



Gippsland Ports Port Information Handbook

Part 1

Port of Corner Inlet and Port Albert

Effective 26th January 2023



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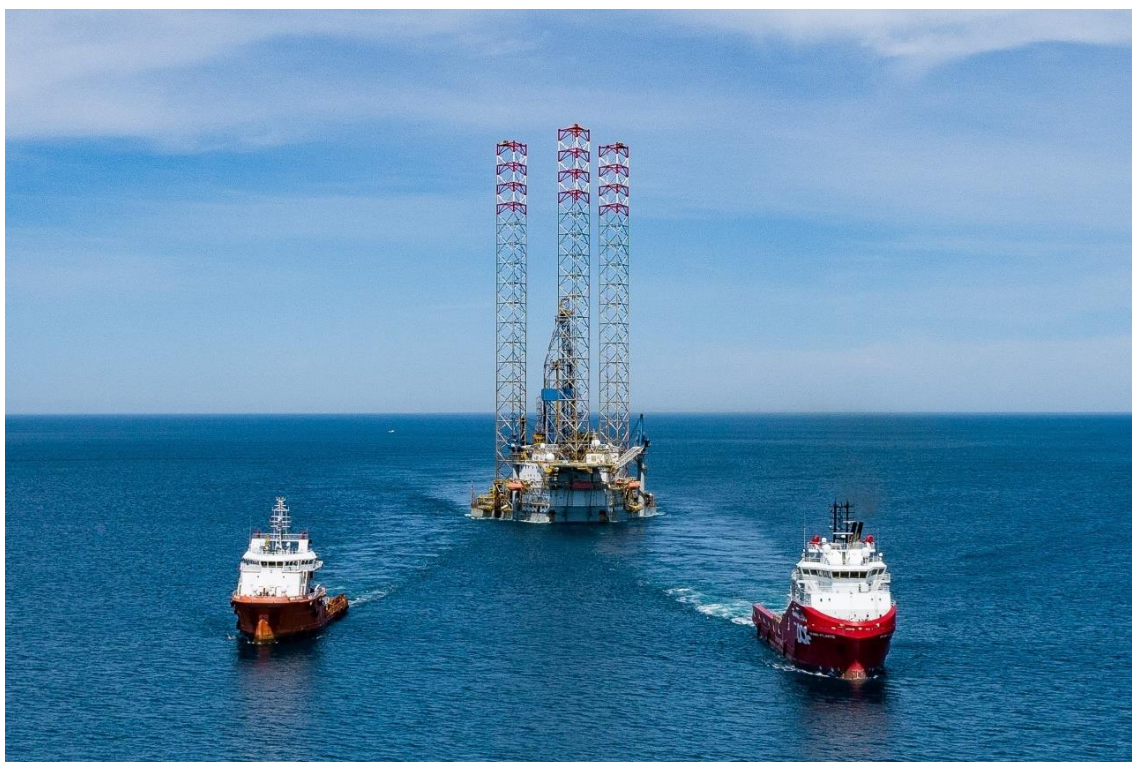
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SECTION 1 INTRODUCTION

1.1 PREAMBLE

This publication supersedes and replaces Harbour Masters Directions and Port Information Handbook 2016 for the Port of Corner Inlet and Port Albert.

The January 2023 editions of Harbour Master's Directions and Port Information Handbook are separate publications. Port Information Handbook Part 1 Port of Corner Inlet and Port Albert – contains information for port users and has been compiled as a guide.

This publication is subject to revision. A current version is available on the Gippsland Ports website at www.gippslandports.com.au.

Users are responsible for ensuring they are referring to the latest edition of this publication, noting that any printed version is an uncontrolled document.

Changes which may affect this publication are disseminated through:

- Notice to Mariners for waters covered by Admiralty Charts (Aus.) Electronic Navigation Charts (Enc Cells), Publications or RAN Hydrographic Charts, and
- Amendments announced on the Gippsland Ports Website.

1.2 PURPOSE

The material contained in this publication has been compiled by Gippsland Ports to advise vessel masters of the standard procedures to be followed by Port users. It contains information about services and infrastructure and provides guidelines and directions to assist vessel masters, owners and the agents of vessels arriving, traversing and departing ports in Gippsland. Any references concerning external agencies such as Border Force, Department of Agriculture Biosecurity, AMSA and so on is provided in good faith. Readers are strongly recommended to consult their respective websites for accurate information.

1.3 DISCLAIMER

Although every care has been taken to ensure information contained in this document is correct, no warranty, expressed or implied is given in regard to the accuracy of all printed contents. Gippsland Ports shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

The information provided in no way whatsoever supersedes or detracts from that available in Admiralty Charts and Publications, RAN Hydrographic Charts, Commonwealth or State Acts, ordinances, rules or regulations.

Nothing in this publication is intended to relieve any vessel owner, operator, charterer, master or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practise of seamanship, or by any special circumstances of the case.

Should errors or omissions in this publication be noted, it would be appreciated if advice could be forwarded to:

Attention: Harbour Master
Gippsland Ports
97 Main Street
PO Box 388
Bairnsdale Victoria 3875

1.4 DATUM

All water depths refer (approximately) to the lowest astronomical tide height (LAT)

For Chart Aus. 181 (Approaches to Corner Inlet and Port Albert) and Electronic Navigation Chart Cell Au.439146 all positions mentioned relate to the WGS84 datum.

All directions are referenced to True North.

1.5 DEFINITIONS

1.5.1 Agent

An Agent is a person or company or entity established for the purpose of representing the vessels administrative interests including cargo manifests and crew management.

1.5.2 Australian Maritime Safety Authority (AMSA)

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the [*Australian Maritime Safety Authority Act 1990*](#) (the AMSA Act). AMSA's principal functions are:

- promoting maritime safety and protection of the marine environment
- preventing and combating ship-sourced pollution in the marine environment
- providing infrastructure to support safety of navigation in Australian waters
- providing a national search and rescue service to the maritime and aviation sectors.

The National System for Domestic Commercial Vessel Safety is the framework within which the domestic commercial industry operates. On 1 July 2013, AMSA became the National Regulator of the framework and is responsible for the National System.

1.5.3 Berthed Vessel

Means a vessel secured to a wharf, Ro-Ro, jetty or pier or to another berthed vessel.

1.5.4 Bunkering Operations

Means the transfer between a wharf, jetty, pontoon or pier facility or road transport, a vessel and a barge, a vessel and another vessel, including all activities incidental to the transfer of the following:

- Flammable and combustible fuel used for propulsion or auxiliary machinery
- Lubricating and hydraulic oils
- Waste oils sludge and residues

1.5.5 Cargo

Cargo means all articles, goods, materials, merchandise or wares carried on board a vessel, and for which a waybill, or bill of lading, or other receipt is issued by the carrier. Cargo includes livestock, but does not include bunkers, personal baggage, vessel equipment spare parts, stores or mail

1.5.6 Certificates

Certificate of competency means a certificate issued by AMSA under section 60 of the Marine Safety (Domestic Commercial Vessel) National Law Act 2012, or a certificate issued under the international Standards for Training and Certification for Watchkeepers (STCW)

Certificate of operation means a certificate issued under section 48 of the Marine Safety (Domestic Commercial Vessel) National Law Act 2012

Certificate of survey means a certificate issued under section 38 of the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 or a Classification Society approved by AMSA.

Certificate of Local Knowledge means a certificate issued under section 83 of the Marine Safety Act 2010 (Vic)

1.5.7 Channel (as defined in the Marine Safety Act 2010)

Channel includes swinging basins, turning circle, an area alongside a berth or dock, a fairway and an anchorage.

1.5.8 Dangerous Goods

Has the same meaning as in the Dangerous Goods Act 1985.

1.5.9 Derelict Vessel

Means a vessel, anywhere within the waters managed by Gippsland Ports, which is apparently abandoned by the owner or is in poor condition as a result of disuse or neglect, and as a consequence of the condition of the vessel, poses a risk to the safety of persons, port operations or the environment.

Note: this definition of a derelict vessel may include a vessel with the owner on board.

1.5.10 Designated Person Ashore (ISM Code)

To ensure the safe operation of each ship and to provide a link between the Company (or owner) and any persons on board, the Company (or owner) should designate a person or persons ashore that have direct access to the highest level of management. The responsibility and authority of the designated person or persons should include monitoring the safety and pollution prevention aspects of the operation of each ship and ensuring that adequate resources and shore based support are applied as required.

1.5.11 Domestic Commercial Vessel

(1) **Domestic commercial vessel** has the same meaning as the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 and means a vessel that is for use in connection with a commercial, governmental or research activity.

(2) The use of a vessel in connection with an activity that is not a commercial, governmental or research activity at the same time as the vessel is used in connection with a commercial, governmental or research activity does not prevent the vessel from being a domestic commercial vessel.

(3) Despite subsection (1), a vessel is not a **domestic commercial vessel** if the vessel:

- (a) is a regulated Australian vessel; or
- (b) is a foreign vessel; or
- (c) is a defence vessel; or
- (d) is owned by:
 - a primary or secondary school; or
 - a community group of a kind prescribed by the regulations.

Note: Generally an Australian vessel will be a regulated Australian vessel if it voyages outside Australia's exclusive economic zone at any time. Regulated Australian vessels are dealt with by the *Navigation Act 2012* of the Commonwealth rather than this Law.

1.5.12 Explosives

Has the same meaning as the Dangerous Goods act 1995.

1.5.13 Fairway (as defined in the Marine Safety Act 2010)

Means that part of an area of navigable waters that is usually used by a vessel for navigation through the area.

1.5.14 Fishing Vessel (Class 3 Vessels under the National Law Service Category)

Means a Domestic Commercial Vessel used or intended to be used for catching fish or other living resources of the sea or seabed for profit or reward.

1.5.15 Foreign Vessel

Has the same meaning as in the Navigation Act 2012 of the Commonwealth.

1.5.16 Fixed Fuelling Installation

Means an area set aside under regulation 12 of the Port Management (Local Ports) Regulations 2015 where the fuelling of vessels is permitted under Regulation 40(b).

1.5.17 Gas Free

A tank compartment or container is gas free when sufficient fresh air has been introduced to lower the level of any flammable, toxic or inert gas required for a specific purpose. For example: entry, hot work and so on.

1.5.18 Gippsland Ports

Means the Gippsland Ports Committee of Management Incorporated. The Port and Waterways Manager of:

- Port of Anderson Inlet
- Port of Corner Inlet and Port Albert
- Port of Gippsland Lakes
- Port of Snowy River (Marlo)
- Port of Mallacoota Inlet
- Waterway of Shallow Inlet
- Waterway of Lake Tyers
- Waterway of Sydenham Inlet
- Waterway of Tamboon Inlet

1.5.19 Hampered Vessel

As defined in the International Regulations for Preventing Collisions at Sea means a vessel, which by the nature of her work or through some exceptional circumstances, is, not under command (Rule 3 (f) or restricted in her ability to manoeuvre (Rule 3 (g) or constrained by her draught (Rule 3 (h)).

1.5.20 Harbour Master

Harbour Master is defined as:

- (a) A licensed harbour master under section 224 of the Marine Safety Act 2010.
- (b) A person authorised under s.229 of the Marine Safety Act 2010 to exercise any of the functions of the harbour master, if the person so authorised is acting in accordance with the authorisation.
- (c) Assistant Harbour Master, is a person authorised under s.229 (3)(4) of the Marine Safety Act 2010 to perform certain functions of a Harbour Master.

1.5.21 Harbour Master's Directions

A Harbour Master is empowered under s.232 of the Marine Safety Act 2010 to give directions either oral or written, for or with respect to vessels entering or within waters for which he or she has been engaged.

1.5.22 Hazard

A source of potential harm (AS/NZ 4360:2004).

1.5.23 Hire and Drive Vessel

Means any vessel which is let for hire or reward or for any other consideration, including vessels provided in conjunction with holiday establishments or hotels for the use of guests or tenants.

1.5.24 Licenced Pilot

A person who is the holder of a Pilot's Licence granted under s.252 of the Marine Safety Act 2010.

1.5.25 Lifesaving Aid

Includes any lifesaving equipment, life hook, drag, grapnel, life buoy, warning sign, barrier, fire extinguisher hose or similar equipment.

1.5.26 Local Authority

Gippsland Ports Committee of Management unless otherwise stated.

1.5.27 Local Knowledge Certificate

A certificate issued to a person to allow them to operate certain domestic commercial vessels, foreign flagged vessels or Australian regulated ships greater than 12 metres in length within declared Local Port waters under s.83 of the Marine Safety Act 2010.

1.5.28 Local Port

A port declared to be a local port under s.6 (b) of the Port Management Act 1995.

1.5.29 Local Port Manager

In the case of a local port, the person or body appointed under s.44A of the Port Management Act 1995 to be the port manager of a port. Gippsland Ports is the appointed Port Manager of the Port of Corner Inlet and Port Albert and the Port of Gippsland Lakes.

1.5.30 Marine Safety Act

Means the Marine Safety Act 2010 (Vic) – The purpose of the Act is to provide for safe marine operations in the State of Victoria.

1.5.31 Marine Pilot

Means a licenced pilot who does not belong to, but has conduct of a vessel within declared pilot required waters.

