sunset).

7.6 Work permits

Approval is required from the Corporation, for any work carried out onboard vessels that could compromise the safety of the port or its environment. Such works includes but are not limited to the following:

- engine immobilisation (refer to Section 8.2);
- engine trials (refer to Section 8.2);
- hot work (refer to Section 8.1 and 8.6);
- hull painting (refer to Section 8.6);
- underwater inspections;
- propeller polishing;
- lifeboat drills (refer to Section 8.5);
- crude oil washing (refer to Section 9.3);
- tank washing or pre washing (refer to Section 9.3); – operate radar on a tanker;
- use of mobile cranes;
- entry into confined spaces/tanks for work and or inspections;
- lowering of anchors, anchor cables; and
- work carried out on fire-fighting systems.

Applications for approval are made via SHIPS.

The Corporation's marine operations staff will attend to ensure the operation is carried out safely and in compliance with the approved conditions.

8.1 Safety of shipping operations

- a A vessel secured alongside a wharf shall have fixed, at all times, and properly lit during the hours of darkness, a safe gangway from such vessel to the wharf and suspended beneath the gangway an adequate safety net.
- b A trading vessel or commercial vessel at anchor or secured to a buoy, shall at all times maintain radio watch on Channel 13.
- c A trading vessel or commercial vessel secured alongside a wharf, at anchor, or secured to a buoy, shall maintain on board a duty person or persons with a knowledge of the vessel and its safety equipment.
- d A trading vessel or commercial vessel shall not undertake any repairs requiring hot work (for example welding or cutting) without the expressed permission of the Corporation via a work permit (refer to Section 7.6).
- e A trading vessel or commercial vessel shall not allow entry into a tank or any confined space area without the expressed permission of the Corporation via a work permit (refer to Section 7.6).
- f The Master of a vessel fitted with a VHF radio being navigated in the Port of Sydney harbour must ensure that VHF Channel 13 is continuously monitored for transmissions by Harbour Control.

8.2 Vessels to be kept in manoeuvring condition

The Master of a trading vessel in Sydney Harbour or Botany Bay shall not, except with the permission of the Corporation.

- a permit the main engines or any auxiliary equipment to be immobilised so as to interfere with the ability of such vessel to manoeuvre at short notice if required; or
- b permit the engine to be tested or turn-over the propeller while secured to any berth, buoy or anchorage.

Applications for vessels to shut down main engines must be made via ShIPS (refer to Section 7.6).

For information regarding these procedures, contact Safety & Environment, Sydney Ports Corporation on telephone 02 9296 4999 or fax 02 9296 4655.

8.3 Anchoring with boats or objects attached

Between sunset and sunrise, no trading, commercial or recreational vessel anchored in Sydney Harbour or Botany Bay shall have attached to it:

- a any boat the nearest part of which is more than 5.5 metres from the vessel; or
- b riding astern, any deeply laden boat, lighter, log or other floating object.

8.4 Vessels occupying shipping berths

- a Every vessel secured to a shipping berth in Sydney Harbour or Botany Bay shall be so positioned and managed that every part of the vessel shall be clear of all cranes, railway lines and any other plant or equipment on or adjacent to such berth, whether or not such equipment is in use;
- b Where the Corporation has directed or approved that a vessel shall be secured alongside another vessel which is secured to a shipping wharf, the inner of the two vessels shall provide free and uninterrupted passage for the transfer of persons or goods to or from the vessel secured alongside.

8.5 Lowering of lifeboats and rafts

- a The Master of a trading vessel in Sydney Harbour or Botany Bay shall not permit any lifeboat, painting raft or any other craft, to be lowered from the vessel into the waters of the ports, unless

approved by an appropriate officer of the Australian Customs Service AND the Corporation (refer to Section 7.6).

- b This direction shall not restrict the swinging-out of its lifeboats by a tanker, or any other vessel so directed, to comply with safety requirements of the Corporation

8.6 Repair or painting of vessels

- a No vessel, or floating object or apparatus, shall be broken up, repaired or painted, except with the written permission of the Corporation and in strict accordance with any conditions attached to such permission. Applications are to be made via ShIPS (refer to Section 7.6).
- b This direction shall not restrict internal routine maintenance work on a vessel berthed at a commercial berth, secured to a buoy or at anchor in Sydney Harbour or Botany Bay.

8.7 Berthing of charter and tourist vessels

Where the Corporation has approved the occupation of a commercial berth by a tourist or charter vessel for a specified period, both the owner and the Master of such vessel shall ensure:

- a the vessel arrives and secures herself to the berth only during that period;
- b that Harbour Control is advised when the vessel arrives at and departs from the berth;
- c that transfer of goods or persons shall begin immediately the vessel has secured to the berth and the vessel shall depart the particular berth within the approved specified period of occupancy.

8.8 Working cargo onto lighters and barges

The Master of a vessel in Sydney Harbour or Botany Bay, engaged in the working of cargo, bunkers or stores, to or from lighters or barges alongside such vessel, shall not permit more than two lighters or barges to be secured abreast of each other outboard of the vessel.

8.9 Lights to be exhibited on lighters or barges

Lighters or barges, either manned or unmanned, and timber or other floatable cargo, when lying alongside vessels or wharves between sunset and sunrise shall exhibit the following lights:

- a on the outer edge, at both the fore and after ends, a lantern which shows an all-round white light visible at a distance of at least one kilometre;
however
- b where a number of lighters or barges are grouped closely together they may be lit as one vessel.

8.10 Mishaps to lighters and Barges

The owner of any lighter or barge, shall forthwith report to the Corporation all circumstances where such vessel has sunk, capsized or been-wholly or partly submerged, or been involved in any of the situations described in Section 3.10.

8.11 Discharging of timber or floatable cargoes

- a The Master of a vessel shall not permit timber or other floatable cargo from the vessel to be unshipped into the waters of Sydney Harbour or Botany Bay without the permission of the Corporation. Where permission is given, such timber or other floatable cargo is not to extend more than 15 metres outboard from the vessel.
- b The owner of such timber or other floatable cargo, is required to remove the material from alongside the vessel from which it was discharged as soon as practicable after unshipment, if necessary, making arrangements with the Corporation for a wharf location where such cargo may be temporarily secured.

8.12 Disturbance of the beds of the ports

No vessel fitted with drags, grapples or any other apparatus, is to be used to lift or lower any object or material from or to the bed of Sydney Harbour or Botany Bay, or otherwise disturb the beds of such ports in any way, except with the written permission of the Corporation and in strict accordance with the terms of such permission.

8.13 Diving operations

No diving operations are to be undertaken within 100 metres of any fairway or channel except with the permission of Harbour Master.

Such diving operations are to be accompanied by a vessel, showing the appropriate flag signal. This vessel is required to be in radio communication with Harbour Control throughout the operation. Harbour Control is to be notified of the following:

- a on arrival at the site and the commencement of the diving operations;
- b on completion of the operation and when exiting the area.

8.14 Bridges in Sydney Harbour

Sydney Harbour Bridge – Single span arch bridge. Length of span clear of arch ring 290 metres. Clear headway at centre is 53.4 metres at Indian Spring Low Water (ISLW) (being approximately zero at Fort Denison tide gauge). A painting gantry reduces headway by 2.44 metres.

The Glebe Island Bridge – Clear opening through the swing spans is 18.7 metres on the western (Glebe Island) side, and 18.8 metres on the eastern (Pymont) side. Clear headway under each swing-span varies from 4.9 metres at the inner end to 6.8 metres at the outer end, the under side of each span forming a convex curve.

The Glebe Island Bridge shall remain in the open position for the passage of a vessel unless exempted by the Harbour Master and supported by a Marine Notice to that effect. Mariners should approach the Bridge with extreme caution when intending to navigate through the bridge structure.

