

HARBOUR MASTER DIRECTIONS YAMBA

2 May 2025



Port of Clarence River (Yamba)

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The directions contained in this document are issued by the Harbour Master under section 88 of the Marine Safety Act 1998 no 121.

This version is issued and effective from 2 May 2025

This publication will be updated regularly. It is an online document, and no printed copies will be made available.

The Port Authority of New South Wales website www.portauthoritiesnsw.com.au should be checked for the latest version.

1 INTRODUCTION

1.1 DIRECTIONS

1.1.1 Publication

This publication is issued by the Harbour Master under section 88 of the Marine Safety Act 1998.

The Harbour Master's Directions set out in this document are made pursuant to Part 3 (Marine safety and other functions of the Minister), of the Ports and Maritime Administration Act 1995 No 13, to the Masters of vessels operating within the Port or intending to operate within the Port.

1.1.2 Edition

These Directions may be amended or revoked, in whole or part, at any time at the discretion of the Harbour Master. These Directions will be amended as an online document. Users are responsible for ensuring they are referring to the latest edition noting that any printed version is an uncontrolled document.

The current edition of this publication is available on Port Authority of NSW website (www.portauthoritynsw.com.au).

1.1.3 Disclaimer

The information and material contained in this publication has been compiled by Port Authority of NSW for all port users, trading, commercial or recreational. The Port shall not in any way be, or become, responsible in law or otherwise for any errors in, or omissions from, this publication of whatsoever nature and howsoever occurring. The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts or publications, RAN Hydrographic Charts, Commonwealth or State Acts, ordinances or rules.

1.1.4 Authority

A Harbour Master is appointed for the Port of Clarence River (Yamba) in accordance with Part 7 of the Marine Safety Act 1998 No 121. The Harbour Master and delegated officers of the Port also have authority under the following marine legislation:

- a. Marine Safety Act 1998;
- b. Maritime Services Act 1935;
- c. Marine Pollution Act 1987 and 2012;
- d. Ports and Marine Administration Act 1995;
- e. Dangerous Goods (General) Regulations 1999 (relating to ports); and
- f. Management of Waters and Waterside Lands Regulations.

1.1.5 Compliance

These Directions do not limit the power of the Harbour Master to give specific directions in any particular instance. The Master of any vessel within the Port shall

- a. comply with any direction which may be given by the Harbour Master.
- b. navigate in accordance with the Marine Safety (General) Regulations 2009; Schedule; and
- c. obey all relevant State and Federal legislation and relevant international conventions

1.1.6 Offences

The Master of a vessel who, without reasonable excuse, refuses or fails to comply with any direction given under Part 7 of the Marine Safety Act 1998 No 121 to the Master by the Harbour Master or any person who holds a delegation from the Harbour Master, is guilty of an offence.

A person who, without reasonable excuse, obstructs a Harbour Master (or any person acting under the direction of a Harbour Master) exercising any function under Part 7 of the Marine Safety Act 1998 No 121 is guilty of an offence

The holders of Marine Safety Licences may prejudice the Licence by an offence against legislation, regulations and these directions. Such an offence may cause it to be subject to conditions of use, suspension or cancellation.

1.2 OTHER DOCUMENTS

The following documents compliment the Harbour Master's Directions, providing port procedural rules, information and guidance for Masters, Owners, Operators and Agents, namely:

- a. Port information and guidance for Agents;
- b. Dangerous Goods – Management Guidelines for Port of Yamba;
- c. Dangerous Goods – Explosives Guidelines for Port of Yamba;
- d. Notices–Notice to Mariners
- e. Pre-arrival declaration

1.3 DEFINITIONS

The following Definitions apply to these Directions:

AIS Automatic Identification System mandated by the SOLAS convention and complying with ITU specifications.

Channel An area of navigable waters that, whether or not indicated by navigation marks, provides a passage for vessels.

Commercial vessel

A vessel to which the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 applies normally engaged in non-passenger carrying activities.

Entrance to the Port of Clarence River (Yamba)

The area of the sea immediately to seaward of a line drawn between the eastern extremity of the northern breakwater at the entrance to the Clarence River and the eastern extremity of the southern breakwater at that entrance and includes the 'Precautionary Area' as depicted on chart AUS222.

Exempted Vessel

A vessel exempted from compulsory pilotage under s75 of the Marine Safety Act 1998 no 121. Exempted vessels are:

- a vessel whose Master is the holder of a marine pilotage exemption certificate under the Act that applies to the port and vessel;
- a vessel whose master is the holder of a certificate of local knowledge under the Act that applies to the port and vessel;
- a recreational vessel;
- a vessel of less than 30 metres in length;
- a seaplane;
- a vessel of any class declared by the regulations to be an exempt vessel;
- a particular vessel declared to be an exempt vessel by order of the Minister given to the owner or Master of the vessel.