1.5.32 Marine Incident

As defined in the Marine Safety Act 2010, means:

- The death or injury to a person on board a vessel caused by the operation of the vessel
 - The loss or presumed loss of a vessel
 - A collision between two vessels or a vessel and an object
 - The grounding, sinking, flooding or capsizing of a vessel
 - Fire or structural failure of a vessel
 - The loss of stability of a vessel that affects the safety of the vessel
 - A close quarters situation
 - An event that results in the death or injury to a person on board a vessel; the loss of a person from a vessel; a vessel becoming disabled and requiring assistance; the fouling or damaging any submarine cable, pipeline or navigations aids such as beacons and buoys.
- Marine Pollution Incident.

- Marine Pollution Incident refers to direct or indirect introduction by humans of substances or energy into the marine environment (including estuaries), resulting in harm to living resources, hazards to human health, hindrances to marine activities including fishing, impairment of the quality of sea water and reduction of amenities.

1.5.33 Marine Safety Infrastructure

Marine safety infrastructure means the channels and facilities that are necessary to ensure the safety of marine operations and includes:

- navigation aids and associated structures and works
- signage and associated structures and works
- lights and associated structures and works
- telecommunications systems and associated structures and works
- buildings used for the purpose of observing vessel operations
- traffic management systems (including vessel traffic systems and associated structures and works)
- plant and machinery used for dredging
- slipways, wharves, jetties, Ro-Ro piers and other berthing facilities
- boat ramps and other launching facilities

1.5.34 Master

In relation to a vessel means the person having command or charge of the vessel but does not include a Pilot.

1.5.35 National Standard for Commercial Vessels

Means the National Standard for Commercial Vessels adopted by the COAG Council.

1.5.36 Navigation Aid

Navigation Aid means a device used for navigation, and includes a beacon, buoy, marine mark, light house and light ship, but does not include a device on board a vessel.

1.5.37 Oily Waste

Means;

- (a) undiluted oil; or
- (b) water from a vessel that is contaminated by oil, including residue from fuel oils, lubricating oils and oily bilge water.

1.5.38 Operate a Vessel

Operate a vessel is defined in Marine Safety National Law Act as;

- (a) determine or exercise control over the course or direction of the vessel or over the means of propulsion of the vessel, whether or not the vessel is underway; or
- (b) load or unload a vessel while it is moored or berthed.

1.5.39 Owner of a Vessel,

Includes;

- (a) a person who has a legal or beneficial interest in the vessel other than as a mortgagee; and
- (b) a person with overall general control and management of the vessel.

For this purpose a person is not taken to have overall general control and management of a vessel merely because he or she is the master or pilot of the vessel.

1.5.40 Pilot Exempt Master

Means a master of a vessel who holds a pilot exemption granted under s.254 of Marine Safety Act 2010.

1.5.41 Pilot Required Waters

Means those parts of State Waters for which a declaration has been made under s.250 of the Marine Safety Act 2010 as waters in which a licensed Pilot is required to be engaged.

1.5.42 Pilotage Services

Means the service of providing a Licenced Pilot service or a Pilot Transfer service or both to enable the navigation of a vessel into, within or from port waters.

1.5.43 Pilotage Service Provider

Means a person or entity registered under s 241 of the Marine Safety Act 2010 to provide pilotage services.

1.5.44 Personal Watercraft

Means any recreational vessel that is of a kind that is required by or under The Marine Safety Act 2010 to be registered and;

- (a) has an engine that is used for propulsion; and
- (b) has a fully enclosed hull; and
- (c) does not retain water on it if it capsizes; and
- (d) is designed to be operated by a person standing, sitting astride or kneeling on the vessel but not seated within the vessel.

1.5.45 Port

Includes any of the following waters:

- Any harbour or haven whether natural or artificial
- Any estuary, channel, river, creek or roadstead
- Any navigable water in which vessels may lie for shelter or for the transfer of cargo or passengers
- Crown Reserves

1.5.46 Port Waters

In relation to the port means the waters declared by the Port Management Act 1995.

1.5.47 Practise of Good Seamanship

Means knowledge and skill in the art of safely operating, navigating and maintaining a vessel.

1.5.48 Prohibited Berthing Area or Prohibited Mooring Area

An area in a local port in which the berthing or mooring of a vessel is prohibited under Regulation 12(b) of the Port Management (Local Ports Regulations) 2015.

1.5.49 Recreational Vessel

As defined in the Marine Safety Act 2010 means a vessel that is used solely for recreational purposes or sport and not for hire or reward.

1.5.50 Risk

The chance of something happening that will have an impact on objectives, measured in terms of consequence and likelihood.

1.5.51 Safety Management Plans

Vessels Safety Management plans include:

- Vessel Safety Management Systems and Plans
- Port Facility Safety and Environment Management Plans
- Port Security Plans
- Port Facility Security Plans
- Ship Security Plans
- Marine Pollution Contingency Plan

1.5.52 Ship

For all purposes the word “ship” in this document has the same meaning as “vessel”.

1.5.53 State Waters

Means the territorial sea adjacent to the state of Victoria, and the sea on the landward side of the territorial sea adjacent to the state and all waters within the limits of the state.

1.5.54 Tanker

Means a vessel constructed to carry liquid bulk dangerous cargoes with flammable or toxic properties in its cargo spaces including chemical or combination carriers.

1.5.55 Unsafe Vessel

Under the Marine Safety Act 2010 a vessel is an “unsafe vessel” if the operation of the vessel may endanger any person because of;

- the condition or equipment of the vessel, *or*
- the manner in which cargo and equipment on the vessel is stowed or secured, *or*
- the nature of the cargo, *or*
- the overloading of the vessel with persons or cargo, *or*
- the number or qualifications of its crew, *or*
- the absence of marine safety equipment that is required under the Act or regulations to be carried or installed on the vessel.

1.5.56 Unseaworthy Vessel

A vessel or its equipment or its crew that is not in a reasonably fit condition for its intended use.

1.5.57 Vessel

Means any kind of vessel that is used or capable of being used in navigation by water, however propelled or moved, and includes

- A barge, lighter, floating restaurant or other floating vessel
- An air-cushioned vehicle or other similar craft that is used in navigation by water
- Any aeroplane that is designed for and capable of being waterborne, for so long as that aeroplane is waterborne
- A life boat
- A thing being towed by a vessel or a thing prescribed to be a vessel
- An offshore industry mobile unit unless the unit is not self-propelled

1.5.58 Vessel Operations

Means

(a) operating a vessel or

(b) Actions of a pilot when the pilot has conduct of a vessel, including the navigation of the vessel.

1.5.59 Waterway Manager

Means a person or body that has been declared under Section 6 of the Marine Safety Act 2010 to be a waterway manager.

1.5.60 Waterways Rules

The Safety Director, Marine Safety Victoria may make waterway rules in accordance with Chapter 5, Part 5.1, and Divisions 1 & 2 of the Marine Safety Act 2010.

Examples of rules include, speed restrictions or no boating zones.

New rules are gazetted following a process of consultation, after identifying the nature and level of a safety risk, and the appropriate method to minimise or eliminate the safety risk. These rules are prescribed in the Document; “Guide to Vessel Operating and Zoning Rules for Victorian Waters” (VOZR).

1.5.61 Wharf

Includes pier, jetty, quay or breakwater.

SECTION 2 GIPPSLAND PORTS COMMITTEE OF MANAGEMENT INCORPORATED

2.1 ROLES AND RESPONSIBILITIES

Gippsland Ports Committee of Management Incorporated was established on 1 July 1996 under the Crown Land (Reserves) Act 1978 for management control of specified related reserves. A formal agreement between Transport for Victoria and Gippsland Ports Committee of Management outlines the responsibilities of both parties and the authority for Gippsland Ports to undertake its functions.

The powers and responsibilities of Gippsland Ports are provided through:

- Crown Lands (Reserves) Act 1978
- Marine Safety Act 2010
- Port Management Act 1995
- Port Management (Local Port) Regulations 2015
- Maritime Transport and Offshore Facilities Security Act
- Marine (Drug, Alcohol and Pollution Control) Act 1988

Under the Port Management Act 1995 the Gippsland Ports Committee of Management is established as a local authority for 5 local ports and 4 waterways. Gippsland Ports is assigned powers from the Port Management Act 1995.

2.2 FUNCTIONS AND POWERS OF A LOCAL PORT MANAGER

The functions of a port manager of local ports are described by the Port Management Act 1995 s.44A (3) and the powers of the port manager of a local port are provided through the Port Management Act 1995 S44B and the Port Management (Local Ports) Regulations 2015 which have the objective of providing for the safe, efficient and effective management of local ports within the meaning of the *Port Management Act 1995*.

2.2.1 Functions of Local Port Manager

The functions of local port manager are;

- (a) to manage the operations of the port, particularly with respect to shipping and boating activities in the port, with a view to ensuring that those operations are carried out safely, efficiently and effectively;
- (b) to provide, develop and maintain port facilities, including wharves, jetties, slipways, breakwaters, moorings, buildings and vehicle parks;
- (c) to provide, develop and maintain, in accordance with any relevant standards developed by the Director, Transport Safety, navigational aids in the port;
- (d) to carry out the functions and powers of a local authority under the **Marine Safety Act 2010** in respect of any State waters within the port;
- (e) to provide, develop and maintain, in accordance with any relevant standards developed by the Director, Transport Safety, navigation channels in the port;

- (f) to manage the operations of the port, and the construction and operation of port facilities and navigation channels in a manner that minimises the risk of environmental damage;
- (g) to participate in the control of marine and land pollution in the port as a relevant statutory authority under the Victorian component of the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances;
- (h) to allocate and manage moorings and berths in the port;
- (i) to exercise any other functions of the port manager of a local port under this or any other Act;
- (j) to do anything else in relation to the port that is specified by Order of the Governor in Council under subsection (4).

2.2.2 Powers of Local Port Manager

A port manager of a local port may do all things that are necessary or convenient to enable it to carry out its functions under section 44A of the Port Management Act 1995.

Without limiting subsection (1), a port manager may;

- (a) enter into other contracts and agreements (including contracts of indemnity and contracts for the provision of services or facilities);
- (b) employ staff, or engage consultants, contractors or agents;
- (c) exercise its powers outside the port lands or waters of the port to the extent necessary or convenient to carry out the functions of port manager of that port or to ensure the safe operation of the port.

2.2.3 Delegation

The port manager of a local port may delegate, in writing, any power conferred on it by or under this Act (other than this power of delegation) to any of its employees.

Charges

- (a) The port manager of a local port may impose a charge for the use of any facility in the port.
- (b) A reference to the use of a facility includes a reference
 - (a) to the use of a channel in the port; and
 - (b) to the use of any service provided by the port manager.
- (c) The amount of a charge imposed under this section in respect of a facility must not exceed the maximum charge (if any) that the regulations state is to be the maximum amount that may be charged by a port manager for the use of such a facility.
- (d) In imposing a charge under this section, the port manager may—
 - make allowances for differences in time, place or circumstance relating to the use of the facility for which the charge is being imposed; and
 - may provide for exemptions from the charge in specified circumstances.
- (e) In imposing a charge, the port manager must specify who is to be liable for paying the charge.
- (f) The port manager must ensure that it does not impose a charge on a person for using a facility unless it gave the person adequate notice of the charge before the person became liable to pay the charge.

(g) A charge imposed under this section is a debt due to the port manager by the person who is liable to pay it.

(h) A port manager may charge interest at the rate not exceeding the rate fixed under section 2 of the **Penalty Interest Rates Act 1983** on any unpaid charge that is due to the local authority.

2.2.4 Dredging

Subject to obtaining any permit, consent or other authority required by or under any other Act, the port manager of a local port may, in carrying out its functions;

(a) alter, dredge, cleanse, scour, straighten and improve the bed and channel of any river or sea-bed in port waters;

(b) reduce or remove any banks or shoals within any such river or sea-bed;

(c) abate and remove impediments, obstructions and nuisances in, or on the banks and shores of, any such river or sea-bed that are injurious to the river or sea-bed or that obstruct, or that may tend to obstruct, navigation.

2.2.5 Other Works

Subject to obtaining any permit, consent or other authority required by or under any other Act, in carrying out its functions in relation to the provision, development and maintenance of port facilities, a port manager of a local port may

(a) change the natural or existing condition or topography of land;

(b) remove vegetation or topsoil;

(c) reclaim or decontaminate land;

(d) construct, demolish or substantially alter any structure in or on land;

(e) remove, decommission or make safe any existing facility.

2.2.6 Port Manager may act as Harbour Master if there is no Harbour Master

The Port Manager may act as Harbour Master if there is no designated Harbour Master for a local port.

2.3 THE FUNCTIONS AND POWERS OF A WATERWAY MANAGER

The functions of a waterway manager are prescribed under Part 5.5 of the Marine Safety Act 2010.

2.3.1 Functions

The waterway manager has the following functions:

- The management of vessel activities on the waters under control of the waterway manager.
- The management and allocation of moorings and berths in the waters under the control of the waterway manager.
- The provision and maintenance, in accordance with standards developed by the Safety Director, of navigation aids, including appropriate signage as to water levels, hazards and laws applying to the waters under the control of the waterway manager.
- The control of navigation and vessel movement within the waters under control of the waterway manager.
- The designation of areas in the waters under the control of the waterway manager in which anchorage of vessels is permitted and areas in which anchorage of vessels is not permitted.
- The Altering or dredging of channels for navigation in the waters under the control of the waterway manager, in accordance with any directions or determination of the Safety Director and as so required by the safety director.
- The removal or marking of obstructions in the waters under the control of the waterway manager.