The eastern side of the bridge is open to one way traffic controlled by navigation traffic lights. The western channel is closed to all trading, commercial and recreational traffic. Clear headway under the side spans is 6 metres. Headways stated are above low water.

Anzac Bridge – Is a fixed arch bridge, single span crossing the full width of the waterway with a maximum clearance of 27 metres above low water.

Iron Cove Bridge – Seven fixed spans, minimum clear opening 47.8 metres, maximum headway 12.3 metres but travelling gantries, when in use, decrease the headway to 10.4 metres. Headways stated are above low water.

Gladesville Bridge – Is a fixed arch bridge, a single span crossing the full width of the waterway. Red triangles by day and fixed red neon lighted triangular shapes by night, mark the points of clearance of 24.3 metres above low water on both the downstream and upstream sides of the bridge. Masters of vessels should navigate the bridge with due regard for depths of water available.

Pymont Bridge – Clear opening through the swing span is 20.8 metres on the Sydney side and 21.4 metres on the Pymont side and through the side spans 22.4 metres. Clear headway under the side spans is 7.4 metres. Headways stated are above low water. The Pymont side spans are closed to shipping.

The Pymont Bridge, now used for pedestrian traffic only, has been ceded to the Sydney Harbour Foreshore Authority (telephone 02 8267 6218, Tuesday – Friday, 0800 -1600, and 9299 7541 weekends and public holidays) which controls all arrangements for any vessel wishing to proceed from Darling Harbour into Cockle Bay. A monorail track (16.3metres above ISLW) over the bridge opens independently of the span to give unrestricted vertical clearance. Cockle Bay is a no-wash

zone. Small private vessels may pass at will under Pymont Bridge, to berth at landings around the bay, except during special events.

Ryde Road Bridge – Eight fixed spans, two fixed truss spans, and one truss span of the vertical lift type. Horizontal clearance of 29.8 metres under liftspan and 42 metres under each fixed truss span. Vertical clearance under liftspan of 11.8 metres above low water and under the two fixed truss spans of 11.5 metres above low water. The vertical lift span is permanently closed. The navigational span is now marked by fixed red and green lights.

Ryde Railway Bridges – Two bridges, the downstream consisting of six fixed spans, the upstream five fixed spans, have been constructed 15 metres apart. The least headway under all spans is 11.5 metres minimum horizontal clearance 45 metres.

The Spit Bridge

- a The Spit Bridge shall, except during such time as may be occupied in effecting repairs and alterations, or when wind velocity exceeds 65 kilometres per hour, be opened for the passage of vessels at the following times:

Mondays to Fridays		Weekends and Public Holidays	
1015	1445	0830	1430
1130	1930	0930	1630
1300	2030	1030	1830
1400	2130	1130	1930
	(DST only)	1330	2030
Open between 2130 and 0530 refer to (b)			2130 refer to (b)

Special openings of the bridge are permitted, (not earlier than 2230 (10.30pm) DST and 2130 (9.30pm) EST), and must be arranged with notice to the bridge operator before 1500 (3.00pm). However, such openings shall not be later than 0530 (5.30am) on weekdays and 0800 (8.00am) on weekends or public holidays.

Special openings of the Spit Bridge, after 2130, may be arranged with notice to the bridge operator (telephone 9948 1018) before 1200 on weekdays and 1700 on weekends or public holidays, however, such openings shall not be later than 0530 on weekdays and 0800 on weekends or public holidays.

- b Between Monday and Friday, if for any reason, road traffic in the Sydney Metropolitan area is severely disrupted, the Spit Bridge will not be opened at 1930.
- c A vessel seeking passage through the Spit Bridge should arrive in the vicinity about 10 minutes prior to the scheduled opening time, or specially arranged opening, and manoeuvre close to the structure in such a way that the operator cannot mistake the intention.
- I. Approximately five minutes before opening the bridge the operator will switch-on control lights for both marine and road traffic.
 - II. At the appropriate opening time the traffic lights will be turned to red and gates in the roadway raised to halt all vehicular flow across the bridge.
 - III. The bascule span, hinged at its northern end, will be raised and when the channel is clear the marine lights will be switched from red, through amber, to green on one side of the bridge to allow vessels on that side to proceed.
 - IV. Vessels on the opposite side of the bridge, who still face a red light, shall keep clear of the channel through the bridge and not hamper the passage of any vessel proceeding through the opened span.

- e Signals for such waiting vessels shall change from red, through amber, to green and until this fixed green light is shown no vessel shall attempt to pass through the opening in the bridge. At weekends and holidays, especially in summer months, many small vessels may be waiting on either side of the Spit Bridge for scheduled openings and large ferries operate cruises to coincide with the bridge timetable.

Masters of small craft wishing to make passage through the bridge at such times must exercise great caution in the navigation of their vessels to avoid collision.

8.15 Passage of vessels through bridges

A vessel must not be navigated through the channel in the opened span of a bridge unless such vessel is propelled by its own power, or towed or pushed by a power driven vessel.

8.16 Mortlake to Putney vehicular ferry

Vessels navigating in the Parramatta River, in the vicinity of the Mortlake to Putney vehicular ferry, must exercise great caution.

- a Between sunset and sunrise the ferry shall display, at each end of the vessel, an all-round red light and when under way above such light at the fore-end of the vessel, to indicate the direction of travel, an all-round green light. Such lights shall be visible for a range of at least one kilometre.
- b A passenger ferry, a vessel of more than 20 metres in length or a tug pushing a barge, wishing to cross the wires of the Mortlake to Putney ferry when it is at a landing on either side of the river shall, about 500 metres distant from the ferry, sound a long blast on the whistle or siren. On hearing such a signal from an approaching vessel, the ferry shall remain at the landing until the vessel has passed.

8.17 Position of Portainer cranes

- a The stevedore in question must in all situations ensure that no crane is parked near the intended bow or stern positions of an arriving vessel.
- b Where it is not possible to position cranes clear of a berth, as an alternative, cranes should be placed amid ships with their booms raised.
- c Cranes are to remain stationary (not long-travel) until the vessel is alongside.
- d Stevedore to fax the pilots and the Corporation, the crane location (utilising the current Berthing Instruction Form) corresponding with the centre of the crane.

Note: In the interest of port safety, a pilot finding himself confronted with an unsatisfactory crane placement outside the scope of this agreement will exercise due diligence and consider not completing the berthing of the vessel until the matter is addressed by the relevant stevedore.

9.1 Pollution

The Corporation views seriously any kind of pollution occurring on port waters. The regulations provide for heavy penalties on conviction.

Attention is drawn to the Marine Pollution Act, 1987.

- a If discharge of oil or of any oil mixture or a liquid substance occurs from a ship into State waters, the Master and the owner of the ship, and any other person whose act caused the discharge are each guilty of an offense, punishable upon conviction, by a fine not exceeding \$500,000 if the offender is a person.
- b If the offender is a Corporation \$10 million.
- c Failure to inform of discharge or escape – Penalty up to \$120,000.
- d The Corporation may recover from the Master or Owner all costs and expenses incurred by it in respect of action taken for the recovery or dispersal of pollutants (refer to Clause 46 of the Marine Pollution Act, 1987).

9.2 Smoke Control

A smoke concentration no darker than Ringelmann 1, except that the concentration may be darker (but not so as to exceed Ringelmann 3):

- a while approaching, leaving or manoeuvring at a berth; or
- b for up to ten minutes in any period of 8 hours, for lighting a boiler, but only so long as all practicable means are employed to prevent or minimise the emission of air impurities.

9.3 Cargo tank washing

The washing of cargo tanks including crude oil washing is not permitted without the written approval of the Corporation. Application for approval is via SHIPS (refer to Section 7.6).