Fairway Part of an area of navigable waters that is used by vessels for navigation through the area and which can only use that area.

Harbour Master

Person appointed for the Port of Clarence River (Yamba) pursuant to section 85(1) of the Marine Safety Act 1998 with powers as conferred by Legislation.

Length Length-overall (LOA) as registered.

Length – towage

For the purposes of 'length' means the combined length-overall of the towing vessel and the vessel being towed, as registered, regardless of the towing configuration.

Local Vessel A charter or commercial vessel that navigates the port as a scheduled or charter service and is recognised by the Port as operating in the port area or close vicinity.

Master of a vessel

Person having the command or control of the vessel but does not include a pilot.

Non-local vessel

A commercial or charter vessel that is 20 metres or more in length but less than 30m, is not subject to pilotage and is not a local vessel.

Passage Plan

A written passage plan which includes minimum under keel clearance and minimum predicted tidal height values during any part of the passage as well as any other passage planning information considered necessary in accordance with SOLAS Chapter V, Reg 34 (berth to berth voyage planning) and IMO Resolution A.893(21) – Guidelines for voyage planning.

Pilot A marine pilot licensed by the Port Authority of NSW to provide pilotage services to vessels in the Port of Clarence River.

Pilotage The conduct of a vessel by a pilot.

Port of Clarence River (Yamba)

Port area and limits comprises the waters of the main channel of the Clarence River, Iluka Bay and Yamba Channel bounded by mean high water mark and by, as upstream boundaries, the eastern side of the old Harwood Bridge in the main channel and, in Yamba Channel, a line drawn from the southernmost point of Freeburn Island to the easternmost point of Rabbit Island and thence produced south-westerly to the opposite shore and by, as seaward boundary, a line drawn between the eastern extremity of the northern breakwater at the entrance to the Clarence River and the eastern extremity of the southern breakwater at that entrance.

Prohibited Area

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

Restricted Area

An area of water in which the activity of any vessel, or activities from the vessel except those exempted by direction of the Harbour Master, are strictly forbidden.

Reporting Point

A location in or near the port area at which vessels are to advise the port of position and intentions including 'all vessels' as required.

Recreational vessel

A vessel other than a commercial vessel used solely for recreation and which is not for use in connection with a commercial, governmental or research activity.

Seagoing Ship

A vessel of more than 45.72 metres in length that is used or intended to be used to carry cargo or passengers for hire or reward and that normally operates on voyages between ports.

Super Yacht A vessel that is in survey but is not being operated for profit or gain, is more than 45.72 metres in length or has a draught of 3 metres or more.

The Port The entity operating the port pursuant to the Ports and Maritime Administration Act 1995, that being Port Authority New South Wales -.

'Yamba Harbour'

Radio call sign of the port.

2 DIRECTIONS – NAVIGATION

2.1 VESSEL MOVEMENTS AND NOTIFICATION

2.1.1 Port Parameters

Each pilotage movement is assessed individually based on the parameters as follows:

- a. length;
- b. tonnage;
- c. draft;
- d. tug and tow combinations;
- e. manoeuvrability;
- f. deficiencies;
- g. cargo type; and
- h. Environmental conditions but not limited to wind, sea, river, tide and bar conditions

2.1.2 Notification

Ship's agents are to be contacted in the first instance to ensure notifications and requests are not delayed. Masters of vessels should contact the Port through their agent to seek guidance on these matters. Notification guidance information can be found in the "PORT INFORMATION AND GUIDANCE FOR AGENTS".

Preliminary arrangements for a Pilot must be made through a local agent registered with the [Sydney Integrated Ports System \(ShIPS\)](#). The following provides notification times required by the Port. Initial enquiries regarding port navigation and pilotage are generally made via an Agent.

The Port is responsible for berth allocation at the general cargo wharf. Cargo handling vessels have priority over vessels in Lay-up or waiting. Allocation of vessel berths at private berths will be determined in consultation with the site operators needs and priorities and that of vessel handling, security and safety.

Notification times

Arrival - 72 Hours - Vessels requiring entry to the port must submit an 'expected' arrival not less than 72 hours before arrival. Non standard entries such as tows or disabled vessels are to make enquiries to the port with as much notice as possible to enable assessment of the intended arrival.

The Master's Pre-Arrival Declaration must be submitted 72hrs before arrival as to enable the vessel to be approved in ShIPS. The electronic form can be obtained from the agent or Port.

If the vessels departure Port is less than 72hrs from the 'expected' arrival the Master Pre-Arrival Declaration and "expected" ShIPS entry must be made before departing the Port.

Arrival - 48 Hours - Vessels requiring entry to the port are to update an 'expected' arrival not less than 48 hours before arrival and advise the port directly. 6.