2.3.2 Operation

A waterway manager must carry out its functions in a manner that;

- Ensures the safe operation of vessels in the waters under the control of the waterway manager; and
- Minimises the risk of environmental damage from the operation of vessels in the waters under the control of the waterway manager.

2.3.3 Powers

A waterway Manager has the following powers:

- The power to enter into contracts and agreements for the carrying out of its functions under this section.
- The power to employ persons or enter into contracts or agency agreements with persons to assist in the carrying out of its functions.
- The power to charge the fees prescribed by regulation for any service provided by the waterway manager.
- The power to do all things necessary to enable its functions under this section to be carried out.

2.4 APPOINTMENT OF HARBOUR MASTER

2.4.1 Harbour Masters Licence

The Director Maritime Safety, as the delegate of the Safety Director, Transport Safety Victoria is empowered under s. 224 of the Marine Safety Act 2010 to grant a Harbour Master's licence to a person who is deemed capable of performing the functions of a harbour master and meets the requirements determined by the Safety Director.

2.4.2 Gippsland Ports - requirement to engage licensed Harbour Master

Pursuant to Chapter 6 Part 6.1 s. 220 (4) of the Marine Safety Act 2010 and Marine Determination No 7.1 2005, Gippsland Ports Committee of Management must ensure that at all times a licensed Harbour Master is engaged for the port waters of the designated ports of:

- Port of Corner Inlet and Port Albert; and
- Port of Gippsland Lakes

The functions and powers of licensed Harbour Masters are prescribed in Chapter 6 Part 6.4 of the Marine Safety Act 2010. A summary of the Functions and Powers of a licensed Harbour Master can be found in Section 4 of the Harbour Masters Directions.

2.4.3 Areas of Jurisdiction

The area of Jurisdiction of a Harbour Master appointed by Gippsland Ports includes all those waters under the management of Gippsland Ports Committee of Management Inc. that lie within the ports and waterways of;

- Port of Corner Inlet and Port Albert; and
- The Port of Gippsland Lakes; and
- The Port of Anderson Inlet; and
- The Port of Snowy River (Marlo); and
- The Port of Mallacoota; and
- The Waterway of Shallow Inlet; and
- The Waterway of Lake Tyers; and
- The Waterway of Sydenham Inlet; and
- The Waterway of Tamboon Inlet



2.4.4 Assistant Harbour Masters

Gippsland Ports Committee of Management Inc, is the Local Port Manager under relevant Acts and Determinations. In accordance with Gippsland Port's powers under Chapter 6 Part 6.3 Section 229 3 and 4 Gippsland Ports has authorised persons to act as Assistant Harbour Masters.

2.4.5 Harbour Master and Assistant Harbour Master Contact Details

The licenced Harbour Master for Gippsland Ports is Captain Bevis Hayward.

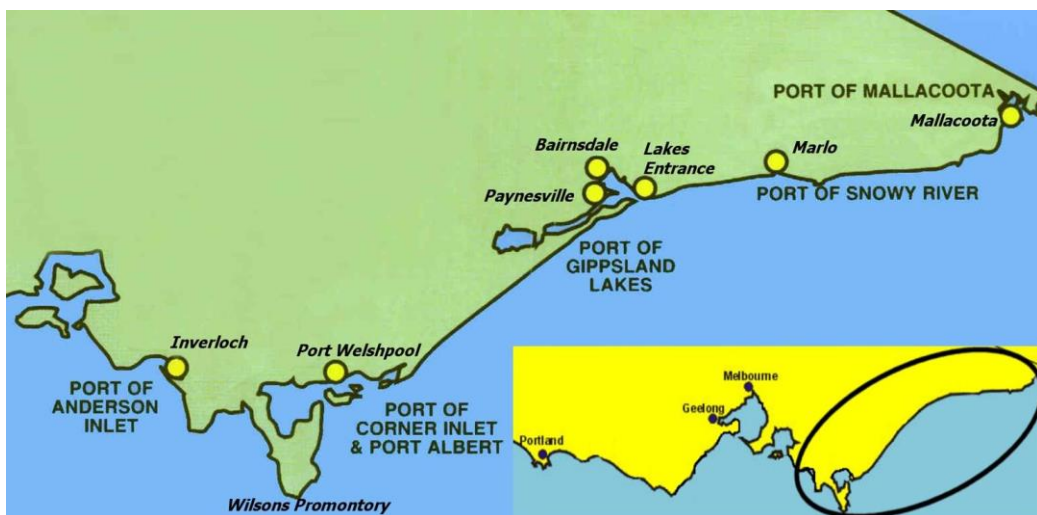
Postal Address	97 Main Street Bairnsdale Victoria 3875
Telephone	Port Welshpool 0356 881 303 or Lakes Entrance: 03 5155 6900
Mobile	0427 610025
E mail	bevish@gippslandports.vic.gov.au

Assistant Harbour Master David Talko Nicholas

Postal Address	97 Main Street Bairnsdale Victoria 3875
Telephone	Paynesville Office 0351 566 352
Mobile:	0429 174 606
E-Mail	davidtn@gippslandports.vic.gov.au

Assistant Harbour Master David Ashworth

Postal Address	97 Main Street Bairnsdale Victoria 3875
Telephone	Paynesville Office 0351 566 352
Mobile	0437 002 707
E-Mail	DavidA@gippslandports.vic.gov.au



Information regarding all aspects of the operations and services provided by Gippsland Ports can be obtained from our website at: www.gippslandports.vic.gov.au.

SECTION 3 PORT INFORMATION GUIDE – PORT OF CORNER INLET AND PORT ALBERT

OVERVIEW

Corner Inlet forms part of the Local Port of Port of Corner Inlet and Port Albert however this Port Information Guide provides advice and guidance to Masters, Agents and Owners of domestic commercial vessels operating to and from anchorages or terminals located within Corner Inlet, at Port Welshpool and Barry Point (Barry Beach Marine Terminal Facility and Port Anthony Marine Terminal Facility).

The Guide provides information on Port Management, Safety and Environmental Requirements, Emergency Management and Port Security.

3.1 BRIEF DESCRIPTION

The Port of Corner Inlet and Port Albert caters for small coastal shipping, commercial fishing vessels and offshore support vessels and specialist ships, in addition to being a popular area for recreational boating and fishing and a port of refuge for cruising vessels.

There are five distinct berthing precincts within Corner Inlet, namely:

- (1) **Port Welshpool** servicing fishing vessels, Interstate and Coastal Ro-Ro cargo and livestock vessels, landing barges offshore support vessels and recreational craft.
- (2) **Barry Beach Marine Terminal (BBMT)** servicing offshore support vessels and supply vessels engaged in the construction, maintenance and servicing of the Bass Strait Oil Gas and Energy Industry.
- (3) **Port Anthony Marine Terminal (PAMT) situated south and adjacent to the Barry Beach Marine Terminal**, servicing offshore oil and gas industry vessels. Restrictions currently apply for vessel operations. See Harbour Masters Directions for details of vessel restrictions.
- (4) **Port Albert** servicing a small village with limited services for professional and recreational fishermen and other water craft users.
- (5) **Port Franklin** servicing a small village with limited services for professional and recreational fishermen and other water craft users.

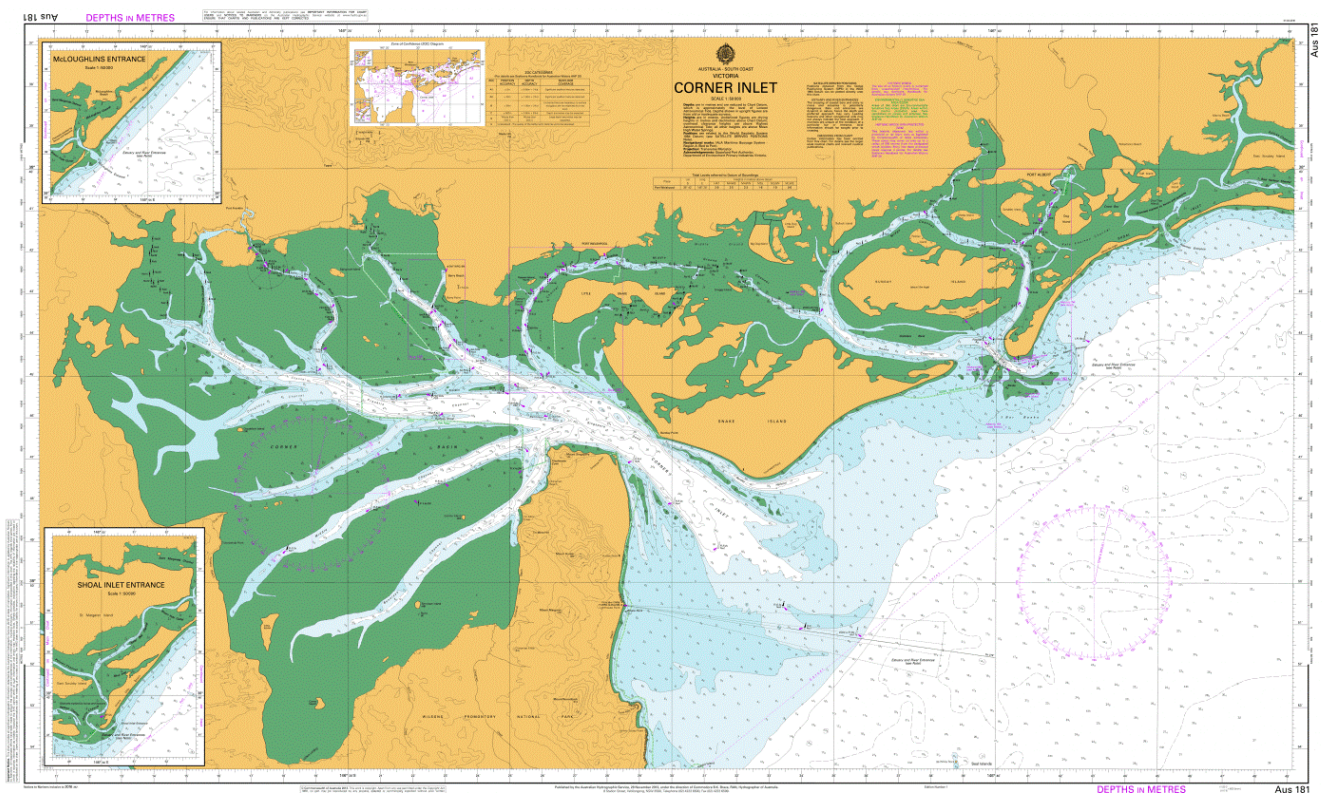
Masters entering Corner Inlet should be aware that the port features a variety of estuarine and wetland ecosystems which include; internationally significant RAMSAR Convention wetlands, seagrass meadows, mangroves, intertidal sandy beaches and spits, sub tidal soft sediments, rocky shoreline and island habitats, large and diverse populations of marine and estuarine fish species and an important habitat for migratory bird species.

An Environmentally Sensitive Sea Area (ESSA) lies within the Port of Corner Inlet and Port Albert. Areas within this marine protected area have restrictions on access and activities for details please consult Parks Victoria at [Parks Victoria](#)

The Port of Corner Inlet & Port Albert is part of a large shallow coastal embayment comprising marine waters of Corner Basin to the west Port Albert and Shoal Inlet to the east. (refer Chart Aus. 181). The western half of the port area is sheltered by the formation of Wilsons Promontory and sandy barrier islands (including Snake Island and Sunday Island) and numerous sand spits with intervening shallow entrances. The port covers the waters along the South Gippsland coast between Wilson Promontory and McLoughlins Beach including Corner Basin, Port Albert and Shoal Inlet and inshore waters of Bass Strait.

The port area of management covers 870.8 km² and overlays or is adjacent to significant areas such as Corner Inlet Marine National Park, Corner Inlet Marine and Coastal Park, Nooramunga Marine and Coastal Park, Wilsons Promontory Marine Park, Wilsons Promontory Marine Reserve and Reserved Crown Land.

Chart Aus. 181



3.2 PORT MANAGEMENT

3.2.1 Harbour Master

A licensed Harbour Master, Captain Bevis Hayward, has been engaged for the Port of Corner Inlet & Port Albert and may be contacted at Gippsland Ports, Lakes Entrance Office on 03 5155 6900 or Bairnsdale office on 03 5150 0500 or Mobile 0427 610025.

The Functions and Powers of the Harbour Master are prescribed in Part 6.4 of the Marine Safety Act 2010. The Harbour Master or his Delegate must carry out the functions and powers of a Harbour Master in a manner that ensures the safety of persons and the safe operation of vessels while minimising the effect of vessel operations on the environment.

It is an offence to fail to comply with a direction of the Harbour Master or his Delegate.

Note: Harbour Masters Directions for the Port of Corner Inlet and Port Albert are contained in the Document: *'Harbour Master's Directions, Volume 1 - Port of Corner Inlet and Port Albert – 31st January 2023.*

3.2.2 Commercial Vessels

Commercial vessels, which include those vessels engaged in commercial fishing, coastal trading, offshore support or supply and specialist ships entering the Port of Corner Inlet are required to comply with instructions detailed within the Port Operations Handbook & Harbour Master's Directions and are subject to fees charged by the Port Manager for the provision of services.