9.4 Ballast

A tanker must be kept in such trim and at sufficient draft to permit safe navigation at all times. If required interim ballast is to be taken to maintain this condition. All vessels entering Australian Waters are subject to the AQIS reporting requirements and guidelines on ballast water discharge and are to comply fully with the guidelines and any subsequent AQIS directives.

9.5 Causing of nuisance or danger

Under the Water Traffic Regulations, NSW, administered by the Corporation, the Master of a ship in port is punishable where the ship causes annoyance or nuisance to any person. It is therefore obligatory that spotlights and floodlights on board be prevented from either causing annoyance to persons on shore or interfering with the safe navigation of other vessels. The Regulations presently provide for an 'on the spot' fine of \$200.

9.6 Garbage

The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) applies to all vessels including dinghies, yachts and fishing vessels. All garbage must be retained on board for disposal ashore. All garbage disposed of ashore is considered to be quarantine waste and must be collected by an Australian Quarantine Inspection Service (AQIS) approved contractor. Australian regulations impose strict controls and allow for heavy fines for offenders. All mariners should be aware of two basic principles:

- a No discharge of plastics anywhere.
- b No discharge of unprocessed garbage within 12 nautical miles of the nearest land.

10.1 Tugs and lines

Adsteam Marine

7 Cooper Street, Balmain NSW Australia 2041, telephone 02 9818 9400, fax 02 9818 9430.

Adsteam Marine operate a fleet of eight tugs with bollard pulls of between 28 and 60 tonnes – three of the larger tugs are permanently stationed at Botany Bay.

Australian Maritime Services

PO Box 733, Botany NSW Australia 1455, telephone 0400 338 312.

Australian Maritime Services operate two tugs at Port Botany, with bollard pulls of 54 and 56 tonnes.

A fleet of small tugs is operated by:

Adsteam Harbour

7 Cooper Street, Balmain NSW Australia 2041 telephone 02 9818 9400, fax 02 9818 9430.

Adsteam Harbour also provides a line handling service.

Tug Control

Telephone 02 9818 9444

Polaris Marine Pty Ltd

114 Western Crescent, Gladesville NSW 2011 telephone 02 9816 5696, fax 02 9897 6847.

Polaris Marine Pty Ltd operates two small tugs, four work boats and a number of lighters for the delivery of stores to and the removal of waste from vessels.

Tugs will meet tankers, in the vicinity of the Heads (refer to Section 10.9). Tugs will meet all other vessels in the vicinity of Fort Denison in Sydney and Molineux Point in Port Botany unless special arrangements have been made in advance.

On departure the tugs will be retained until an effective manoeuvring response is indicated by the vessel or when the Master requests their release. It is the practice to retain two tugs (off line) for large tankers departing Gore Cove until in the vicinity of the Junction Buoy.

Smaller tankers departing Gore Cove will have one tug retained till in that position. A large tanker can be defined as greater than 215 metres LOA and/or greater than ten metres draft.

10.2 Recommended tug usage for Sydney Harbour and Botany Bay

Each vessel is assessed on an individual basis and tug allocation is made with the following taken into consideration:

- a Handling characteristics;
- b Bow thruster;
- c Bow and stern thruster combinations;
- d Twin screw and rudder combinations;
- e Active rudder.

Unless advised otherwise by the Duty Pilot, the agent for a vessel fitted with a thruster, visiting for the first time should book tugs for a non-thruster ship, and request tug assessment of the vessel:

- a Inwards if the vessel is swinging on arrival.
- b Both inwards and outwards if the vessel is swinging on departure

A record of the assessment shall be maintained in SHIPS within the Vessel Detail File.

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Exempt Masters and pilots may vary the combination or number of tugs used for any movement, depending on experience, prevailing conditions or special circumstances that may apply in consultation with the Harbour Master. ***(amended 19-03-09)**

10.3 Minimum tug usage in average weather conditions

These guidelines are for minimum tug usage in average weather conditions.

a All vessels except deep laden vessels, vehicle carriers, tankers to Gore Cove and vessels rounding Peacock Point

	Swinging on Arrival / Departure		Arrival Head In		Departure Head Out			
					Not Clear Ahead		Clear Ahead	
SHIPS Code	1		2		3		4	
LOA	Nil	B/T	Nil	B/T	Nil	B/T	Nil	B/T
less than 30 m	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
less than 75 m	C	Nil	C	Nil	C	Nil	Nil	Nil
less than 100 m	CC	C	CC	C	C	Nil	C	Nil
less than 130 m	BC	B	BC	B	BC	C	B	Nil
less than 185 m	BB	B	BB	B	BB	B	B	B
less than 225 m	AA	A	AA	A	AB	A	BB	A
less than 265 m	AAB	AAA	AA	AB	AA	AB	AB	A
less than 295 m	AAA	AA	AA	AA	AA	AA	AA	AA

Vessels of LOA greater than 295m by consultation prior to arrival

*(amended 19-03-09)

b Deep laden vessels

Displacement tonnage at pilotage	
Displacement	Tugs required
less than 7 500	CC
7 501 – 10 000	BC
10 001 – 35 000	BB
35 001 – 45 000	AB
45 001 – 60 000	AA
60 001 – 85 000	AAB
85 001 – 100 000	AAA
greater than 100 000	AABB

c Vehicle carriers

	Swinging on Arrival / Departure		Arrival Head In		Departure Head Out			
					Not Clear Ahead		Clear Ahead	
SHIPS Code	1		2		3		4	
LOA	Nil	B/T	Nil	B/T	Nil	B/T	Nil	B/T
less than 130m	BB	B	BB	B	BB	BB	Nil	Nil
less than 160m	AB	A	BB	B	BB	B	BB	B
less than 200m	AA	AB	AA	AB	AB	BB	AB	A

d Tankers to and from Gore Cove

LOA	Displacement tonnage	Tugs required
less than 200 m	less than 80 000	AA
greater than 200 m	less than 60 000	AAB
greater than 200 m	less than 80 000	AAA
greater than 200 m	greater than 80 000	AABB

*Minimum tugs AABB on laden tankers of displacement greater than 80 000 tonnes
Tankers outside the above criteria by consultation

e Vessels rounding Peacock Point

Length	Tugs required
less than 200 m	As detailed in table a
greater than 200 m and no B/T	AA
greater than 200 m and approved B/T	AB
greater than 200 m and approved B/T and S/T	A

10.4 Clear ahead berths

Except for those berths listed below, any berth is 'clear ahead' when the distance to another vessel or obstruction ahead of a departing vessel, berthed 'head out' is not less than twice the LOA of that vessel.

An obstruction includes cranes in the clear ahead distance.

- a OPT for vessels LOA greater than 100 meters berthed head out
- b OPT for vessels LOA greater than 185 metres when departing 2330 to 0500
- c DH7 (wharf obstruction)
- d GLB2 for vessels LOA greater than 130 metres
- e WHT2 (wharf obstruction)
- f WHT4 (wharf obstruction)
- g BLB1 for vessels LOA greater than 130 metres
- h KUR1 if draft greater than 9.0 metres
- i KUR2 if draft greater than 9.0 metres
- j KUR2 if KUR3 occupied.
- k 1BD
- l ALL Brotherson Dock berths except 6BD for vessels LOA greater than 260m
- m 6BD for vessels LOA greater than 260m if ALL cranes are not 25 metres clear of the stern
***(amended 19-03-09)**

10.5 Shift along straight wharf

Any shift along a wharf shall be referred to the Corporation for approval and Harbour Control for permission for the movement to commence. Harbour Control will advise on any special requirements that may need additional consideration.