Arrival - 24 hours - A vessel is to be booked in the ShIPS system not less than 24 hours before arrival. The final notice prior to a pilot boarding time is to be made by 1500hrs the previous day.

All movements – 1 hour - Confirmation of the intended movement must be made by the vessel not less than one hour before. This will be via VHF or phone through to the Port.

Latest notification – Friday - Notification of movements over a weekend through to the midday on the following Monday or public holiday must be received by 12:00 on the Friday or day preceding a public holiday. Except in exceptional circumstances, notification to the Port to amend a pilot booking cannot be made between 1900 and 0700 on any day.

Removal - 24 hours - A vessel movement and pilotage request is to be booked in the ShIPS system no later than 24 hours prior to a departure. The final notice prior to a pilot boarding time is to be made by 1500hrs the previous day.

Departure - 24 hours - A vessel movement and pilotage request is to be booked in the ShIPS system no later than 24 hours prior to a departure. The final notice prior to a pilot boarding time is to be made by 1500hrs the previous day.

Booking Changes

It is acknowledged, for various reasons that a vessel's nominated booking time, is liable to change. The Port requires a minimum of 2 (two) hours' notice for such changes. Agents/Masters are requested to provide as much notice as practicable.

Charge - A deferral charge will apply where a pilotage booking is amended or cancelled within 2 hours of a booked pilot boarding time

Delays - If services attend a removal or departure movement and the vessel is not ready to depart the wharf within 60 minutes the pilotage may be deferred, and the pilot leave the vessel. Delay charges accrue after one hour from the nominated time of booking.

Updating Bookings/Information - The Shipping Agent can update booking details, movement times, draft, displacement and services required at any time via ShIPS. Agents are encouraged to contact the Port when relevant information becomes available as advice on the update may be necessary.

Towage - Agents are to consult with towage and utility services providers regarding booking, deferral and cancellation periods and charges. All of these allied services are booked via ShIPS which enables the status to be viewed by the Port.

2.2 COMMUNICATION AND REPORTING

2.2.1 Port Vicinity

Vessels intending to arrive at the port shall maintain an additional listening watch on VHF channel 11.

2.2.2 Port Waters

All vessels at anchor or being navigated within port limits must ensure that VHF Channels 16 & 11 are continuously monitored for radio transmissions.

2.2.3 DGs

Vessels handling dangerous goods (alongside or at anchor / mooring) must maintain a listening watch on VHF 16 & 11.

2.2.4 Point of contact

All vessels, the owners or operators must provide the port with a means of contact, available 24 hours.

2.2.5 AIS

The vessel is required to have its AIS operating at all times in the port and port approaches.

2.2.6 Reporting Positions

The Master of a commercial vessel entering, departing, or moving within the Port of Clarence River (Yamba) must contact the Port on VHF 16 or 11 (contact may also be made on the port mobile phone number 0419 462002 and report the vessel's position at the time of:

- a. entering Port Approach – Precautionary Area or upper port limit;
- b. berthing or anchoring;
- c. departing from berth;
- d. departure from the Port Approach – Precautionary Area or upper port limit; and
- e. any deviation from the planned/approved port movement.
- f. passing Browns Rocks Buoy

2.2.7 All Ships Call

The Master of a commercial vessel entering, departing, or moving within the Port of Clarence River (Yamba) is to make an all ships call on VHF 16 upon entering Port Approach – Precautionary Area or upper port limit or departing a wharf or anchorage, advising:

- a. vessel name;
- b. intended movement; and
- c. VHF channels monitored.

2.2.8 Report of incidents or emergency

Vessel Masters are obliged to report incidents or near-miss situations to the Port on VHF Ch 16/11 or on mobile. A failure to meet this obligation is considered noncompliance and will be treated accordingly. The Port will also accept copies of AMSA Incident Report Forms.

Further guidance on all reportable incidents is available on the AMSA website-

In complying with the above direction, the Master of every vessel involved in such reported incident shall:

- a. obey any direction(s) from the Port;
 - b. if required, make themselves available to furnish a verbal report to the Harbour Master; and
 - c. within 4 hours, notify the port in writing of the circumstances of the incident.
- The Port only maintains selected VHF monitoring periods. These periods correspond to planned vessel movement times and business hours.
 - Times advised to the Port shall use 24 hour notation in Australian Eastern Standard Time (UTC + 10); or Australian Eastern Daylight Saving Time (UTC + 11) at the appropriate times of the year.
 - The Port uses IMO Standard Marine Communications Phrases, as contained in IMO Resolution A918 (22) when required.

Information Service

The Port provides a Vessel Information Service (VIS) for planned movements and pilotage movements.

Call Sign: "Yamba Harbour".

VHF Channels:

- a. VHF 16 – Distress and calling;
- b. VHF 11 – Port calling, working and pilot transfer;
- c. VHF 10 – Port working standby.