For Commercial Vessels greater than 35m in length, prior to the first arrival at the Port of Corner Inlet and Port Albert, must submit an application to Gippsland Ports for approval to berth. A risk assessment process will be conducted by Gippsland Ports to determine conditions of entry, if the application is approved. See *Harbour Masters Directions, Volume 1 Port of Corner Inlet and Port Albert* for details of berth approvals.

Prior to Entry the master or agent of all commercial vessels greater than 24m must lodge a **Notification of Arrival/Departure & Application for Berth** on the appropriate Form. (*refer Appendix 4 for current version of the Form.*)

Commercial vessels may unload and replenish supplies at the Marginal Wharf, Port Welshpool. Additionally, permitted berths are available for short or long term hire.

Commercial vessels may utilise the Marginal Wharf, Fisherman's Jetty or RoRo Wharf at Port Welshpool. These facilities are under the management of Gippsland Ports.

Offshore Support Vessels servicing the Bass Strait Oil and Gas fields and under contract to Esso utilise Barry Beach Marine Terminal. *Note: Other operators have at times utilised facilities at Port Welshpool.*

The Port Anthony Marine Terminal Stage 1 is operating under restricted conditions. Contact the Harbour Master Gippsland Ports for information to access Port Anthony Marine Terminal.

3.2.3 Vessel's Agent

Commercial Vessels may have an appointed Agent who is authorised to act on behalf of the owner in all matters. Generally it is the person representing the owner (Master or Agent) who will complete the **Notification of Arrival/Departure and Application for Berth** form and be responsible for all port charges and expenses payable to Gippsland Ports incurred by the vessel. If the vessel has an appointed

Agent he or she will be required to give a written undertaking to Gippsland Ports that he/she will be fully and personally responsible for paying all Debts owed by the vessel the Agent represents. Please contact Gippsland Ports Accounts at our Bairnsdale Head Office on 0351 500500 to arrange account access.

3.2.4 Notification of Arrival/Departure and Application for Berth

Not less than 48 hours before a commercial Vessel greater than 24m in length enters port waters, the Master, Agent or Owner must complete and submit a **Notification of Arrival/Departure and Application for Berth**. The form is to be sent electronically to the following e-mail addresses:

- | | |
|-----------------------|--|
| 1 Harbour Master | bevish@gippslandports.vic.gov.au |
| 2 Port Manager | JakebG@gippslandports.vic.gov.au |
| 3 Port Administration | Accounts@gippslandports.vic.gov.au |
| 4 GP Head Office | feedback@gippslandports.vic.gov.au |
| 5 AMSA | melbourne@amsa.gov.au |

Gippsland Ports will acknowledge the Notification and respond with relevant information including Port Entry and Berthing details. (Refer copy of current form in Appendix 4)

3.2.5 Port Operators

Gippsland Ports has overall management responsibility for the safe navigation of vessels, vessel traffic protocol, port security and the safe and efficient operation of the Port.

Within the Port of Corner Inlet and Port Albert there are four separate entities that have vessel operation responsibilities;

(1) **Gippsland Ports** is the Port Manager for the Port of Corner Inlet and Port Albert. Gippsland Ports manages the facilities at Port Welshpool, Port Albert and Port Franklin. Port Welshpool has 4 main facilities, the Marginal Wharf, Fisherman's Jetty, Ro-Ro berth, and the slipway.

- Masters of commercial vessels utilising Gippsland Ports facilities are responsible for ensuring their vessel is securely fastened alongside while managing landing of cargo including fish product and fishing equipment.
- Commercial vessels using Marginal Wharf, Fisherman's Jetty or the Ro-Ro berth are to discuss berthing arrangements with the Harbour Master or Port Manager prior to coming alongside. Stevedoring of the vessel is the responsibility of the owner and or the agent.

(2) Qube Energy manages the Barry Beach Marine Terminal and is responsible for securing vessels alongside and other stevedoring requirements.

(3) **Port Anthony Marine Terminal** Stage 1 is a small berth pocket that has been dredged adjacent to the berth for limited vessel operations

(4) **Port Anthony Stevedoring Services** manage the marine terminal and is responsible for securing vessels alongside and other stevedoring requirements.

3.2.6 Cargo

Cargo passing through the Port is subject to Fees and Charges. Currently the only cargo exempt from this charge is cargo moving between the Barry Beach Marine Terminal, Port Anthony Marine Terminal and the Bass Strait oil and gas fields.

Stevedoring arrangements are the responsibility of the terminal operator and or the vessel operator.



3.3 PORT ENTRY

3.3.1 Quarantine/Pratique

The Department of Agriculture – Biosecurity ensures that all vessels arriving in Australia from overseas comply with International Health Regulations and ensures that all quarantine risk posed by the vessel is adequately managed.

The Port of Corner Inlet and Port Albert is NOT a Proclaimed First Port of Entry. Vessels arriving from overseas require permission to enter a non-proclaimed port. Vessel Agents are advised to make application for Quarantine Practique under the provisions of up to date and current Department of Agriculture legislation.

IMPORTANT INFORMATION FOR ALL TYPES OF VESSELS
ARRIVING IN AUSTRALIA FROM OVERSEAS
For current and accurate information about the procedure and
application for clearance please visit the official website at:
www.agriculture.gov.au/biosecurity

3.3.2 Pilotage

The waters of the Port of Corner Inlet and Port Albert are currently not Pilotage Required Waters as determined by Transport for Victoria

Currently there is no permanent Pilotage Provider Service or Pilot Transfer Service available for the Port of Corner Inlet and Port Albert.

Note: In the future should certain channels and fairways be declared pilotage required and Pilot and Pilot Transfer Services are established, those details will be introduced into this Information Handbook.

3.3.3 Pilotage Exemption

There is currently no requirement for Pilotage Exemption Certificates for the Port of Corner Inlet and Port Albert. However, all commercial vessels greater than 12 meters in length must be operated by a master that holds a valid Certificate of Local Knowledge for the Port.

3.3.4 Local Knowledge Certificate

Currently, Masters of Domestic Commercial Vessels, Foreign Flagged Vessels and Australian Regulated Ships greater than 12 metres in length and Commercial Class 3 (Fishing) vessels over 35 metres in length must hold a Certificate of Local Knowledge for the Port while entering, leaving or navigating within in the Port of Corner Inlet & Port Albert.

For further information and enquiries regarding local knowledge certificates for the port of Corner Inlet and Port Albert please contact Marine Safety Victoria at education@safetransport.vic.gov.au

3.3.5 Passage Plans

All commercial vessels greater than 24m in length entering and leaving the Port are required to have developed Passage Plans. For vessels using the Barry Beach Channel, additional information is contained within Appendix 2 - *Corner Inlet Passage Plan GUIDE*.

3.4 ANCHORAGES, CHANNELS AND BERTHS

In interpreting and using the information contained in this section, the following should be noted.

- Navigation of all vessels, regardless of size, within the waters of The Port of Corner Inlet & Port Albert should only be carried out by mariners and persons strictly observing the following:
- Each passage should be planned using all information available to ensure safe navigation, including information available by way of the following sources:
- Relevant current editions with amendments of navigation charts, RAN Aus.181 “Corner Inlet and Port Albert” and AusENC Cell Au 439146.
- Australia Pilot (NP14); volume II, and amendments to date.
- Seafarers Handbook for Australian Waters AHP 20
- Australian National Tide Tables or equivalent publications in Victoria.
- Weather forecasts from the Bureau of Meteorology or equivalent.
- Gippsland Ports Publications
- Local knowledge

Important Note

Passages in the waters and channels of Corner Inlet are subject to strong tidal currents and variable depths of water, open exposure to seas and ocean swells, and changeable and periodically strong winds and extreme weather conditions.

3.4.1 Channels and Navigation Marks (consult Chart Aus. 181 and AusENC Cell AU439146)

The navigation marks of the Corner Inlet Channels are a mixture of buoys, beacons and structures installed under the IALA Buoyage System “A” (“green to starboard inbound”). However, caution in their use must be exercised, as some Lateral marks are offset at a distance outside the toe line of the batter slope of the channel edges.

Caution 1 The entrance to Corner Inlet should not be attempted at night without sound local knowledge.

Caution 2 The light structure of Lighthouse Point (approx. Latitude 38° 50.5’ South, Longitude 146° 28.5’ East WGS84) can be difficult to distinguish in hazy weather or in the afternoon sun.

Corner Inlet Entrance Channel Navigation

- The Corner Inlet Approach Channel leads westward along the centreline (278°(T) & 098°(T)) of the white sector of the directional light (Fl. WRG. 3 s. 35 metres height, range 9 nautical miles) exhibited from Lighthouse Point, passing on the starboard hand in succession South Cardinal light buoy No. 1 (VQ(6) + L.Fl 10 s.) and Lateral system light buoy No. 3 (Q. G.), then the Main Channel heads northwest passing Lateral system light buoy No. 5 (Fl. G. 3 s.). Thereafter, pass Lateral system light buoys Nos. 2 (Fl.R.4s), 4(Fl.R.2s) and 6(Fl.R.4s) until Bentley Point is abeam. At this place the channel is approximately 0.6 nautical miles in width between steep-to banks.
- The navigable width of the Approach Channel is narrowed to approximately 0.15 of a nautical mile between buoys No.1 and No.3 on the line of the white sector of the directional light of Lighthouse Point. The Main Channel between light buoy No 6 and Bentley Point is well defined at its edges and is about 1.3 nautical miles in width in its outer reaches.

Lewis Channel Navigation

- From a position about 2.5 nautical miles north-westward of Bentley Point in Singapore Deep, Lewis Channel curves approximately 4 nautical miles in a regular arc both northward and eastward to pass between Possum Islets and the western shore of Little Snake Island.
- The sides of the channel are marked by numbered lateral light beacons. There is one West Cardinal Mark light beacon. The lateral lights of this channel flash in sequence inbound, from south to the north.
- The navigable channel is generally in the order of 150 metres wide apart from a section between No.12 and No.14 light beacons where the channel decreases in width to approximately 125 metres.
- Lewis Channel can accommodate vessels up to 5.0 metre draft up to the shipping pier at any state of the tide, or 7.0 metres with tide assist.
- Between Port Welshpool Shipping Pier and the Port Welshpool Fisherman’s Jetty, the channel is marked by Lateral light beacons with a single light buoy marking the shoal at the entrance to the harbour. The channel is nominally 80 metres wide and has a least charted depth of approximately 2.8 metres.

Toora Channel and Barry Beach Channel navigation

- From a position in Singapore Deep, approximately 2.5 nautical miles north-west of Bentley Point, the track leads 3.75 nautical miles north-west through Toora Channel, marked by numbered beacons (Lateral system, all lit and synchronised, till the confluence with the Barry Beach Channel), passing north-east of Franklin Bank, a drying bank whose eastern extremity is marked by Franklin Bank light beacon.
- The track then leads for a further 0.8 of a nautical mile to the marine terminal swing basin, through Barry Beach Channel, which branches NNE off Toora Channel.
- The sides of Barry Beach Channel are marked by light buoys (Lateral and Cardinal Systems) and by a directional light, the white sector of which is aligned with the centreline of Barry Beach Channel.
- Toora Channel has depths of 11.0 metres to 18.0 metres in its outer 3.75 nautical miles length of a minimum width of approximately 280 metres to the point where, on its eastern side, Barry Beach Channel is entered.
- There is a nominal least charted depth of 5.2 metres along the centreline and within 25 metres each side of the centre line of the Barry Beach Channel which has a minimum width of 100 metres and a length of 0.9 nautical miles. *Note: Refer to NTM's for current least depth information.*
- The berthing structures of Barry Beach and Port Anthony terminals and the dredged channel leading to them are privately managed and maintained, with Gippsland Ports being responsible for navigation to and from its facilities.
- The Stage 1 approach to the berth at Port Anthony is marked by 6 yellow buoys delineating the navigable boundary of the approach basin. Shoals exist outside these boundaries. Least depth at the approach is 5.2 metres but vessels draft is governed by the least depth of 5.2 metres already in the Barry Beach Channel.

3.4.2 Least Depths at Chart datum (approximately LAT)

- The least depth for the Approach Channel between Buoys Number 1 and 3 at the Entrance to the port of Corner Inlet is 7.1 metres.
- The least depth for the Barry Beach Channel is 5.2 metres.
- The least depth for the wharf face at Barry Beach Marine Terminal is 6.0 metres.
- The least depth for the wharf face at Port Anthony Marine Terminal is 6.5 metres.

Note: For copies of the latest channel and berth surveys (bathymetry) please consult the Gippsland Ports website at; [Bathymetric Surveys - Gippsland Ports](#)

3.4.3 Anchorages

Bentley Harbour

- The open anchorage of Bentley Harbour is situated on the northern side of the entrance to Corner Inlet and lies off the south coast of Snake Island in the vicinity of Townsend Point, which forms the southern extremity of Snake Island.
- Bentley Harbour extends about 2.5 nautical miles north-westward of Townsend Point and about 1.5 nautical miles eastward, where it decants into depths of 6.0 to 8.0 metres about 0.75 nautical miles off the coast south of Snake Island. At its westernmost end, close south-eastward of Bentley Point, Bentley Harbour is barred by depths of between 2.3 and 2.6 metres.
- From eastward of Townsend Point, the width of the anchorage decreases from 1.0 nautical mile in width to 0.1 of a nautical mile in its north-western part.