Where application has been made for a shift along a straight line of wharf, the services of a pilot or tugs may not be required subject to the following:

- a the Master's English is at a level to enable clear and distinct communication;
- b wind is less than ten knots and on to the berth;
- c Portainers and cranes are clear of the vessel and its intended path;
- d approval of Harbour Control.

10.6 Anchoring (including the bank anchorage)

LOA Meters	Anchoring	Attending
LOA >215 OR Draft >10.0m	A	To SPC directions
LOA <215 AND Draft >10.0m	AA	

*(amended 19-03-09)

An acceptable bow thruster may replace a B tug.

The above table serves as a guide only and further details shall be obtained from Harbour Control on 02 9296 4000.

10.7 Securing to mooring buoys

LOA	On	Off	In Attendance
less than 75	Nil	Nil	Nil
less than 185 m	A	B	Nil
less than 250 m	BB	B	Consultation with Harbour Master
greater than 250 m	AB	BB	B

The above table serves as a guideline only and further details shall be obtained from Harbour Control on 02 9296 4000.

10.8 Tug types, power ratings and size

Waratah Towage operates across the ports of Sydney and Botany. The fleet consisting of Z-Pellers that have a bollard pull of 45 to 60 tonnes. In addition there is one (1) Duckpeller with a bollard pull of 28 tonnes and one (1) twin screw (steering nozzle) with a bollard pull of 40 tonnes.

Stannard Bros operate a fleet of C Class tugs with bollard pulls ranging from two to seven tonnes. When ordering tugs unless exempted by the Harbour Master it should be noted that:

- a An A Class may replace a B Class tug.
- b Two B Class tugs cannot be replaced by one A Class tug.
- c An A Class tug can only be replaced by two B Class tugs.

10.9 Tugs attending tankers

Sydney Harbour

2 A class tugs will attend oil or chemical tankers at the sea buoy when:

- LOA is greater than 215 metres OR
- Beam is greater than 40 metres OR
- Displacement is greater than 60,000 tonnes OR
- Draft is greater than 10 metres.

1 A class tug will attend all other oil or chemical tankers at the sea buoy.

Outbound oil and chemical tankers will retain the services of 2 A class tugs until in the vicinity of the sea buoy when:

- LOA is greater than 215 metres OR
- Draft is greater than 10 metres.

All other oil and chemical tankers will retain 1 A class tug until in the vicinity of the sea buoy.

Gas free tankers carrying only vegetable oils are exempt from these requirements.

Botany Bay

All assigned tugs will attend oil and chemical tankers at Henry Head when:

- LOA is greater than 215 metres OR
- Beam is greater than 40 metres OR
- Displacement is greater than 60,000 tonnes.

11.1 Overview

The following section outlines the requirements of Australia's maritime security legislation and the Maritime Security Plans for the Port. Any Australian or foreign security regulated ship¹, must comply with these requirements should it wish to enter the Port. Other users of the Port must also comply with security declarations or directions in force at any time.

11.2 Port security requirements

Commercial shipping in Australia is regulated by the Commonwealth Government through the Maritime Transport and Offshore Facilities Security Act 2003 (the Act). This Act was developed to ensure Australia is compliant with the obligations of the International Ship & Port Facility Security (ISPS) Code.

Under the Act, Sydney Ports Corporation is the Port Operator for Botany Bay and Sydney Harbour (the Port) and must maintain Maritime Security Plans for the Port. These security plans are approved by the Commonwealth Government's Department of Transport and Regional Services (DOTARS). Other Australian ports, port facilities and port service providers (pilots, tugs, lines, bunker and barge services) and offshore oil and gas facilities are also required to maintain approved security plans.

11.3 Maritime security levels

One of three maritime security (MARSEC) levels may be applied within the Port at any time including:

MARSEC Level 1: Default, routine security level.

MARSEC Level 2: Heightened, a heightened maritime transport terrorist risk has been identified.

MARSEC Level 3: Extreme, a terrorist attack is imminent or has occurred.

The Port's routine security level is **MARSEC Level 1**.

The security level will be declared by DOTARS, depending upon the security threat at the time, however the Port may operate with increased measures at any time.

The current MARSEC Level is published on the Sydney Ports Corporation website at www.sydneyports.com.au and is routinely broadcast on the port operations VHF radio channel 13.

11.4 Security measures

Relevant security measures are defined in the security plans of the Port Operator, Port Facility Operators, and Security Regulated Ships within the Port and will be in place to meet the requirements of each security level. Port users must observe these requirements.

1. As defined in the Act

11.4.1 Security zones

Some sensitive port areas require additional security measures. Dependent upon the MARSEC level in force, security zones will apply to restrict access and to prevent unlawful interference with ships and critical or sensitive installations within the Port. These security zones can be grouped into two areas including Port security zones and Port Restricted Areas (see diagram below).

Port security zones may include:

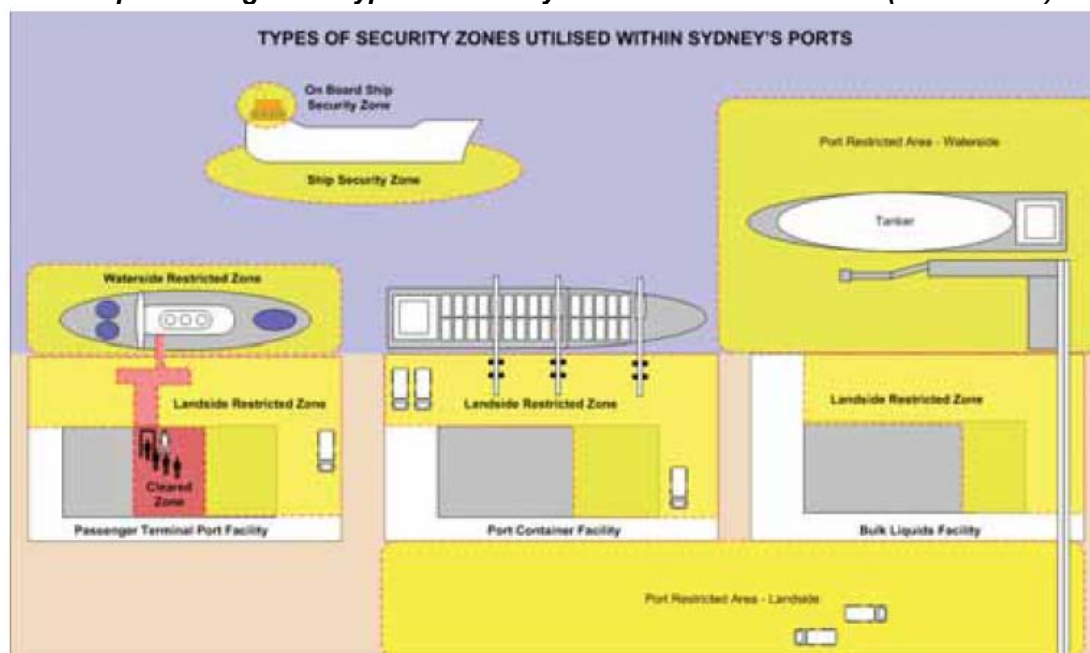
- Landside restricted zones: used to provide controlled access to landside areas.
- Cleared zones: used to facilitate the screening of persons and/or goods that move on and off of specific ships.
- Waterside restricted zones: used to provide controlled access to waterside areas including berths, jetties and moorings.
- Ship security zones: used to control access around a moving security regulated ship.
- On-Board Security zones: used to control access to areas or parts of security regulated ships.

Port Restricted Areas may include:

- Additional areas used to control access to other sensitive Port locations, both landside and waterside.

Current security zones are published on the Sydney Ports Corporation website at www.sydneyports.com.au and are routinely broadcast on the port operations VHF radio channel 13. Security zones are also identified in relevant maritime publications.