Telephone – Business Hours

Business hours and when a movement is planned, co-located with the Yamba Harbour VIS:

Tel: + 61 (0)2 6646 2002

Telephone – 24 Hours

24-hour emergency contact via Newcastle VTSIC:

Tel: +61 (0)2 4985 8321 b.: +61 (0)2 4985 8322.

2.3 NAVIGATION AND PILOTAGE

2.3.1 Pilotage

Pilotage is compulsory for all vessels 30 metres and over in length unless exempted under section 75 of the Marine Safety Act 1998. The length for tug and tows is the combined length of the towing vessel LOA and vessel(s) being towed LOA, regardless of the configuration.

- Preliminary arrangements for a pilot must be made with the Port through an agent (local or SHIPS registered).

Pilot Boarding Grounds

Four pilot boarding locations are established:

- **North – Outer (29° 24•63'S 153° 24•21'E):** Located 2 mile NE of the end of the south breakwater. **This PBG is for use by all vessels unless advised otherwise by the Port or assigned pilot.**

- **North – Inner (29° 25•17’S 153° 23•24’E):** Located 1 mile NE of the end of the south breakwater this PBG is by assignment only.
- **South East (29° 26•02’S 153° 22•74’E):** Located 0.5 mile SE of the end of the south breakwater this PBG is by assignment only.
- **Harwood Bridge (29° 25•85’S 153° 14•25’E):** Located 0.20 miles upstream of the old Harwood Bridge.

2.3.2 Pilot Transfer Arrangements

Pilot ladders and all the associated equipment’s for the safe embarkation and disembarkation of the pilot must comply and are to be rigged in strict accordance with the latest relevant SOLAS Regulations, IMO Standards and PANSW specific requirements for the pilot ladder and manrope.

Where these cannot be met, the Ship’s Agent is to advise the port earlier than the 72 hours’ notice so that an assessment of the boarding arrangements can be carried out prior to the vessels arrival.

To avoid possible delays or missing a tidal slot, Masters should take note of the following requirements:

- a. ladder or access point is to be rigged on the lee side to the swell when approaching the PBG
- b. lowest point of the ladder to be 2 metres above the water
- c. two proper manropes without knots or monkeys fists must be provided at all times; and
- d. no tripping lines are to be attached to the pilot ladder below the lowest spreader.

Approach

- A vessel manoeuvring to embark a pilot should maintain a speed of about seven (7) knots and steer a course which puts the prevailing swell on the opposite quarter to the side on which the boarding arrangement is rigged.
- Cross swells are a common occurrence and can cause delays to boarding. The Master of an arriving vessel should always ensure sufficient sea-room is maintained to allow manoeuvres to provide a lee for the pilot cutter and departure from the Pilot Boarding Ground.
- Vessels are to monitor VHF channels 16 and 11 for calling by the pilot vessel on approach. Vessels must not proceed any closer than the ‘North – Outer’ PBG without permission of the Port.
- A pilot transfer vessel services the port namely:
 - ALVINA 3, a dedicated pilot transfer cutter (orange hull, yellow superstructure with ‘PILOT’ marked and fitted with AIS).

2.3.3 Depths

The port is to be contacted in the first instance when planning a passage to ensure the latest information is available. Recognised fairways are:

- a. Port Approach Fairway – precautionary area;
- b. Entrance Channel;
- c. Reef Channel;
- d. Lighthouse Channel;
- e. Middle Channel;
- f. Iluka Channel;
- g. Collis Channel;
- h. Goodwood Channel;
- i. Transition Fairway;
- j. Palmers Channel; and
- k. Harwood Channel

2.3.4 Passage Planning

Masters must have a passage plan in accordance with SOLAS Chapter V, Reg 34 (berth to berth voyage planning) and IMO Resolution A.893(21) – Guidelines for voyage planning.

Vessel parameters

The following dimensions provide guidance on vessel parameters that apply to navigation and mooring in the port:

- LOA – 120 metres;
- Beam – 20 metres for port transits occurring within a *UKC time slot*. Shallow draft vessels eg barges – assessed on a case by case basis;
- Draft – dependent on meeting UKC requirements. Mean sea level and updated channel depths can be used to calculate average maximum draft. MHWNs can be used to assess port access slots; and
- Displacement – as determined by LOA, beam and draft parameters. Vessels displacing > 5000 Tonnes will be assessed on a case by case basis.

Planning

The Port Authority website provides a passage plan to assist ship's personnel planning a pilotage passage to the berth or anchorage prior to the arrival of the Pilot and the Master / Pilot Information Exchange. An indicative waypoint list is also provided on the website. Masters are reminded that they are responsible for the safe navigation of their vessels at all times. This passage plan is provided as a guide only.

MPX

The Master Pilot information Exchange (MPX) will occur upon boarding. If necessary additional planning information will be provided to vessels via the Agent to inform ship's personnel prior to the pilot boarding.