- Depths in Bentley Harbour vary from 8.0 metres at its eastern seaward entrance through 16.0 metres to 2.3 metres in its narrowest parts. Within Bentley Harbour good anchorage may be obtained with; shelter from most winds.

Freshwater Cove

- Freshwater Cove is situated within the entrance of Corner Inlet on its western side, close by Mount Singapore, which is prominent (144 metres). Freshwater Cove provides an anchorage with a depth of 14.6 metres at the entry to Bennison Channel; which extends some 5 nautical miles south-westward carrying depths of not less than 8.5 metres. The anchorage of Freshwater Cove, with good holding ground, is well sheltered from all winds except those from between south-west and north.

Franklin Channel and Maritime Security - Dangerous Goods and Explosives Anchorage

- This is a recommended anchorage.
- Franklin Channel extends westward from the principal channel of Corner Inlet of Singapore Deep and provides anchorage in depths of 11.0 metres to 26.0 metres southward of Franklin Bank, on the north side of the channel, at the eastern end of which stands Franklin Bank light beacon. This channel is marked by light buoys and forms the recommended Maritime Security anchorage.
- When approaching this anchorage, a sharp lookout must be kept for the ripple off the banks, so it is safest to proceed to this anchorage at low water when the banks are visible.

Singapore Deep

- Singapore Deep is an open anchorage whose centre is in a position generally 0.6 to 0.8 of a nautical mile bearing 040° (T) from Mount Singapore. The depths of water in Singapore Deep exceed 30.0 metres and although the bottom is uneven, the holding ground is good.
- However, a careful watch should be kept, as the area is subject to strong tidal flows and is exposed to south-easterly winds.

3.5 SWELL, TIDE AND WIND / WEATHER INFORMATION

3.5.1 Swell Data

- Mariners are advised to obtain current swell information for Bass Strait from Bureau of Meteorology at www.bom.gov.au/marine/waves.shtml.
- Additionally, Gippsland Ports maintains a real time wave rider buoy in the vicinity of Lakes Entrance. See www.gippslandports.vic.gov.au.

3.5.2 Tidal Data

Port Welshpool Tides

- Chart datum is that datum level shown on the Royal Australian Navy Hydrographic Office Chart Aus.181; "Corner Inlet" to be referred to for tidal height and ranges to be expected.
- For the Port Welshpool Harbour, the mean spring rise above datum is 2.5 metres and the mean neap rise above datum, 2.2 metres.
- These tidal ranges are indicative of the area from the entrance buoy to the pier.

- The tide at the Port Welshpool Harbour is 1 hour 20 minutes later than the tide at Rabbit Island.

Tidal Streams Port Welshpool, Lewis Channel and Port Bentley tides and tidal streams

- Tidal streams vary considerably throughout the area.
- On the north-east side of Corner Inlet, along the south side of Snake Island and through Bentley Harbour, the tidal streams can attain a considerable rate, sometimes over 2 knots.
- Rates of up to 5 knots have been reported on an outgoing tide in the vicinity of Bentley Point.
- The tide sets fair through Lewis Channel, which leads to the harbour, at a rate of nearly 2 knots.
- Additionally, real time tide data from Port Welshpool is available from [Waves Tides and Weather - Gippsland Ports](#)

3.5.3 Wind/Weather Information

Corner Inlet effect of weather on tides

- The water level and hence tidal stream is affected by the direction and duration of the winds.
- Corner Inlet is an area of high wind energy and significant water level and tidal stream variation occurs.
- Up to date weather information may be obtained from the Bureau of Meteorology at: www.bom.gov.au/vic/forecasts/map.shtml

3.6 PORT FACILITIES

3.6.1 Medical

The nearest medical clinics to the Port of Corner Inlet and Port Albert are the Foster Medical Centre and the Yarram and District Health Service:

See www.fostermedical.com.au and www.gha.net.au/ydhs for details and current contact information.

Medical Emergency dial 000 and request Ambulance.

3.6.2 Fresh Water

Fresh (potable) water for domestic purposes can be provided if required. Generally the master or agent should make the necessary arrangements through the terminal operator.

Charges may apply for potable water supplied to vessels.

3.6.3 Telephones / Communications

It is a Port requirement that all vessels whilst alongside in the Port be contactable by telephone. The master is to advise the Port Manager and the terminal operator of the telephone number, facsimile and email address for the vessel.

3.6.4 Chandlers / Provideores

Some limited stores, food and the like are available locally at Welshpool. If larger volumes or specific items are required prior arrangements should be made through the vessel's agent as it may be necessary to source such items from Melbourne or Yarram (40 minutes by road).

3.6.5 Vessel Maintenance, Repairs, Installation, Modification or Construction

In accordance with the Port Management (Local Ports) Regulations 2015, the Master or Owner of any vessel must not allow any repair, maintenance, installation, modification, or construction works to be carried out on the vessel or to any equipment or fixtures on the vessel while the vessel is berthed, anchored or moored within the Port of Corner Inlet and Port Albert;

unless;

- the vessel Master or Owner has approval to carry out certain works and has been issued a written Authority by Gippsland Ports; and
- the works are carried out in a safe manner by competent or licensed persons in a controlled environment at a maintenance facility designated by Gippsland Ports.

Boiler makers, engineering services and or a crane(s) are available locally, however, if larger machinery is required vessel masters are advised to make prior arrangements through their agent due to limited availability locally of facilities and organisations specialising in the marine industry. Such services may have to be resourced from Melbourne or the Latrobe Valley.

Note: See Harbour Masters Directions Volume 1 – Port of Corner Inlet and Port Albert for detailed directions regarding vessel maintenance, repairs, installation, modification and construction.

3.6.6 Surveyors

Vessels requiring the services of a Marine Surveyor should contact AMSA at

[Contact us \(amsa.gov.au\)](https://www.amsa.gov.au)

Vessels requiring the services of a Classification Society should make prior arrangements if a representative is to attend the vessel. Many classification societies have offices in Melbourne.

3.6.7 Bunkers

Diesel oil bunkers from fixed installations are available at the Barry Beach Marine Terminal for vessels under contractual obligations to ExxonMobil only, and, at the Marginal Wharf Port Welshpool.

Diesel bunkering by road tanker at any other wharf is subject to a permit issued by the Port Manager and the master of every vessel shall ensure that no bunkering operation is commenced or allowed to continue unless the conditions set out in Section 3.8 of the Safety and Environmental Requirements of this Port Information Guide are met in full.

The Port Manager may inspect any or all aspects of bunkering operations before commencement and during the progress of any such operations. See Section 3.10 for further bunkering information

3.6.8 Garbage including Quarantine Waste

Discharge into port waters or upon any wharf, pier or jetty of a vessel's refuse, rubbish, offensive liquid, oily waste or other waste matter is **PROHIBITED**. Vessel masters breaching this prohibition shall be liable to prosecution.

Garbage Collection

If required, a garbage collection service can be arranged via the Port Manager and operates under the following conditions and is subject to a service fee:

- Containers used for the collection of ship's garbage and discharge ashore must be in sound condition, i.e. containers must not be perforated to allow drainage of liquids onto either the wharf or spring-fending.
- In order to avoid inadvertent contamination of the wharves or port waters, garbage containers should be placed inboard and in a position on deck where facilities are available for discharge from the ship to the refuse removal vehicle.
- Attention is drawn to the quarantine requirement that all ship's garbage containers are to be covered with a well-fitting lid.
- Charges may apply for garbage collection services provided to vessels.

Quarantine Waste

The nearest registered site for quarantine waste is Steritech Pty Ltd at 160 South Gippsland Highway, Dandenong. Phone 03 8726 5566

3.6.9 Liquid Waste

Liquid waste such as waste oil, bilge water or sewerage may only be discharged ashore to an EPA approved service supplier following the issue of a Permit by the Port Manager. The Safety and Environmental Requirements detailed in section 3.6.7 Bunkering applies to these operations.

3.6.10 Towage (tugs / lines boats)

Tugs and towage is not permanently available at the Port. By prearrangement towage services are available from other ports. Due to the size and manoeuvrability of normal vessel traffic a line boat is generally not required.

3.6.11 Local Transport

Taxis and hire car are not readily available, however they can be arranged. Public transport to Melbourne is available from Welshpool. See www.vline.com.au for bus times.

There are a number of freight transport companies operating in South Gippsland and vessel masters or agents should make prior arrangements if required.

3.7 GOVERNMENT AGENCIES

Federal and State government agencies do not have local offices. The relevant agencies are as follows with some key functions noted in *italics* and website:

- Australian Border Force
refer www.abf.gov.au
- Australian Maritime Safety Authority (*Port / State Control*)
refer www.amsa.gov.au
- Department of Agriculture – Biosecurity (*Quarantine Pratique*)
refer www.agriculture.gov.au/biosecurity
- Australian Transport Safety Bureau (*incident investigation*)
refer www.atsb.gov.au
- Department of Infrastructure and Transport (*Maritime Security, Coastal trade permits*)
refer www.infrastructure.gov.au
- Environment Protection Authority (*Ballast water, pollution*)
refer www.epa.vic.gov.au
- Marine Safety Victoria (*State Marine Legislation*)
refer www.transportsafety.vic.gov.au
- WorkCover Victoria (*Workplace incidents, injuries*)
refer <http://www.vwa.vic.gov.au>

3.8 SAFETY AND ENVIRONMENTAL REQUIREMENTS

OVERVIEW

Gippsland Ports is strongly committed to safety and the protection of the marine environment. The port waters of the Port coincide with the Corner Inlet RAMSAR site of internationally significant wetlands and a number of marine parks.

3.8.1 Marine Pollution

Gippsland Ports requires vessel masters, whilst within ports waters to;

- Comply with the requirements of *Pollution of Waters by Oil and Noxious Substances Act 1986* (POWBONS), the State Environment Protection Policies (SEPP) and a number of national and international conventions, including the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).
- Not cause or permit refuse of any kind to be discharged from the vessel into port waters.
- Not cause or permit a person to pump or discharge any oil, oily water, spirit or any flammable liquid into port waters.

3.8.2 Ballast Water

Ship Masters must not cause or permit the discharge of high risk domestic ballast water into Victorian State waters. **See section 5.2 of Harbour Masters Directions Volume 1 Port of Corner Inlet and Ports**

Albert for information regarding ballast water management. Contact EPA [Australian Ballast Water Management Requirements - DAFF \(agriculture.gov.au\)](#).

3.8.3 Dangerous Goods

Explosives

Trans-shipment of some Divisions of explosives (less than 25kg) within the Port of Corner Inlet is permitted. Contact Gippsland Ports for Permit requirements on 03 56881303

Containerised or Bulk Dangerous Cargoes

Vessels loading or unloading containerised dangerous cargoes are to comply with the procedures and requirements of the Harbour Master. **See section 5.2.3 of Harbour Masters Directions Volume 1 Port of Corner Inlet and Ports Albert** for information regarding Dangerous Goods.

Notification of the intention to load or discharge dangerous cargoes, including manifest details, must be lodged with the Harbour Master or his delegate at least 48 hours prior to a ships arrival or departure.

Bulk Liquid Dangerous Cargoes

Vessels loading or unloading bulk liquid dangerous cargoes are to comply with the procedures and requirements of the Harbour Master. **See section 5.2.3 of Harbour Masters Directions Volume 1 Port of Corner Inlet and Port Albert** for information regarding dangerous goods. Notification of the intention to load or discharge dangerous cargoes, including manifest details, must be lodged with the Harbour Master or his delegate at least 48 hours prior a to ship's arrival or departure.

3.9 IMMOBILISATION OF MAIN ENGINES

The master of a vessel that is within port waters must not cause or permit any immobilisation or repairs to engines or other repairs that immobilise the vessel to be carried out without the prior permission of the Harbour Master.

3.10 BUNKERING

3.10.1 Fixed Fuel Installations – Barry Beach and Port Welshpool

Masters must ensure all conditions applying to the operation of fixed fuelling installations are met during fuelling operations.

- Liquid fuel shall be dispensed by an adult person (the operator) familiar with the operation of the installation and use of the fire-fighting equipment.
- There is no smoking within 50 metres of a dispenser and outlet.

3.10.2 Bunkering by Road Tanker

Prior written approval must be obtained from the Port Manager and the conditions of “Bunkering by Road Tanker” must be met.

Applications must state:

- name of vessel
- name of berth where bunkering will take place
- quantity and type of bunkers
- anticipated start date and time
- anticipated finish date and time.