An example of the generic types of security zones utilised in the Port (not to scale).



11.4.1.1 Port security zones

The following Port security zones are established across the Port at **MARSEC Level 1**:

Waterside

The Port Operator is responsible for Port security zones established at the following locations:

- 30 metres clearance from any security regulated passenger ship, berthed at the Overseas Passenger Terminal, Circular Quay.

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- 30 metres clearance from any security regulated passenger ship berthed at Berth No 3, 5, 7 or 8 Darling Harbour, or other berths identified by the Port Operator from time to time.
- 100 metres clearance from the wharf face, while a security regulated tanker is berthed at the terminal in Gore Cove.

Landside

The Port Operator is responsible for Port security zones established at the following facilities:

- The berth face, providoring and passenger processing areas of the Overseas Passenger Terminal, Circular Quay, during a security regulated ship visit.
- The berth face, providoring and passenger processing areas of the Darling Harbour 8 Passenger Terminal, Darling Harbour during a security regulated ship visit.

Other facility owners and operators are responsible for Port security zones established at the following locations:

- The terminal area Gore Cove berths 1 & 2.
- The Darling Harbour berths 3 – 7.
- Glebe Island berths 1 & 2.
- The tug moorings at Balmain.
- The two container terminals situated within Port Botany.
- The Kurnell Jetty berths 1 & 2.

Access to all Port security zones is controlled and entry is not permitted unless authorised by the Port Operator or Port Facility Operator. Unauthorised entry to these zones is an offence under the Act and subject to significant penalties. All conditions of entry must be observed by all Port users when seeking entry to these zones.

11.4.1.2 Port restricted areas

In addition to the Port security zones detailed above, the provisions of the Management of Waters and Waterside Lands Regulations, NSW continues to operate. These Regulations also enacts restrictions to certain areas identified as 'Port Restricted Areas' and include:

Waterside

- 30 metres clearance from any moored or anchored seagoing ship without lawful authority.
- 100 metres clearance from the wharf face at the Gore Cove terminal, at all times other than those covered by security zones under the Act.
- 100 metres from the Kurnell Jetty berths 1 and 2, the area between the Jetty and the sub-marine berth 3 and an area surrounding the sub-marine berth 3, in Port Botany.
- 100 metres from the White Bay berths 3 and 4 when utilised for security regulated tanker ship operations.

The water area east of a line joining the north-western corner of the revetment adjacent to Molineux Point and the south-western corner of the Patrick Container Terminal, Brotherson Dock, including all of Brotherson Dock and the Bulk Liquids Berth Landside

The Port Operator is responsible for Port Restricted Areas established at the following facilities:

- The landside and facility areas of White Bay Berths 1 – 6.
- The landside and facility areas of Glebe Island berths 7 & 8.
- The landside and facility area of Port Botany, bounded by Simblist and Friendship Roads, including Charlotte and Fishburn Roads.

11.4.2 Signage

All security regulated passenger ships and tankers will be requested to display signage that is visible waterside and depicts security zone information. Other security regulated ships may be asked to do the same from time to time. The Port Operator will provide the signs upon arrival and collect them prior to departure. The Ship Master's assistance is requested to ensure the signage is displayed appropriately for the duration of the visit.

To provide the greatest flexibility, the signs are broken into two components:

- The first component identifies the type of security zone, (e.g. either a "Port security zone" or a "Port Restricted Area").
- The second component identifies the how far the boundary of the security zone is from the side of the ship. Distances will vary depending upon the berth and include distances of 30, 60 or 100 metres, to comply with the security zone requirements of each berth.

The signs are designed to be attached to the midship railing or other similar location (see example below).

An example of the signs deployed on a security regulated ship (not to scale).



11.4.2.1 Vessels authorised to enter waterside restricted zones

Authorised vessels include:

- A vessel operated by the Sydney Ferries Corporation for the carriage of passengers that is on its usual route or timetable for the day.
- A vessel that is compelled by circumstances to be closer than the distances specified, for the purposes of navigation safety.
- NSW Police Marine Area Command (Water Police) vessels.
- NSW Maritime vessels.
- Sydney Ports Corporation vessels.

Accreditation requirements must be adhered to by staff on these vessels.

11.4.3 Accreditation

Accreditation is used to assist to control access to security zones. Accreditation is the primary means for determining a person's 'right' to enter these areas. All persons entering security zones must be appropriately accredited.

11.4.3.1 Maritime Security Identification Card (MSIC)

The MSIC is the first point of reference used by all Port staff to verify the identity of an individual within security zones. All persons that have an operational need to work within these areas must be issued with an MSIC.

Having an MSIC will not entitle the holder to automatic entry to any or all security zones. Holding an MSIC does however show that the holder has successfully completed the background checking

process required to enter these security zones.

Any person seeking entry to a security zone must be the holder of a valid MSIC or be escorted or continuously monitored by the holder of an MSIC. MSIC holders must have a genuine work-related reason to be in a security zone and need to follow the Port's and or Port Facility Operator's standard occupational health and safety procedures (OH&S) when entering these zones.

A separate site induction and/or access card issued by employers or a Port Facility Operator may be necessary to gain automated access. Where an individual cannot present their MSIC due to loss, theft or damage, a Temporary MSIC must be issued by the Port Facility or MSIC Issuing Body, after confirmation that the person is the holder of a valid MSIC.

11.4.3.2 Other forms of accreditation

Other forms of valid accreditation include:

- Tickets for passage.
- Foreign seafarer ID cards and/or identification papers.
- Valid, Australian Defence Force (ADF) or Australian Federal Police (AFP) or State Police or Emergency Services, identification.

11.4.3.3 Visitors

All unaccredited persons requesting access to security zones will be classed as visitors. Visitors must be logged at each facility, issued visitor passes and may require an escort by an MSIC holder or be continuously monitored by an MSIC holder via CCTV surveillance.

11.4.4 Prohibited and restricted items

Certain items may be classed as prohibited² and or restricted³ within the Port. Offences apply for attempting to bring such items into Port precincts. Persons seeking entry to the Port or various Port Facilities may be subject to search for prohibited or restricted items as a condition of entry:

- If prohibited items are identified, the person will be denied access and may be handed over to the NSW Police for possible prosecution.
- If restricted items are identified, the person will either have to dispose of the item prior to entry or will be denied entry.

11.4.5 Prohibited and restricted actions

Certain actions may be classed as prohibited⁴ and or restricted⁵ within the Port. Offences apply for certain actions within Port precincts including:

- Persons found committing prohibited actions may be detained and handed over to the NSW Police for possible prosecution.
- Persons found committing restricted actions may be asked to stop engaging in the restricted action and or leave the Port precinct immediately. Failure to comply with such a request may result in NSW Police being contacted to attend the Port.

11.5 Penalties for breaches of the Act

Unauthorised entry into a Port security zone is an offence under the Act and Regulations and subject to a penalty of 50 penalty units, (which currently equates to \$5,500).

11.6 Penalties for breaches of the management of waters and waterside lands regulations – NSW

A person must not be within 30 metres of any moored or anchored seagoing ship without lawful authority.

A person must not be within 100 metres of any wharf or installation used for the shipment, unloading or storage of any oil, inflammable liquids, dangerous goods or explosives, without lawful authority.

A person must not be any closer than 200 metres from the bow and 60 metres from the sides and stern of a naval vessel that is underway, or 60 metres from a naval vessel that is moored, anchored or berthed, without lawful authority.

- The maximum penalty for unauthorised entry in these instances is currently \$1,500.