State of vessel – propeller immersion

The propeller blades are to be fully immersed at a static draft. In this case fully immersed means a draft not less than 120% of the diameter of the propeller.

State of vessel – trim

Maximum trim for vessels navigating the port is not to exceed the following values based on LOA:

- 60 ~ 80 metres – 2% of LOA;
- 80 ~ 100 metres – 1.5% of LOA; and
- 100 ~ 120 metres – 1.2% of LOA.

State of vessel – minimum draft

The minimum forward draft is not to be less than the following values based on LOA:

- 60 ~ 80 metres – 2% of LOA;
- 80 ~ 100 metres – 2.5% of LOA; and
- 100 ~ 120 metres – 3% of LOA.

2.3.5 Tug and Tows; Passage Planning

2.3.5.1 Tow Arrangement

Port of Yamba is a "bar" port, and due to the nature of the port entrance tows are to be rigged to account for snatching. Weather parameters for the Port entry/departure may be reduced for tow arrangements that do not utilise heavy chain bridles and fore-runners.

2.3.5.2 Escort

Tows will be escorted in the approach and entry to the port. The escort tug will remain with the tow and assist berthing as required.

2.3.5.3 Trailing Pickup Line with Eye

is to be provided off the stern of the tow. This line is to be rigged to trail at least 15 metres in the water. The escort tug will pass a tow line through the eye on the bight.

2.3.5.4 Tow Hooks and Winches

Intended tow arrangements should be provided to the port through an Agent at the earliest opportunity to assist planning and risk assessment. As a guide, tugs using tow hooks are not desirable for towing through the port entrance and may further reduce the weather and tidal windows for port transits. Tugs using a tow hook will not be accepted for use with towed vessels exceeding LOA 60 metres or an arrival / departure displacement more than 1,000 tonnes, unless prior approval has been sought from the Harbour Master.

2.3.5.5 Weather

As guidance' a predicted (or observed) swell of 1.5 metres from an adverse direction is the maximum allowed for tow transits of the port entrance. A predicted (or observed) wind of 20 knots from an adverse direction is the maximum allowed. These factors may be reduced further for towed vessels of a high freeboard to draft ratio .and for tow arrangements that do not utilise heavy chain bridles and fore-runners.

2.3.5.6 Shortening Tow

The tow must be able to be adjusted on approach to the port entrance. Once inside the tow will need to be shortened further.

2.3.5.7 Personnel

Sufficient personnel need to be available to transfer to the towed vessel for the purpose of adjusting the tow, recovering emergency tow and handling mooring lines. Personnel can be transferred with the assistance of the escort tug.

2.3.6 Lead marks

At times, due to varying depths and shoal movement the lead marks though the port might not indicate the best navigable water. The use of the leads can vary from centre line, to limiting line, to wheel over positions. The latest information should be sought through the carriage of a licensed pilot.

2.3.7 Tows

For the purposes of assessing pilotage requirements for towage;

The towage length means the combined length-overall of the towing vessel and the vessel being towed, as registered, regardless of the towing configuration

2.3.8 Tugs with Tows

Only allowed to cross the Yamba "bar" during daylight hours. All towage in port must be done during daylight hours. Tow arrangement to be sent to the port well in advance before the arrival of the tug and tow to Port Limits. This must be no less than 72hrs before the arrival time (or before departure from last Port of call).. This will enable planning to be undertaken by the duty pilot.

2.3.9 Tugs Without Tows

Will be assessed on a case-by-case basis.

2.3.10 Information Exchange and Tests

Prior to port transits, unless exempted from compulsory pilotage, all piloted vessels shall undertake a Master/pilot information exchange (MPX).

A Passage Plan is provided on the port authority website to assist ship's personnel planning a pilotage passage to the berth or anchorage prior to the arrival of the Pilot and the Master/Pilot Information Exchange. An indicative waypoint list is provided with the passage planning chartlet. This is available on the "Port of Yamba" website.

2.3.11 Before Pilotage of a Vessel Begins, the Master of the Vessel must:

- a. test the operation of the navigation, propulsion and steering systems of the vessel (including any parts of such systems as the regulations require) and record the results of those tests, and
- b. Inform the pilot of anything of which the master is aware that is likely to affect the safe operation of the vessel.

2.3.12 Manning

Whilst undertaking port transits, the Master shall ensure that, appropriate manned and efficient Bridge Resource Management is practiced.

2.3.13 Additional Pilot

An additional pilot shall be engaged upon request of the assigned pilot or at the direction of the Harbour Master. The additional pilot will act at the direction of the pilot.

2.3.14 Super Yachts

As per the definitions above where a Super-yacht is recognised as a Seagoing-ship it shall be subject to pilotage.