Bunkering requirements

- Bunkering shall comply with any statutes, regulations and by-laws of any public authority that are at present in force or that may be subsequently enacted.
- Refuelling shall only be from tankers that comply with the requirements of Edition 7.3 of the Australian Dangerous Goods Code (ADG7.3), and shall not exceed twelve thousand (12,000) litres capacity and have axle loads of not greater than 6.5 tonnes per single axle or 13 tonnes distributed over dual axles.
- Only one road tanker shall be operated on the pier at any one time.
- The approval of the Port Manager will be required prior to each operation.
- No movement of tankers will be allowed on the pier between the hours of sunset and sunrise.
- The issue of the permit shall not confer any exclusive rights to the use of any section or sections of the pier and the operators of the applicant shall cause no interference with the right of the public in the usage of the pier.
- The applicant is required to execute an indemnity, indemnifying Gippsland Ports against all actions, claims, damages and costs incurred by either or both of them arising out of or in any way connected with the tanker pipelines, the pumps and other equipment or any of them or their contents irrespective of the state of repair of the pier or jetty.
- Prior to moving any fuel and simultaneously with the indemnity, the applicant shall lodge with Gippsland Ports a suitable insurance policy with an approved insurer covering the indemnity and made out in the name of the applicant. The amount of insurance provided for public liability shall not be less than \$10,000,000 and for property not less than \$5,000,000.
- The applicant shall carry out any directions of the Harbour Master or Port Manager and Gippsland Ports reserves the right to vary these conditions at any time.
- If a bunker spillage occurs the following actions are to be implemented immediately:
 - cease bunkering operations
 - take measures to stop or limit the spillage
 - notify Gippsland Ports (CEO, Harbour Master or Port Manager)
 - provide formal notification of a pollution incident

3.11 EMERGENCY RESPONSE

Gippsland Ports has responsibility to respond to emergencies that may occur within Port Waters. Gippsland Ports is the primary responder for Marine Pollution Incidents while other environmental incidents are the responsibility of the EPA Victoria.

Search and Rescue is the responsibility of Victoria Water Police

3.11.2 Accidents

Where a non-marine accident occurs on board a vessel within port waters the initial response is the responsibility of the vessel's master. In life threatening situations immediately telephone **triple zero**

“000” to obtain assistance from the Police, Fire or Ambulance emergency services. The master of the vessel has an obligation to report the accident to the Harbour Master or Port Manager.

3.11.3 Marine Incidents

In the event of any marine incident other than pollution, that is likely to affect personal safety or the safe navigation of vessels in port waters, any person causing or observing such incident should as soon as possible:

- If you require urgent assistance dial triple zero “000” for the emergency services and request Police assistance
- If an incident has occurred but you are not in any immediate danger, report it to the Water Police on 1800 135 729

If you are the Master of a commercial vessel or a recreational vessel and you are involved in a reportable marine incident, you must provide full details in writing to Transport Safety Victoria (TSV) by completing the Incident reporting form. For current information about Marine Incident reporting go to;

[Report a marine incident | Transport Safety Victoria](#)

Masters should note that AMSA and or TSV may conduct an investigation following a reportable marine incident.



3.12 MARINE POLLUTION INCIDENTS

3.12.1 Mandatory Notification - Marine Pollution

In the event of a discharge from a vessel, the master must make an immediate report to Gippsland Ports by phoning;

- Assistant Harbour Master, David Talko-Nicholas, on 0429 174 606; *or*
- Port Manager South Gippsland Jake Griffin, on 0400932576; *or*
- Port Manager East Gippsland, Shayne Clarke, on 0429 018 800; *or*
- Gippsland Ports Harbour Master, Bevis Hayward, on 0427610025; *or*

In the event of a spill or probable spill of a polluting substance from a vessel the Master must take all reasonable steps to prevent further spilling of the pollutant and to contain the spill within the vicinity of the vessel.

3.12.2 Information required when reporting Marine Pollution incidents

Information required in the POLREP is to contain as much of the following information as possible:

- Location of incident
- Source of the spill
- Description of the incident
- Cause of the incident
- Type of pollutant
- Quantity of pollutant
- Initial response Actions – underway / planned
- Current sea and weather conditions
- Any other information (e.g. photography)

3.12.3 Victorian Marine Pollution Contingency Plan (VicPlan) 2016

The Victorian Marine Pollution Contingency Plan (VicPlan) sets out the procedures to be initiated in response to marine pollution oil spills within Victorian State Waters. It describes how a response is to be conducted, in accordance with state and national arrangements and provides supporting material and links to other resources.

Incident management system is consistent with Victorian emergency management arrangements and the National Plan (NatPlan). VicPlan follows the Australasian Inter Service Incident Management System (AIIMS-4) structural arrangements. AIIMS has the flexibility to allow for the development of an organisational structure appropriate to the nature and scale of an Incident. The principals of AIIMS are also applicable at the regional and state tiers of emergency management.

As the Regional Control Agency (Gippsland Ports) undertakes mandatory notifications (as outlined below) via a Pollution Report (POLREP), once the pollution incident has been confirmed by the regional pollution coordinator or another appropriate person.

Notifications by Regional Control Agency (Gippsland Ports)

By Phone to:

- DoT, Emergency Management Division Duty Watch Officer – 0409 858 715
- EPA, Emergency Response Officer – 03 9483 8036 – Request Pager number 219013

By fax / Email to:

- AMSA , 02 6230 6868, rccaus@amsa.gov.au
- Dept. of Transport, SEMD Marine Pollution Team, 03 9655 6779, semincidentroom@transport.vic.gov.au
- EPA, 03 9695 2692, erc@EPA.vic.gov.au

3.12.4 Pollution Contacts

Gippsland Ports Primary Contacts for pollution matters are:

- David Talko-Nicholas, Marine Officer/Assistant Harbour Master
Phone: 0429 174 606 email: davidtn@gippslandports.vic.gov.au
- David Ashworth, Marine Officer/Assistant Harbour Master
Phone: 0437 002 707 email: DavidA@gippslandports.vic.gov.au
- Bevis Hayward, Harbour Master
Phone: 0427 610 025 email: bevish@gippslandports.vic.gov.au
- Chris Waites, CEO
Phone: 0427 833 388 email: chrisw@gippslandports.vic.gov.au

A Marine Pollution Report (POLREP) is raised (by the RCA) as soon as is practical, and notifications issued (preferably within 1 hour).

3.13 PORT SECURITY – MARITIME SECURITY PLAN

3.13.1 Port Security

The Port of Corner Inlet is a Security Regulated Port under the *Maritime Transport and Offshore Facilities Security Act (MTOFSA) 2003*.

There are Two port facility operators in the Port of Corner Inlet and Port Albert; Port Anthony Stevedoring Services and Qube Energy.

- Gippsland Ports is the Port Manager and controls the Channels, Fairways and Aids to Navigation that lie within the Security Regulated Port. Gippsland Ports is also responsible for employing the Port Security Officer for the Port of Corner Inlet.
- Port Anthony Stevedoring Service is the operator of Stage 1 of the Port Anthony Marine Terminal
- Qube Energy is the operator of the Barry Beach Marine Terminal.

Each of the port facility operators has an Approved Maritime Security Plan or Port Facility Security Plan applicable to their operations.

Security Regulated Ships supporting the Offshore Oil and Gas Fields operate to and from the Port of Corner Inlet and Port Albert under approved Ship Security Plans.

Other smaller costal traders and fishing vessels also operate to and from the port. These vessels are not security regulated ships

Management of Security Incidents may involve other agencies such as Victoria Police, Country Fire Authority, State Emergency Service, Maritime Safety Victoria, AMSA, South Gippsland Shire the EPA and the Master of vessels involved.

3.13.2 Security Obligations

The Master of a Vessel in respect of which a security process may be invoked, or who observes any incident which may call for action, communicates directly using standard procedures via telephone or radio with the Port Security Officer for the Port of Corner Inlet. The Port Security Officer or his delegate will summons the relevant authority and take necessary action.

The Master of the reporting Vessel may expect to have early contact with an officer of Gippsland Ports and attendance of the appropriate authority response times being dependant on the location of the incident. The co-operation of Masters is required to stabilise and contain security incident at the earliest possible moment.

Masters of vessels carrying commodities which present particular security related hazards need to determine with the Port Security Officer on arrival and the action to be taken in the event of a security incident arising during the vessels stay in port.

All visiting ship Masters must forward the Ships mobile phone details to the Port Security Officer. The Port Security Officer: Bevis Hayward Ph. Mobile 0427610025.

Maritime Security Level 1 (Marsec Level 1)

The Port of Corner Inlet is currently at Security Level 1, this is the applicable level for normal operations within the port as defined by signage and communication indicating a Marsec Level 1 is operative. Should this change, vessels within the Port will be advised. If a vessel's security level changes whilst with the Port this must be advised to the Port Manager.

Maritime Security Level 2 and 3 (Marsec Level 2 and 3)

If the Secretary of the Department declares a Marsec Level 2 or 3 the Port Security Officer shall immediately;

- Notify Victoria Police,
- Notify The Harbour Master
- Notify other relevant Agencies as required under the Plan.
- Notify Maritime Industry Participants
- Notify Ships Masters
- Implement the Maritime Security Plan for the elevated security Level.

Masters and owners, who are unsure of their obligations under MTOFSA, should seek advice from the Commonwealth Department of Home Affairs : www.homeaffairs.gov.au

Refer to diagram at Appendix 3 for details for Port of Corner inlet and Port Albert Security Regulated Port Boundaries

3.14 BERTHS AND DISTANCES

3.14.1 Port Welshpool, Barry Beach Marine Terminal and Port Anthony Marine Terminal

Berth Dimensions

Berth	Length	Depth LAT	Maximum vessel length	Remarks
Port Welshpool				
Fishermans Jetty outer	140m	5.0m	40m	
Fishermans Jetty inner	70m	3.0m	20m	
Marginal wharf - Unloading Berth - Maintenance Berth	220m 75m	3.0m 3.0m	55m 55m	Length restrictions may be reconsidered based on vessel manoeuvrability characteristics.
Ro/Ro berth	55m	2.4m	60m	
Ferry Terminal Dolphin Berth	80m	3.0m	80m	
Marina berths	20m	3.0m	20m	Berths for long-term hire
Barry Beach				
Barry Beach Marine Terminal Wharf	430m	6.0m*	95m	Privately owned by ExxonMobil, (ESSO) Australia, Managed by Qube Energy *Requires tide assist in channel
Port Anthony				
Port Anthony Marine Terminal Wharf	130m	6.5m*	90m	Privately owned by ANCON (Australia) Pty Ltd * Requires tide assist in channel

Distances in nautical miles – Corner Inlet entrance buoy to Port Welshpool, BBMT and PAMT

	Entrance buoy	Singapore Deep	Barry Beach	BBMT & PAMT	Shipping pier	Fishermans Jetty
Entrance buoy	0	9.5	13.3	14.2	13.5	14.3
Singapore Deep	9.5	0	3.8	4.7	4.0	4.8
Barry Beach Cut	13.3	3.8	0	0.9	7.8	8.6
BBMT & PAMT	14.2	4.7	0.9	0	8.7	9.5
Shipping pier	13.5	4.0	7.8	8.7	0	0.8
Fishermans Jetty	14.3	4.8	8.6	9.5	0.8	0

3.14.2 Port Albert

Berth	Length	Depth	Maximum	Remarks
Wharf outer	120m	3.0m	25m	
Wharf inner	59m	2.0m	12m	
Hotel jetty	90m	4.0m*	25m	Depths vary from 1.0m to 4.0m
Boat harbour jetty	25m	3.0m	20m	
Slipway jetty	45m	4.0m	15m	Depths vary from 2.0m to 4.0m
Rutters Jetty	25m	2.0m	12m	Temporary access only
Marina berths			12m	Berths for long-term hire

Distances in nautical miles – Port Albert Entrance to Wharf and Berths

	Entrance buoy	Midge Channel	Port Albert Wharf	Rutters Jetty	Slipway Jetty
Entrance buoy	0	3.7	5.5	5.7	5.8
Midge Channel	3.7	0	1.8	2.0	2.1
Port Albert Wharf	5.5	1.8	0	0.2	0.3
Rutters Jetty	5.7	2.0	0.2	0	0.1
Slipway	5.8	2.1	0.3	0.1	0



APPENDIXES

Appendix 1: Emergency and Key Contact Details

Organisation	Telephone	Mobile	Email / Website
Gippsland Ports <ul style="list-style-type: none"> • Head Office • CEO • Harbour Master • Port Manager • Marine Pollution • Maritime Security • Lakes Entrance Depot • Port Welshpool Depot 	03 51500500 03 51500500 03 51556900 03 56881303 03 51566352 03 56881303 03 51556900 03 56881303	NA 0427 833 388 0427 610 025 0400 932 576 0429 174 606 0428 113 324	feedback@gippslandport.vic.gov.au chrisw@gippslandports.vic.gov.au bevish@gippslandports.vic.gov.au JakebG@gippslandports.vic.gov.au davidtn@gippslandports.vic.gov.au bevish@gippslandports.vic.gov.au Website www.gippslandports.vic.gov.au for real time tide and Bathymetric Survey and online mapping information.
Emergency Contacts Victoria Police Country Fire Authority Paramedics/Ambulance	Dial triple zero "000"		Request to be connected to appropriate Victorian emergency service
Foster Hospital Yarram Hospital	0356839777 0351820222	Open 24 hours	
Victorian Water Police	1800 135 729		Melbourne Headquarters
Maritime Safety Victoria	1800 223 022		Website www.transportsafety.vic.gov.au/maritime-safety
Australian Maritime Safety Authority (AMSA)	Canberra 02 6279 5000	Melbourne 03 8612 6000	Website www.amsa.gov.au
Environment protection Authority (EPA) Victoria	1300 372842		Email contact@epa.vic.gov.au
Australian Boarder Force	Melbourne 131881		Website www.abf.gov.au
Barry Beach Marine Terminal (BBMT)	BBMT Guardhouse 03 56880222	BBMT Manager 03 56880200	Email Chris.Pettitt@gube.com.au VHF Ch16 – 24 hours
Port Anthony Marine Terminal (PAMT)		Ben Anthony 0447244236	Email ben@portanthony.com.au
Department of Agriculture, Biosecurity, Quarantine	1800 900 090		Website www.agriculture.gov.au/biosecurity
Victorian WorkCover Authority	Emergency 132 360	Incident Response 0407 833 306	Website www.worksafe.vic.gov.au
Bureau of Meteorology Victoria			Website www.bom.gov.au/vic
Vic Roads – Traffic and Hazardous road conditions	13 11 70		Website www.vicroads.vic.gov.au

Appendix 2: Corner Inlet Passage Plan Guide

The Port of Corner Inlet is in the jurisdiction of Gippsland Ports Committee of Management subject to the Marine Safety Act 2010 and the Port Management Act 1995 of Victoria.