2. **Prohibited Items** are defined as those items which have been determined by legal authority as being 'inherently dangerous' and are therefore prohibited within Ports. Prohibited Items may include, but are not limited to; firearms & explosives, chemical substances, radioactive substances, illegal drugs, and incendiary devices (including fireworks).
3. **Restricted Items** are not 'Prohibited Items', which are prohibited by law. They are restricted by Sydney Ports Corporation policy and may include: fireworks; knives; compressed gas containers; political, national, religious, offensive, or race-related banners, or any banner designed to be inflammatory or provocative; signs, slogans, materials, flares, air horns, smoke bombs, and items that interfere, or may interfere, with the safety of other persons or security at the Port.
4. **Prohibited Actions** It is not possible to construct a definitive list of 'Prohibited Actions'. Law always prohibits some actions, while others are deemed unlawful by reason of circumstance. Prohibited Actions may include, but are not limited to; piloting a vessel or vehicle into a Port Restricted Area, possession of a Prohibited Item inside a Port, making threats toward a Port, making inappropriate comments WRT Port security, and participating in an unlawful demonstration or protest action inside a Port Restricted Area.
5. **Restricted Actions** are defined as those actions, determined by Sydney Ports Corporation, which carry unacceptable risk when conducted inside the Port Restricted Area. Restricted Actions may include, but are not limited to; fishing and photography. Security staff have the authority to determine if any action is restricted.

Printed copies are uncontrolled

For the latest version, please visit www.sydneyports.com.au or contact Harbour Control on (02) 9296 4000

11.7 Reporting of maritime security events, incidents and or threats

All Port users are encouraged to exercise a high level of security awareness. Any maritime security related events or incidents or suspicious activity or threat of unlawful interference to maritime transport should be immediately reported to Harbour Control by phone or VHF radio channel 13.

Harbour Control **(24 hours)**

VHF Radio Channel 13

Telephone: +61 (02) 9296 4001

Mobile: 0417 669 018

Fax: +61 (02) 9247 7804

Email: Shipping@sydneyports.com.au

In the event of an emergency, the relevant emergency services (Police, Fire or Ambulance) should be immediately contacted by telephone, by dialling the emergency telephone number 000.

The following form may assist when attempting to document security occurrences. Please forward completed forms to Harbour Control as soon as safe to do so.

6. A maritime security event is as defined in the Act & refers to any occurrence that may impact on a MSP.

7. A maritime security incident is as defined in the Act & includes any occurrence that may be terrorist related.

SYDNEY PORTS CORPORATION
Security Incident/Threat Reporting Form



(In an emergency contact NSW Police and relevant emergency services by dialling 000)

General information

Name of Port/Facility: _____

Incident date: _____ Time: _____ Location: _____

Person providing Report: _____ Telephone: _____

Type of occurrence (eg, suspicious activity, bomb/sabotage threat, unauthorised entry, suspect device, extortion, etc)

Description of threat/incident (Attach pages if required)

Alleged offender(s)

Name: _____ Date of Birth: _____

Name: _____ Date of Birth: _____

Vehicle(s)/Vessel(s) involved or observed

Registration: _____ Description: _____

Nature and severity of any injuries sustained by others

Name: _____ Injury: _____

Circumstances surrounding device(s) used

Type of device(s): _____

Method of Introduction (eg, passenger, baggage, cargo, stores, etc)

Other incident details

Any maritime security related events⁸, incidents⁹, suspicious activity or threats should be reported to Harbour Control by telephone or VHF radio channel 13. When safe to do so, please complete and forward this report to Harbour Control (24 hours telephone: +61 (02) 9296 4000) via:

Fax: +61 (02) 9247 7804 and +61 (02) 9296 4785 or

Email: Shipping@sydneyports.com.au & portsecurity@sydneyports.com.au

⁸ A maritime security event is as defined in the Act as any occurrence that may impact on a Maritime Security Plan.

⁹ A maritime security incident is as defined in the Act & includes any occurrence that may be terrorist related.

Appendices

Appendix I (A) – Cable and pipeline areas

Sydney Harbour

1. The area enclosed by lines from Balmoral Naval Jetty to the shore at the high water mark 457 metres north of Cannae Point, North Head to Hornby Light on South Head; the obelisk at Green Point to the eastern extremity of Middle Head.
2. Between a line from the sewer siphon tower at Parriwi Point to the sewer siphon tower at Clontarf, Middle Harbour, and a line drawn parallel with distance 61 metres north-west of that first line.
3. Between a line from the Ferry Wharf at Garden Island to the Light Tower on Fort Denison and a line from the south-western extremity of Fort Denison to the western extremity of the Oil Wharf at Garden Island.
4. From a point on the shore of Nielsen Park, Vaucluse, which bears 050°(T) distance 890 metres from the flagstaff on Shark Island, extending firstly due west for 625 metres, thence due north for 366 metres thence due east for 603 metres, thence due south to the shore of Nielsen Park at Shark Point and finally by that shore generally southerly to the point of commencement.
5. The area enclosed by lines from the eastern extremity of the beacon at Bennelong Point to the south-eastern extremity of Kirribilli Point; from the north-western corner of No. 3 Berth, Darling Harbour, to the southern extremity of Blues Point; and from the south-eastern extremity of McMahons Point easterly across Lavender Bay to Milsons Point.
6. Between a line from the north-eastern corner of Goat Island bearing 036°(T) to the foreshore near West Crescent Street, North Sydney; and a line from the southern extremity of Blues Point bearing 260°(T) to Goat Island.
7. Between a line from Darling Street Balmain, bearing 005°(T) to the southern shore of Goat Island, and a line from the north western extremity of Simmons Point, Balmain, to the south-western extremity of Goat Island.
8. The area within 200 metres of the Snails Bay dolphin berths.
9. Between the line forming the southern side of Glebe Island Bridge carriageway and a line parallel with and distance 107 metres south of that line.
10. Between a line from the western extremity of White Horse Point, 000°(T) to Cockatoo Island; thence from the south-eastern extremity of Cockatoo Island 180°(T) to the Balmain shore.
11. Between a line from a point where the extension of the south-eastern side of Church Street, Leichhardt, meets the seawall boundary of Iron Cove, south-west across the cove to the opposite foreshore and a line parallel with and distance 61 metres north-west of the first mentioned line.
12. Between a line from the south-western tip of Cockatoo Island, extending due west to Spectacle Island; and a line extending from the pile beacon off the northern extremity of Spectacle Island 083°(T) to Cockatoo Island.
13. Between a line across Parramatta River from Victoria Place, Five Dock Point to the eastern extremity of Gladesville Park, Gladesville, and a line parallel with and at a distance 61 metres south-west of the first-mentioned line.
14. Between a line across the entrance of Homebush Bay between Rhodes Point and Wentworth Point; and a line being the prolongation of the northern alignment of Gauthorpe Street, Concord, to the western shore of Homebush Bay.

15. Between a line crossing Parramatta River being the extension of the western side of Park Road. Rydalmere to the southern bank; and a line crossing the Parramatta River being the prolongation of the eastern side of Thackeray Street, Carmella, to the northern bank.
16. Within 300 meters of the Sydney Harbour Tunnel.

Botany Bay

1. Between two lines:
 - I. from the water discharge canal at Bumborah Point 234°(T) 720 metres; then 222.5°(T), 650 metres to the eastern tip of Molineux Point and 750 metres from Molineux Point; thence 197°(T), 1400 metres; and 116 °(T), 950 metres to the Kurnell Oil Jetty; and
 - II. from 100 metres on the eastern side of Bumborah Point 180 °(T), 120 metres; then 234°(T), 660 metres; 222.5°(T), 1440 metres; then 147°(T), 220 metres to the No. 5 buoy of the submarine tanker berth; then 177.5°(T), 680 metres to the north eastern end of the Kurnell Oil Jetty.