2.3.15 Charts

Master of vessels are to have an approved up to date ENC or hydrographic chart (as appropriate) on board, namely

AUS222 – Clarence River and Approaches.

2.4 UNDER KEEL CLEARANCE (UKC)

1. The minimum static UKC for all vessels navigating within port is 10% of the vessel's static deepest draft.
2. In the berth box the minimum UKC is 5% of the vessels deepest draft.
3. At anchor the minimum UKC is 10% of the vessels deepest draft taking into account the swing circle.
4. **Port entrance.** Minimum UKC is 10% of the vessels deepest draft plus minimum 1.5m for the bar crossing dependant on the prevailing weather conditions.

2.5 SHIP HANDLING AND TOWAGE REQUIREMENTS

Assist tug required for vessels/tugs/barges proceeding to/from Goodwood Island wharf, as per below.

- a. fitted thruster is not operational or deficient;
- b. vessel is over 90 metres LOA regardless of thruster or rudder configuration;
- c. vessel is over 75 metres LOA makes a first call at the port, no suitable bow thruster fitted or has poor manoeuvrability in regards to the nature of the port.
- d. Towed vessel/barge is over 50 metres LOA.
- e. Vessel is a tanker;
- f. Vessel has a cargo containing Class 1 Dangerous Goods;
- g. Single screw vessel is to berth stern to the tide.
- h. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

Assist tug required for vessels/tugs/barges proceeding to/from **Harwood Reach and Palmers Island berths**, as per below.

- a. A vessel is to berth stemming the stream unless highly manoeuvrable or taking tug/s. This will be assessed on a case-by-case basis.
- b. Single screw vessels over 50 metres in length that cannot be 'pinned' (without the use of springs) to the wharf will require tug assistance.
- c. Towed vessel/barge is over 50 metres LOA.
- d. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

Slipway Fender Piles

- a. Assessment of suitability to use the location will be made on a case by case basis. Single screw vessels over 50 metres in length that cannot be 'pinned' (without the use of springs) to the wharf will require tug assistance.
- b. Daylight only. All berthing at wharves in Harwood Reach is daylight only. A vessel may depart at night provided adequate lighting is available for persons tending moorings.
- c. Towed vessel/barge is over 50 metres LOA.
- d. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

Assist tug required for vessels/tugs/barges proceeding to/from **Harwood Marine Slipway**, as per below.

- a. Towed vessel/barge is over 30 metres LOA.
- b. Twin screw powered vessel over 60m with no suitable bow thruster.
- c. Single screw vessel over 45m with no suitable bow thruster.
- d. Risk assessment requires further mitigation, or at the discretion of the assigned pilot or the direction of the Harbour Master.

2.6 HARWOOD BRIDGE

2.6.1

As guidance the following towing conditions apply for towage through the Harwood Bridge:

- a. daylight only;
- b. no single tug tows, regardless of configuration (punts can be used as assist vessel at pilots and Harbour Masters discretion); and
- c. movements must be stemming the tide.
- d. minimal tidal stream, before or after slack water (stemming the tide).

2.6.2

Mariners should approach the Bridge with extreme caution when intending to navigate through the bridge structure. The navigation span is to be used and vessels must not pass (reciprocal or overtaking) under the bridge.

2.6.3 Power Driven

Passage through the navigation span (open or closed) must only be undertaken by vessels when power driven.

2.6.4 Approach Area

Vessels must not anchor in the prohibited anchorage area of the approach to the navigation span. If waiting to pass, vessels underway are to remain clear of the prohibited anchorage area to allow clear approach and departure to the span.

The Pacific Highway crosses the Clarence River at Harwood. The 'Harwood Bridge' has a navigation span with lifting section. Harbour Master's Directions refer to navigation through the bridge including towage.

2.6.5 Clearances

The following provides guidance on clearances with vertical figures stated above Highest Astronomical Tide (HAT):

- a. Vertical – span closed: 8.1 metres;
- b. Vertical – span open: 36.1 metres; and
- c. Width - span fenders: 28.0 metres.

2.6.6 Opening

Roads and Maritime Services is to be contacted for further information and advice on the bridge. A local contracted Bridge Caretaker can provide additional information and bridge opening services. The current contractor can be contacted at 04 1260 4748 (preferred) or 02 6682 8388.

2.6.7 Notification and Times

Restricted opening times apply daily and on public holidays. Prior notification and booking is required for the bridge to be opened. The bridge caretaker is to be contacted for clarification and booking with the following restricted times provided as guidance only, namely:

- a. Daily - no lift: 07:00 ~ 10:00;
- b. Daily - no lift: 14:30 ~ 19:00; and
- c. Public holiday – no lift: 07:00 ~ 19:00.

A new bridge has been built downstream from the Lift span Harwood Bridge. This has a Vertical span height of 29.3m and width between pylons of 34m in the navigation span.