Prior to initial entry to the Port of Corner Inlet and Port Albert, Class 1 and Class 2 Vessels greater than 24 metres in length and Class 3 Fishing Vessels greater than 35 metres in length are required to submit a detailed passage plan developed by the master for navigation from sea to berth or vice-versa.

The intention of this **Guide** is to assist vessel Masters when compiling Passage Plans for the Port of Corner Inlet and when navigation from sea to Barry Beach Marine Terminal or Port Anthony Marine Terminal

Vessels making passage through the various channels within Port Waters are required to do so with the following instructions;

- Maintain VHF Listening Watch Channel 16 throughout passage from sea to berth and vice-versa.
- Vessel to call “All Ships” in accordance with section 5.3.1 and 5.3.2 of these Directions notifying intention to transit the bar and entrance, giving 20 minutes notice.
- At least one anchor should be cleared and ready for use before entering Corner Inlet and when navigating within port waters.
- Main engines, generators, bow and/or stern thruster(s) to have been tested and to be fully operational.
- Essential navigation equipment such as compass, radar(s), GPS ECDIS and echo-sounder are to be fully functional.

Reference Publications are to include corrected copies of:

- Chart Aus.181, “Approaches to Corner Inlet” (Scale: 1:50 000)
- ENC Cell Au 439146
- Admiralty Sailing Directions NP14 (2004), *Australia Pilot*, volume II, 9th edition
- Gippsland Ports Port Information Handbook and Harbour Masters Directions

In the following GUIDE, the courses and waypoints described are indicative only and it is the Master’s responsibility to develop his or her own passage plans for each inward and outward passage.

Should a Master find the GUIDE to be in error in any way or the navigation aids or marks, channels or depths, found to vary from published information, the Harbour Master Gippsland Ports is to be advised immediately.

Approach To Corner Inlet Entrance (Chart Aus.181)

This passage plan commences from an initial position 3.0 nm to seaward of the charted position of #1 buoy (VQ6+LFI.10s), with Lighthouse Point bearing 278°(T) x distant 8.8 nm (lat. 38° 51.77' S; long. 146° 39.61' E WGS84).

- The least favourable conditions for entry are during easterly winds, which may make the bar unworkable.
- Sand banks on which the sea breaks exist each side of the entrance channel over the bar.
- Entrance buoys are periodically shifted out of position by heavy weather.
- When navigating in shoal water, observe enhanced stern wave as indicative of small under-keel clearance.
- When navigating in a tideway, use radar echo trails to indicate a constantly visible extent of set.

Chart Aus. 181

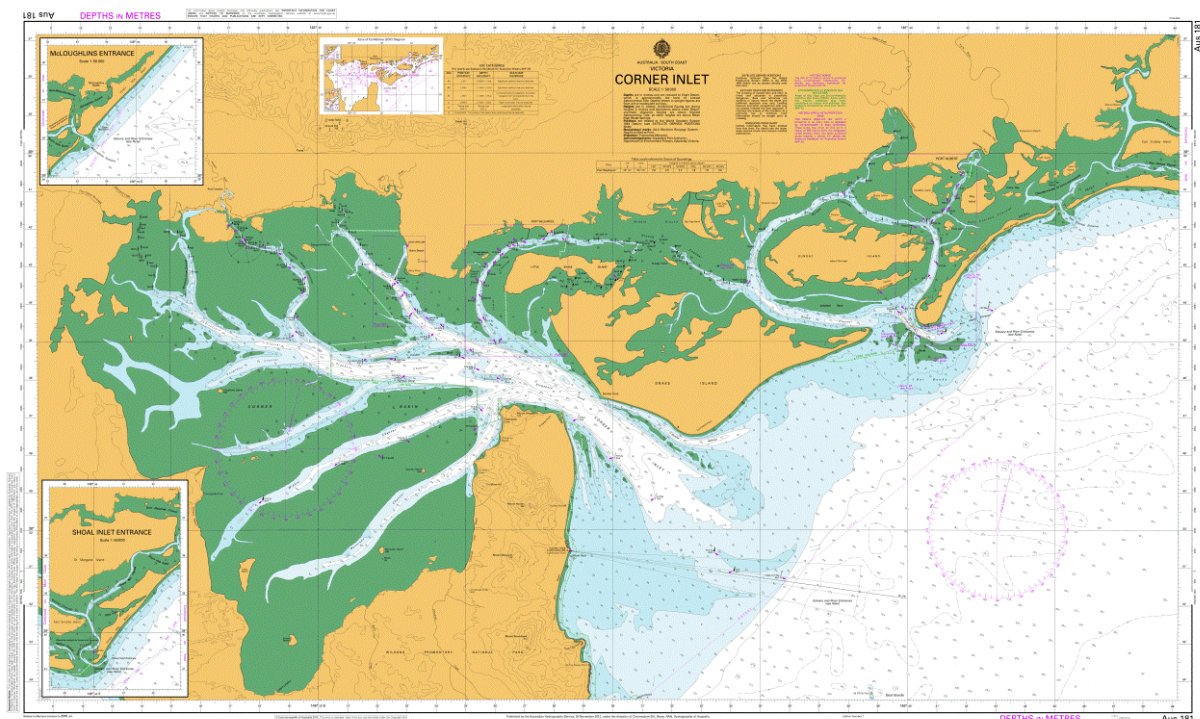


Chart Aus. 181

Important Note: Before attempting entry, key features for navigation should be identified:

- Clifty Island Light (Height 46m, Light Fl. 5s. 52m.16nm)
- Townsend Point (unmarked, low wooded aspect)
- White Rock (8m)
- Corner Inlet (Cardinal) Entrance No.1 buoy (VQ(6) + Long Fl.(10s))
- Corner Inlet Entrance (Lateral) buoys No.3 (QG.) and No.5 (Fl.G. 3s)
- Lighthouse Point Light (Fl. 5 secs 36m 17nm and Directional Fl.WRG 3s 35m 9nm). Seen from seaward, the light structure is a small red building on the end of a bald spur below the saddle between Mount Hunter (350m) and Mount Margaret (218m). The light-structure is difficult to distinguish in hazy weather or in the afternoon sun.
- Bentley Point

Position	Course	Distance to run	Remarks	Depth
Lat. 38° 51.77' S Long 146° 39.' E (WGS84) (No.1 light buoy (VQ(6) + long. Fl. (10s)) bearing 282 ° x 3.0nm dist.)	Initial course 278°(T)	4.5nm	Set initial course in centre of white sector of Directional Light of Lighthouse Point // index 2.7nm off White Rock // index 3.49nm off Townsend Point	17.0m approximately

- The initial course to make good of 278°(T) will be subject to significant effects on steering according to the direction of current and its rate and the swell at the time of entry. Flood tides into the Inlet set strongly NW and ebb tides set strongly to the SE. Beware of cross current sets. Floods to the SW and Ebbs to the NE, when close to No. 1 SCM & No. 3.
- Note tide height above datum and check UKC related to corrected tide, using draft x 0.2 (20%) + 50% Hs.
- Keep both No.1 (Cardinal) and No.3 (Lateral, starboard hand) buoys open to north of the Lighthouse Point white sector.
- When approaching No.1 (Cardinal) light buoy proceeding to Barry Beach, call ESSO BBMT Guardhouse on VHF Ch16 to confirm ETA at berth and to receive berthing instructions. For anchoring requirements contact the Harbour Master or his delegate.

Caution No.1: When approaching the entrance buoys; check their positions in relation to the bearing and range of the directional light of Lighthouse Point.

Caution No.2: Assess swell direction and significant wave height (determine Hs, if necessary, by stopping vessel and noting the amplitude between the upper and lower marks on echo-sounder trace).

Position	Course	Distance to run	Remarks	Depth
No. 1 light buoy (VQ(6) + long. Fl. 10s abeam to starboard x 0.25nm	Maintain 278° (T)	1.25nm	Maintain track in centre of white sector of Lighthouse Point directional light	7.0m approximately

- The seabed rises sharply as the South Cardinal light buoy (No1) is approached (10m contour is crossed 0.2nm before abeam) speed should be reduced in the area of the bar to reduce interaction effects with the seabed.
- Note that significant and unpredictable sand-wave formations exist in the bar area.
- Have the vessel in hand-steering when crossing the outer bar and when conning through the turn at No. 3 buoy.
- When entering, identify port-hand (Lateral) light buoys Nos. 2, 4 and 6 and note their alignment.
- Caution: Reduce to moderate speed to avoid squat and interaction when on the track-line between 10m contours and when crossing the sharp rise in the seabed when approaching No.1 (Cardinal) light buoy.

Position	Course	Distance to run	Remarks	Depth
No. 3 Light Buoy (QG)pass to starboard	Maintain 278°(T)	0.10nm to W/O	Maintain track in centre of white sector of directional light of Lighthouse Point	7.6m approximately

Navigation Within Corner Inlet (Chart Aus. 181)

- When entering and navigating within Corner Inlet, maintain a good lookout for small craft engaged in fishing, particularly at night when many are unlit.

- A least depth on the bar of 7.0m exists on the track-line between positions abreast of No.3 and No.5 buoys.
- Coincident W/O check lines when altering course at No.3 light buoy
- Buoys No.2 (Fl.R. 4sec) No.4 (Fl.R. 4sec) and No.6 (Fl.R. 4sec) in transit (bearing 314.5° (T)) clears the SW side of shoal to starboard when on the planned track.

Position	Course	Distance to run	Remarks	Depth
No. 3 light buoy (QG Fl.) abeam to starboard relative	A/C to 316° (T)	0.70nm	Initiate controlled turn to starboard to bring port hand light buoys no's 2, 4 and 6 in line ahead, bearing 316°(T) until abeam of No. 5 light buoy	6.4m approximately
No. 5 light buoy (Fl. G 3s) to pass abeam to starboard	A/C to 326° (T)	2.05nm	Initiate A/C to starboard at No.5 light buoy to bring Bentley Point ahead bearing 326°(T) indicating track-line to make good	5.6m approximately

- In the deeper water of Corner Inlet, clear of the entrance, tidal steams will set generally with or against the vessel.

Position	Course	Distance to run	Remarks	Depth
No. 2 light buoy (Fl. R 4 s.) pass to port x 0.40 nm when abeam	A/C to 314.5° (T)	3.00nm	Initiate A/Co to port // index 0.60nm off Bentley Point	13.6m approximately

- When entering Corner Inlet above Bentley Point and Entrance Point, identify safe positions for an anchorage, in the event of its being needed (e.g. NE of Mount Singapore, or SW of Mount Singapore in Freshwater Cove).

Caution: When crossing Singapore Deep; beware of strong eddies and overfalls at the confluence of the channels flowing into and out of the vicinity. Tidal currents in this area have been reported as being up to 5 knots.

Position	Course	Distance to run	Remarks	Depth
Bentley Point abeam to starboard bearing 044°(T) x 0.55 nm A/C position	A/C to 301°(T)	2.90nm	Initiate A/Co to port // index 0.25nm off Franklin Bank (Cardinal) Light Beacon [VQ(3) 5s. 5nm]	10.0m approximately

Navigation In Singapore Deep (Chart Aus.181)

- Lewis Channel Entrance (Lateral) beacons No.1 (Fl.G.2s) and No.2 (Fl.R.2s)
- Franklin Bank (Cardinal) light beacon (VQ (3) 5s.)
- Bennison Spit (Cardinal) light beacon (Q(3) 10s)
- Toora Channel No.1 lateral beacon (Iso.G 3s)
- Toora Channel No.2 lateral beacon (Iso.R. 3s)

All Toora Channel beacons (lit and unlit) and approach beacons are radar conspicuous.

Position	Course	Distance to run	Remarks	Depth
Lewis Channel Entrance No. 2 light beacon (Fl. R 2s) Bearing 000°(T) x 0.28nm	A/C to 291.5°(T)	1.90nm	Initiate A/Co to port // index 0.22 nm off Franklin Bank light beacon (VQ(3).5s 5nm] to port and // index 0.20 nm off Toora Channel No. 2 light beacon (Iso. R 3s 6m 4 nm) to port	15.6m approximately

Toora Channel To Barry Beach (Charts Aus.181 and AusENC Cell Au 439146)

Caution No.1: Lights in Toora Channel are synchronised.

Caution No.2: Backscatter of lights of the townships of Toora and Port Franklin may obscure the lights of navigation in Toora Channel.

Caution No.3: Take care when entering Toora Channel and when navigating within the channel to maintain a position in the centre of the navigable channel and to proceed at a moderate speed to avoid interaction with the banks or seabed.