Appendix I (B) – Single cables or pipelines

Sydney Harbour

1. From a point midway along the high-water mark of Lady Martins Beach in Felix Bay to the south-western side of Shark Island, thence extending to a dolphin close to the eastern side of the island; and a line from the middle of Duff Reserve running northward for approximately 30 metres thence east-north eastwards to join the line in one above.
2. From the end of Darling Point Road to the southern end of Clark Island, thence to a dolphin close to the eastern side of the island.
3. Commencing at a dolphin situated 017°(T), distant 256 metres from the Shark Island flagstaff and bearing 193°(T) to a brick 'sighting' hut on the foreshore of Shark Island thence generally south-easterly skirting the eastern foreshore to a brick 'sighting' hut on the southern side of the Island thence bearing 106°(T), 195 metres to a dolphin south-east of the Island.
4. From Shark Point bearing 207°(T) for 610 metres thence 238°(T) to a brick hut on the north-east shore of Shark Island.
5. From Grove Street, Balmain, in a generally north-easterly direction to Yerroulbin Street, Balmain.
6. From Grove Street, Balmain, 079°(T) to No. 2 buoy, Snails Bay.
7. From Louisa Road, Long Nose Point, to the eastern extremity of Manns Point, Greenwich.
8. A line extending across Lane Cove River bearing 092°(T) from the end of Mount Morris Street, Woolwich.
9. From Lyons Road, Drummoyne, to the western end of Spectacle Island.
10. From the southern end of Spectacle Island to Snapper Island.
11. A line 084.5°(T) for 381 metres from the end of Queen Victoria Street, Drummoyne; thence about 038°(T) for 244 metres; and approximately 326°(T) to Spectacle Island.
12. A line from the shore at the south-eastern corner of St. Georges Crescent Reserve, Drummoyne, to the south-western extremity of Snapper Island.
13. A line bearing 240°(T) for 244 metres from Elliott Street Jetty, Balmain; thence 330°(T) for 305 metres; thence to the short St. Georges Crescent Reserve, Drummoyne.
14. From Gipps Street, Drummoyne, to Rodd Island, Iron Cove.

15. Directly across Iron Cove from a point on the shore about midway between Henley Street and Ullathorne Street, Drummoyne, 127°(T) to the Leichhardt shore.
16. A line from Millar Street, Drummoyne, to Rodd Island, Iron Cove.
17. A line from Rodd Island, Iron Cove, southerly to Leichhardt Park.
18. A line from the mid-point of the eastern side of Rodd Point, Iron Cove 103°(T) to Leichhardt Park.
19. A line from Leichhardt Park Jetty, Iron Cove, south-westerly across Iron Cove.
20. A line from the western side of Wrights Point, Drummoyne, to the Ferry Wharf at the end of Ferry Street, Hunters Hill.
21. A line from Herberton Avenue, Hunters Hill, southerly across Tarban Creek.
22. A line across the Parramatta River between the vehicular ferry landing at Hilly Street, Mortlake, and the landing at Pellisier Street, Putney.
23. From a point where the extension of the northern side of Waine Street, Cabarita, meets the shore, across Hen and Chicken Bay to the opposite shore at Spring Street, Abbotsford.
24. A line 271°(T) across Majors Bay from where the northern alignment of Edwin Street, Mortlake, meets the high water mark, to a point on the opposite shore.
25. A line 048°(T) from a position on the seawall approximately 30 metres westward of the jetty on Wentworth Point, extending across Parramatta River to the opposite bank.
26. From Abbotsford Ferry Jetty to Punt Road, Bedlam Point, Gladesville.
27. A line north-westerly across Duck River about nine metres downstream from the jetty owned by BP Australia Limited.
28. A line bearing 007°(T) extending across Duck River from a point on the northern side of Adderley Street, Auburn, approximately 149 metres from its intersection with Junction Street.
29. A line 008°(T) across Duck River from the extension of the south-western side of Derby Street, Auburn, about 213 metres north-west from its intersection with Skarratt Street.
30. A line extending across Parramatta River 222°(T) from a point on the northern bank approximately 192 metres upstream from Silverwater Bridge.
31. On a line from where the eastern side of Morton Street, Parramatta, meets the northern bank of the Parramatta River, south-easterly to the opposite bank.
32. A line from Viret Street Hunters Hill, across the Lane Cove River, to Kenneth Street, Longueville.
33. A line from High Street, Hunters Hill, easterly across the Lane Cove River.
34. A line from Wy-ar-Gine Point to Beatrice Street Clontarf, about 183 metres east of Clontarf Point, Middle Harbour.
35. A line from the inner end of the public wharf on the eastern side of The Spit to a point at the head of Sandy Bay, Middle Harbour.
36. A line extending across Long Bay, Middle Harbour, from the end of Wyong Road, Mosman bearing firstly 300°(T) for 46 metres thence 335°(T) to the opposite shore.

37. A line across Middle Harbour from a point where the centre line of Boundary Street, Willoughby, meets the high water mark, 058°(T) for 122 metres; thence due easterly for 351 metres; thence due northerly to high water mark on the shore of Davidson Park, Warringah.

Botany Bay

Two pipelines, which are no longer in use but remain in the sea bed, may present a problem to vessels anchoring in the vicinity. These pipelines should be avoided.

1. From Yarra Point 242°(T) 340 metres; then 240°(T) 320 metres.
2. From a point on the shore 390 metres north from Yarra Point 250°(T) 720 metres to the site of a previous submarine tanker berth in Yarra Bay.

Appendix II – Naval waters

1. HMAS Penguin

All those waters within an area commencing at a point at high water mark on the southern shore of Hunters Bay bearing 136°(T) distance approximately 510 metres from State Survey Mark (SSM) 22545 at Rocky Point, Balmoral (33°49'29.17"S 151°15' 06.17"E) and bounded thence by lines bearing 000°(T) distance 100 metres; bearing 043°(T) distance 150 metres; bearing 066°(T) distance 185 metres; bearing 157°(T) distance 140 metres and bearing 079°(T) to high water mark on the eastern shore of Hunters Bay, thence generally southerly and westerly along high water mark to the point of commencement.

2. Chowder Bay naval fuel installation

All those waters within an area commencing at a point at high water mark on the northern shore of Chowder Bay bearing approximately 261°(T) distance 390 metres from SSM 22543 at Georges Head (33°50'22.33"S 151° 21' 35.69"E) and bounded thence by lines bearing 145°(T) distance 175 metres; bearing 235°(T) distance 340 metres; bearing 325°(T) distance 180 metres and bearing 055°(T) to high water mark on the northern shore of Chowder Bay, thence north-easterly along high water mark to the point of commencement.

3. Shark Point degaussing range and mine counter measures vessels intercardinal range

All those waters within an area commencing at a point at high water mark on the northern side of Shark Point, Vaucluse, 325°(T) distance 30 metres from SSM 22542 (33° 51' 08.98" S 151° 15' 49.08"E) and bounded thence by lines bearing 000°(T) distance 110 metres; bearing 270°(T) distance 600 metres; bearing 183°(T) distance 815 metres; bearing 090 °(T) distance 570 metres, bearing 000°(T) distance 300 metres and bearing 090°(T) to high water mark on the western shore of Shark Point, thence northerly and easterly along high water mark to the point of commencement.

4. Royal Edward Victualling Yard and DSTO, Jones Bay

All those waters within an area commencing at a point at high water mark at an angle in the seawall at the south-western end of No. 18 Berth Pyrmont bearing approximately 077°(T) distance 80 metres from SSM 38931 at Mill Street Pyrmont (33°52'01.42"S 151°11'33.70"E) and bounded thence by lines bearing 311°(T) distance 30 metres; bearing 041°(T) distance 137 metres and bearing 131°(T) to the high water mark on the north-western side of No. 17 berth Pyrmont, thence generally south-westerly along high water mark to the point of commencement.