3 DIRECTIONS – PORT OPERATIONS

3.1 WORK PERMITS AND NOTIFICATIONS

3.1.1

The following works on a seagoing ship or commercial vessel shall not be undertaken without the expressed permission of the Port, via a work permit application, namely:

- a. Hot-work;
- b. Hydrocarbons transfer (bunkers, oily waste, oily slops etc);
- c. Diving;
- d. Immobilisation of propulsion machinery, steering, mooring or anchoring equipment (or equipment that renders propulsion inoperative);
- e. Launching and manoeuvring of ships boats (Foreign Flag);
- f. hull painting; underwater inspections;
- g. Propeller polishing, tank washing or pre washing;
- h. entry into confined spaces / tanks for work and or inspections;
- i. Handling of dangerous goods (ShIPS lodgement),

3.1.2 Application

An application for permit to work is to be submitted via the ShIPS system through an approved agent. No other method of application will be accepted except with prior agreement of the Port.

3.1.3 Permission to Commence

Persons undertaking or supervising the work (including vessel personnel) are to contact the Port prior to the work permit and request permission to start or resume the work.

3.1.4

This direction shall not restrict internal routine maintenance work on a vessel berthed at a wharf or at anchor

3.1.5 Reporting

Completion of the permit or daily / shift completion is to be advised to the port.

3.1.6 Inspection

Persons operating under a port work permit are liable to inspection of the permit and adherence to conditions set out therein. The permit must be available on site for inspection by port staff or other applicable agency.

3.1.7 Offence

Failure to adhere to the requirements of the Permit may constitute an offence.

3.1.8 Work Boats /Punts

The Master of a seagoing ship shall not permit any lifeboat, painting punt or any other craft, to be lowered from the vessel into the waters of the port, unless approved by an appropriate officer of the Australian Customs and Border Protection Service, and the applicable Port work permit application is approved.

3.2 MOORING, MANNING AND WARPING

A seagoing ship or commercial vessel secured alongside a wharf, at anchor, or secured to a buoy, shall maintain on board a duty person or persons with knowledge of the vessel and its safety equipment, with a means to contact the Port and emergency services.

3.2.1 Goodwood Island Wharf (GIW)

1. During berthing operations at GIW a minimum clearance of 5 metres between vessels is to be observed. After berthing with all singled-up lines run ashore the clearance between vessels may be reduced in special cases in consultation with the Port and pilots
2. Long lines head and stern lines are to be used for all vessels over 100 metres LOA.

3.2.2 Harwood Slipway and Wharf

1. Harwood Slipway Wharf - Up to two vessels may bank alongside subject to the approval of the Port on a case-by-case basis. The outboard vessel must be available to move at the notice stipulated by the Port.
2. Harwood Slipway Fender Piles –Double banking of any vessels is permitted, subject to the approval of the Port on a case-by-case basis. The outboard vessel must be available to move at the notice stipulated by the Port.
3. When any vessel is arriving or departing under pilotage at the PMD slipway one contingency berth must be available. In other words both the Harwood Slipway wharf and Harwood Slipway Fender Piles cannot be double banked.

3.2.3 Warping

1. Straight wharf. Any shift along a wharf shall be referred to the Port for approval.
2. The Port will advise on any special requirements that may need consideration and compliance.

3.3 FLOOD CONDITIONS

3.3.1

Where practicable vessels are to be at a berth, not at anchor.

3.3.2

Vessels are to be berthed head-up river for flood conditions where practicable to do so and time permits. All mooring lines are to be doubled and 'long' lines leading upstream are to be deployed (long back springs or head / stern lines). Anchors are to be out of the hawse pipe but clear of the water ready for letting go.

3.3.3

Port Authority will review the status of all immobilisations and advise Agents and Masters.

3.3.4. Flood contingency Plans

Stakeholders within the Port are to submit a Flood Contingency Plan (or ensure they are covered by agent responsible for the vessel).

4 DIRECTIONS – GENERAL

4.1 PASSAGE OF SEAGOING SHIPS

4.1.1

Vessels are not to impede the passage of seagoing ships, vessels under the conduct of a pilot or exempt master following the shipping channels or river fairways.

4.1.2 Clear Channel

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, request for a 'Clear Channel' shall be broadcast on VHF 16.

4.1.3

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

- a. all seagoing ships;
- b. vessels with Dangerous Goods cargo;
- c. vessels with draft greater than 4.0 metres; and
- d. tug and tow configurations.

4.2 ANCHORAGES

4.2.1

Masters of vessels must not anchor:

- a. in channels or fairways as depicted on the chart or within 60 metres of the line of any charted lead marks;
- b. within 30 metres of the Iluka & Yamba Ebb Tide Release Special Mark buoys as this is a restricted zone;
- c. in the port approach fairway – precautionary area;
- d. in the navigation span approach area of the Harwood bridge; and
- e. in berth approaches or berth mooring boxes; and

4.2.2 Direct to Move

Masters and persons in charge of vessel are to comply with directions of the Harbour Master or other authorised officer when advised to move the vessel.

4.2.3 Permission to Anchor

The anchorages of Iluka Channel, Goodwood Island Reach and Palmers Island are for the assignment and permitted use of the Port only. Vessels over 80 metres LOA are not to anchor in the Port without permission.

4.2.4 Conditions

A vessel at anchor must:

- a. display the signals required by the COLREGS at all times;
- b. be manned for anchor watch, bridge watch and engine movements as set out in international codes of practice and watch keeping guidelines;
- c. be contactable by the Port or nominated Agent at all times;
- d. not immobilise the main engines;
- e. have the second anchor (if fitted) ready for use;
- f. maintain an UKC of not less than 10% otherwise approved by the pilot/Harbour Master; and
- g. comply with any other conditions determined by the Port.

4.2.5 Moorings and Long-Term Anchorage

No vessel is permitted to anchor in the port area long term or permanently. No vessel is permitted to anchor unattended in the port (excepting Iluka Bay and Iluka half tide wall).

No moorings (swing or fore & aft) are permitted to be established in the port (excepting Iluka Bay and Iluka half tide wall).

4.3 ZONES

4.3.1 Precautionary Areas

4.3.2 Port Entrance

The port entrance is marked on the chart by a precautionary area. Masters of vessels are to provide a wide clearance to tug and tows and seagoing ships approaching the entrance. The area inside the port entrance and three other locations as marked on the chart are used as Pilot Boarding Grounds. Masters are reminded of their obligations under the COLREGS in these areas.

4.3.2.1 Harwood Reach Swing Basin

The vessel swing basin off the Harwood Sugar Mill is a precautionary area. Masters must not obstruct a seagoing vessel approaching and intending to swing in the basin.

4.3.3 Restricted Zones

4.3.3.1 Iluka and Yamba EBB Tide Release – Special Mark Buoys

30 metre restricted zone around the buoys. Vessels must not anchor or engage in any underwater activity within the zone. All reports of equipment loss in this vicinity must be made to the Port immediately.

4.3.3.2 Harwood Slipway Cutting Entrance

an area extending 60 metres around the entrance to the Harwood Slipway cutting is restricted to navigation by unauthorised vessels when vessels are entering or leaving the cutting.

4.3.4 Prohibited Anchorages

4.3.4.1

The port entrance precautionary area is a prohibited anchorage. The area close east and west of the Harwood Bridge navigation span (as depicted on the chart) is a prohibited anchorage.

4.3.5 ESCORT AND EXCLUSION ZONES

Exclusion zones exist for vessels underway. The underway exclusion zone is 120 metres ahead, 30 metres each side and 30 metres astern of seagoing ship, tug and tow or any other vessel as directed by the Harbour Master. At times an escort may be provided by, port, law or regulatory enforcement vessels.

4.4 DIVING OPERATIONS

4.4.1

No commercial diving operations are to be undertaken within 100 metres of centreline of any fairway or channel except with the permission of the Port. Work requests and approvals are to be undertaken in accordance with the port requirements

4.4.2

Such diving operations are to be accompanied by a vessel, showing the appropriate international flag signal and COLREGS signal by day and night as appropriate. Additional signals required for the operation are to be displayed by day and night.

4.4.3

The vessel is required to be in communication with the Port throughout the operation and provide a mobile phone number as an alternate means of communication.

4.4.4

The Port is to be notified of the following, namely:

- a. at commencement of the diving operations.
- b. upon completion of the operation.

4.5 AIRCRAFT OPERATIONS

4.5.1 Seaplanes

The pilot of a seaplane must not take off or touchdown in port waters without the permission of the Port

4.6 DISTURBANCE OF THE SEABED

4.6.1

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 the Port, or otherwise disturb the seabed of the Port in any way.

4.6.2

Such disturbance requires the written permission of the Port and the government agency with custody of the seabed and may only be undertaken in strict accordance with the terms of such permission.

4.6.3

Vessels engaged in fishing with nets or trawls are exempt from this provision to the extent necessary to carry out the operation. The operator of such a vessel is only exempt if holding the required endorsement / commercial fishing licence from the applicable government agency responsible for such activities.

4.7 INVESTIGATIONS

Safety and regulatory investigations may be undertaken by the Port. Masters, persons in charge, crew, owners and operators are not to impede the lawful actions of authorised officers in carrying out their duties.

4.8 COMMERCIAL FISHING OPERATIONS

4.8.1 Any vessel engaged in fishing shall not impede the safe passage of a vessel transiting in/out of the Yamba port.

4.8.2 Crab pots within Port waters are not to be placed within the shipping channel or fairway.

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