5. Garden Island Dockyard and fleet base berths

All those waters within an area commencing at a point at high water mark on the eastern shore of Balls Head bearing 061.1°(T) approximately 498 metres from SSM 22991 at Berrys Island (33° 50'33.37"S 151° 11'18.45"E) and bound by lines bearing 280°(T) 61 metres, 235°(T) 50 metres, 217°(T) 200 metres, 166°(T) 219 metres and thence bearing 073°(T) to the high water mark on the eastern shore of Balls Head Bay, thence generally northerly along the high water mark to the point of commencement.

- 6 Royal Edward Victualling Yard and DSTO, Jones Bay
All those waters within an area commencing at a point at high water mark at an angle in the seawall at the south-western end of No. 18 Berth Pyrmont bearing approximately 077°(T) distance 80 metres from SSM 38931 at Mill Street Pyrmont (33° 52'01.42"S 151° 11'33.70"E) and bounded thence by lines bearing 311°(T) distance 30 metres; bearing 041°(T) distance 137 metres and bearing 131°(T) to the high water mark on the north-western side of No. 17 berth Pyrmont, thence generally south-westerly along high water mark to the point of commencement.
- 7 HMAS Waterhen
All those waters within an area commencing at a point at high water mark on the eastern shore of Balls Head bearing 061.1°(T) approximately 498 metres from SSM 22991 at Berrys Island (33° 50'33.37"S 151° 11'18.45"E) and bound by lines bearing 280°(T) 61 metres, 235°(T) 50 metres, 217°(T) 200 metres, 166°(T) 219 metres and thence bearing 073°(T) to the high water mark on the eastern shore of Balls Head Bay, thence generally northerly along the high water mark to the point of commencement.

Amendments

Page	Section/Para	Amendment	Date
25	5.1/6	White Bay 1 and 2 are for short term...	24.1.05
25	5.1/7	Tankers carrying vegetable oils...	24.1.05
25	5.2/5	Gas Tankers are not permitted in Sydney Harbour...	24.1.05
29	6.3/1	Pilot boarding times...	24.1.05
30	6.3/2	NB.The attention of all relevant...	24.1.05
30	6.4/2	A tanker movement into berth No.3 Kurnell, being tidal...	24.1.05
48	10.9/3	Tankers departing Gore Cove whose LOA...	24.1.05
50	11.3	Zones established at the...	10.2.05
51	11.4	Authorised vessels and persons are...	10.2.05
51	11.6	Harbour Control	10.2.05
51	11.6	Sydney Ports Corporation – Threat/Incident Reporting Form	10.2.05
18	3.14	Code of conduct for vessels...	10.3.05
48	10.9/2	For arrival tankers whose length is greater than...	18.3.05
10	1.13	Anchorage off the coast	23.8.06
12	2.1	All vessels under the conduct of a licensed pilot...	23.8.06
13	2.5	Due to local conditions at the pilot boarding area...	23.8.06
25	5.1	White Bay berths 2, 3 and 4 are available...	23.8.06
27	5.11	Arrivals/Departures Chowder Bay, Point Piper and Athol buoys	23.8.06
30	6.5	Under Keel Clearance	23.8.06
47	10.4	Clear ahead berths	23.8.06
48	10.9	Tugs attending tankers	23.8.06
13	2.4	The Corporation requires...	1.12.06
27	5.9 (f)	The length of stay of any single visit...	1.12.06
40	8.17 (b)	Where it is not possible...	1.12.06
4	1st paragraph	Approved means approved by the Harbour Master...	5.6.07
5	10th paragraph	Vessel for the purpose... commercial transaction.	5.6.07
7	1.2/1	Pilotage is compulsory for all vessels, not exempted...	5.6.07
7	1.3/1	The directions by the Harbour Master for navigation...	5.6.07
7	1.4/2	All trading ships and commercial vessels arriving...	5.6.07
8	1.5/1	The Master of any vessel who refuses or neglects...	5.6.07
8	1.8/1	Harbour Control is, at all times, under the control...	5.6.07
8	1.8 (e)	in an emergency, may direct navigation in Sydney Harbour...	5.6.07
9	1.9/3	The following procedural terms shall be used...	5.6.07
9	1.10/1	Prior to port transits, trading vessels...	5.6.07
9	1.10/2	Whilst undertaking port transits, the attention...	5.6.07
10	1.14/1	A vessel may utilise the Bank Anchorage...	5.6.07
12	2.1/3	Trading vessels approaching Sydney Harbour...	5.6.07
13	2.3/1	All trading vessels approaching, manoeuvring within...	5.6.07
15	3.1 (a)	A trading or commercial vessel entering or departing...	5.6.07
15	3.1 (b)	A trading or commercial vessel entering or departing...	5.6.07
16	3.3 (c)	Vessels considered to be authorised are...	5.6.07
16	3.6/1	Trading vessels are restricted to the following...	5.6.07
16	3.7	Trading vessels not to secure without Corporation's permission	5.6.07
16	3.7/1	No trading vessel, having entered Sydney Harbour...	5.6.07
16	3.8 (a)	No trading or commercial vessel shall be removed...	5.6.07
17	3.8 (d)	A trading vessel or commercial vessel, excluding ferries...	5.6.07
17	3.8 (e)	A trading vessel or commercial vessel, excluding ferries...	5.6.07
17	3.10/1	Where any trading vessel or commercial vessel...	5.6.07
17	3.11/1	Sailing vessels and motor vessels including a vessel...	5.6.07
18	3.12 (b)	The provisions of (a) do not apply to and in...	5.6.07
23	4.1/1	A pilot shall on boarding a departing trading vessel...	5.6.07
23	4.1/2	An exempt Master shall contact Harbour Control...	5.6.07
23	4.1/5	All outward bound trading vessels shall advise...	5.6.07
23	4.3/1	All trading vessels approaching, manoeuvring within, or...	5.6.07

27	5.9 (c)	A trading vessel shall not be navigated in Sydney Cove...	5.6.07
27	5.9 (d)	Trading vessels when being navigated to or from...	5.6.07
29	6.1/2	Container facilities for the Sydney region are...	5.6.07
29	6.1/5 & 6	DP World operates berth No's 4, 5, ... of 90,000 tonnes.	5.6.07
36	8.1 (b)	A trading vessel or commercial vessel at anchor...	5.6.07
36	8.1 (c)	A trading vessel or commercial vessel secured alongside...	5.6.07
36	8.1 (d)	A trading vessel or commercial vessel shall not undertake...	5.6.07
36	8.1 (e)	A trading vessel or commercial vessel shall not allow...	5.6.07
36	8.2/1	The Master of a trading vessel in Sydney Harbour...	5.6.07
36	8.3/1	Between sunset and sunrise, no trading, commercial...	5.6.07
36	8.5 (a)	The Master of a trading vessel in Sydney Harbour or...	5.6.07
38	8.14/3	The Glebe Island Bridge shall remain in the open...	5.6.07
50-57	Section 11	(whole section has been replaced)	13.8.07
30	6.2	Tankers are not permitted to pass any trading vessel...	19.3.09
30-31	6.3	(whole section has been replaced)	19.3.09
45	10.2	Unless advised otherwise by the Duty Pilot...	19.3.09
46	10.3(a)	Vessel LOA's Updated	19.3.09
48	10.4	An obstruction includes cranes in the clear ahead distance..	19.3.09
48	10.4	ALL Brotherson Dock berths except 6BD for vessels...	19.3.09
48	10.4	6BD for vessels LOA greater than 260m if ALL cranes ...	19.3.09
48	10.6	Updated 'Anchoring' & 'In Attendance' information	19.3.09