Position	Course	Distance to run	Remarks	Depth
Toora Channel No.1 light beacon (Iso.G 3s 6m 4nm) abeam to starboard bearing 021.5°(T) x 0.22nm	Maintain 291.5° (T)	0.35nm to W/O	Maintain course, check position and cross-track error when passing Toora Channel No. 1 light beacon	15.3m approximately

- When approaching the A/Co. position between Toora Channel No.2 light beacon and Toora Channel beacon No.3, steer midway between the two beacons.
- Bow thrusters if fitted should be ready for use at all times in Toora Channel and in approaches to BBMT and approach Channel.

Caution: Change to Plan of Chart Aus.182, “Approaches to Barry Beach” (Scale: 1:12 500)

Position	Course	Distance to run	Remarks	Depth
Toora Channel No. 2 light beacon (Iso. R 3s 6m 4nm) bearing 180° (T) x 0.20nm	A/Co to 310°(T)	0.50nm to W/O	Initiate A/Co to starboard when passing midway between Toora Channel No. 2 light beacon to the south and Toora Channel No. 3 to the north	14.0m approximately

- Approaching A/Co. position between gated light beacons Nos 4 and 5, steer midway between the beacons.

Position	Course	Distance to run	Remarks	Depth
Toora Channel No. 4 light beacon (Iso R 6s) and Toora Channel No. 5 Light Beacon (Iso.G 5s) abeam	A/Co to 330°(T)	0.57nm to W/O	Initiate A/Co to starboard when passing midway between beacons Nos 4 and 5 abeam to port and starboard and avoid overshoot of A/ Co position	14.0m approximately

- When approaching the A/Co. position between Toora Channel light beacons Nos 6 and 7, steer midway between the two gated beacons.

Position	Course	Distance to run	Remarks	Depth
Toora Channel No. 6 light beacon (Iso. R 5s 6m) and Toora Channel No. 7 (Iso.G.3s) beacon both abeam	A/Co to 333°(T)	0.40nm to W/O	Initiate A/Co to starboard when passing midway between beacons Nos 6 and 7 abeam to port and starboard and avoid overshoot of A/ Co position	14.0m approximately

- Identify Barry Beach directional light (F.WRG. 23m 8nm); which will show green in the initial visible sector (immediately after passing Toora Channel No.6 light beacon) and the inner channel buoys of No. 1 (Fl.G.3s) and No. 4 (Fl.R.4 s) and BBMT entrance channel light beacon No.2 (VQ. (3) 5 secs).

- When approaching the A/Co. position at Toora Channel light beacon No. 8; steer a course midway between that beacon and the Barry Beach Channel entrance beacon No.2 and Toora Channel No.9 (both to starboard).
- Approach the controlled turn to starboard from Toora Channel into Barry Beach Channel at moderate to slow speed (taking into account the dimensions, displacement, draft and power of vessel) and the tidal current, wind and visibility at the time.

Position	Course	Distance to run	Remarks	Depth
Toora Channel Light beacon No. 8 (Iso R 3s) abeam to port (bearing 243° (T)) x 0.08nm	A/Co to starboard	-----	Initiate controlled turn into Barry Beach Channel, to bring vessel onto a track of 022.5°(T) in the centre of the white sector of the directional lead light at the head of the BBMT basin	13.6m approximately

Entering BBMT Channel From Toora Channel (AusENC Cell Au 439146)

Caution No.1: When the tide is at full flood or at full ebb the tidal stream sets strongly across the entrance of Barry Beach Channel in the vicinity of the gated entrance buoy Toora Channel No.9 and Barry Beach light beacon No.2.

Caution No.2: When executing a controlled turn into the BBMT Channel across a significant ebb tide, the vessel should be brought to a heading at slow speed (over the ground), with BBMT Channel No.2 fine on the starboard bow until the bow is in the white sector of the BBMT directional light, and the helm put over to starboard and the power increased to enter the channel until the vessel makes a track on the centreline of the white sector (bearing 022.5° (T)). In executing this turn care must be taken to ensure that the ebbing tide acting on the stern during the turn, when the bow is in comparatively still water, does not result in “dwelling” in the turn to starboard and a setting to starboard onto the bank. Use of the thruster(s), particularly if fitted aft, should be made to assist the turn.

Caution No.3: When executing a controlled turn into the BBMT Channel across a significant flood tide, the vessel should be brought to a slow speed (over the ground), with the Toora Channel No.9 light buoy fine on the starboard bow until the bow is abreast the buoy, and the helm put over to starboard and the power increased to enter the channel until the vessel makes a track on the centreline of the white sector (bearing 022.5° (T)). In executing this turn, care must be taken to ensure that the flooding tide acting on the stern during the turn, when the bow is in comparatively still water, does not result in uncontrolled “over swing” to starboard. Use of the thruster(s), particularly if fitted aft, should be made to assist the turn.

Caution No.4: As the bottom shelves sharply at the entrance to the Barry Beach Channel (15.0m in Toora Channel to 6.4m in Barry Beach Channel in 80 metres distance) interaction effects may be experienced.

- For vessels intending to berth at the ESSO BBMT, before entering the BBMT approach channel, vessels are to call the ESSO BBMT terminal supervisor (VHF Channel 54) or shift foreman (VHF Channel 58) or the guard house (451 MHz) to give 30 minutes notice of arrival at the berth, to ensure timely attendance of lines handlers and other port services that may be required.

Barry Beach Channel ((AusENC Cell Au 439146))

When navigating within Barry Beach Channel:

- The vessel should be steered to remain within the white sector of the BBMT directional leading light
- The speed of the vessel should be maintained as low as is necessary to retain good steering control and to avoid interaction with the seabed beneath or with the channel sides
- The operating characteristics of the Barry Beach Channel vary markedly with the height of the tide and the extent to which the mud flats each side of the channel are covered, so that at the last of high flood tides and during the first of high ebbing tides, a cross current may be experienced setting across the channel (although this effect is more marked towards the outer part of the channel).

Position	Course	Distance to run	Remarks	Depth
Barry Beach Entrance Channel No. 2 light beacon (VQ.(3) 5s) abeam to port	Maintain 022.5° (T)	0.60nm	Maintain vessel on track-line as defined by the white sector of the single Directional Leading Light of the BBMT	5.9m approximately

- The effects of “squat”, “channel blockage” and a “bank effect” should be considered when moving within the Barry Beach Channel, particularly at Low Water with little clearance beneath the vessel.
- Care should be taken with respect to under-keel clearance, which should be not less than 10% at any time to ensure positive control. (With appropriate assistance, such under-keel clearance may be reduced to 5%.)
- Speed within the channel should be such as to maintain control but not so that the restricted manoeuvring basin is not entered at too high a speed for control and for the effects on other vessels already berthed.

Position	Course	Distance to run	Remarks	Depth
Barry Beach Entrance Channel No. 4 light buoy (Fl..R 4s) abeam to port	Various to berth	-----	From a position passing No. 4 light buoy abeam to port the vessel may be brought to starboard to berth	5.9m approximately

Manoeuvring And Berthing At Barry Beach Marine Terminal (BBMT)

(AusENC Cell Au 439146)

Caution when manoeuvring within the BBMT basin the following features of the berth and its approaches must be considered.

- The space available for manoeuvring is restricted, the basin being approximately 400 metres x 200 metres at its outer (southern) end x 120 metres at its narrowed inner (northern) end, and its depth shown as 6.0 + metres at datum.
- The seabed within the BBMT basin is mud and silt overlaid, with large quantities of weed which, when stirred up, may affect the efficiency of the vessel’s engine cooling systems and cooling water intakes.
- Heavy and/or sustained manoeuvring of the vessel’s engines may set up heavy swirling of water in the basin area, with potentially damaging effects on vessels already moored at the BBMT wharf.

- Obstructions on the seabed have been reported in the southern part of the BBMT basin, clear of the channel, but in areas that might be used by vessels arriving and swinging in the basin. This area has least depth of 5.2m LAT.

Manoeuvring And Berthing At Port Anthony Marine Terminal

(PAMT) – Stage 1 of PAMT berth development

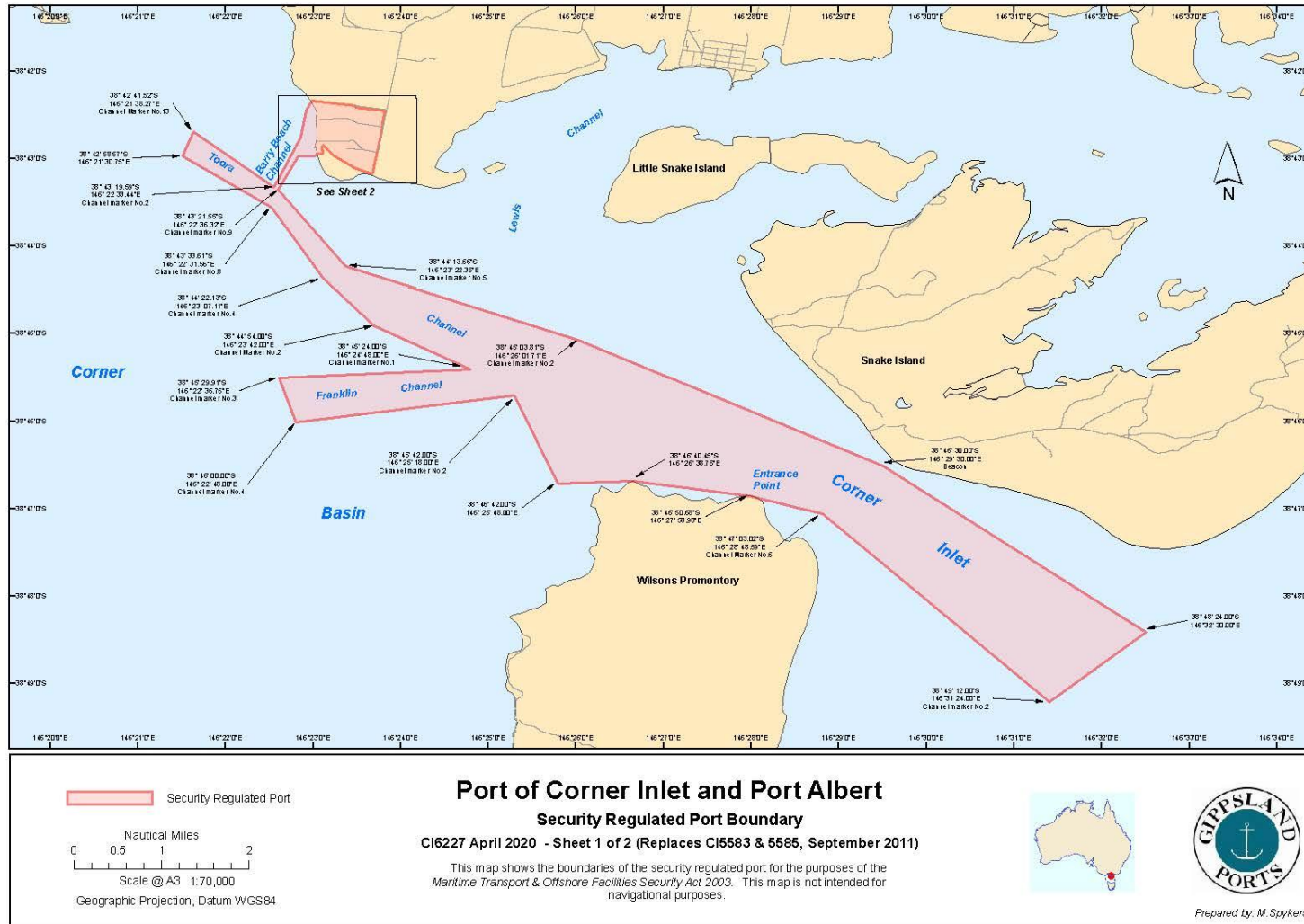
Caution: When manoeuvring within the PAMT basin available during Stage 1 of the PAMT berth development the following features of the berth and its approaches must be considered

- The space available for manoeuvring is restricted, the basin being approximately 90 metres wide at the approach and 80 metres wide at the Northern end of the berth narrowing to 45 metres wide at the Southern end of the berth.
- The maximum available berth face is approximately 130 metres long and is defined by two yellow lights (Fl. Y 4s) located on the wharf apron at the north and south extremities.
- The least depth available at the berth is 6.5 metres at datum.
- There are 6 yellow buoys with synchronised lights (Fl. Y 3s) that delineate the area of navigable water that lies within the stage 1 berth basin
- There is insufficient room to swing a vessel at PAMT. Vessel arrivals and departures shall be either bow in or stern in laterally along the wharf face.
- Berth Approval must be obtained from Gippsland Ports for any vessel intending to operate to or from PAMT.
- Masters of approved vessels must conduct two arrivals and two departures from PAMT during daylight hours prior to conducting night navigation.
- Heavy and/or sustained manoeuvring of the vessels engines may cause swirling of water in the basin area, which may affect the efficiency of the vessels engine cooling systems

Note: Masters using this GUIDE are to determine their own Passage Plan including waypoints for GPS or ECDIS assisted navigation.



APPENDIX 3: Maritime Security Boundary



Appendix 4: Port Fees & Charges

For a full list of port Fees and Charges please visit: www.gippslandports.vic.gov.au.

Appendix 5: Forms

The following pages provide examples of forms current as at January 2023

Forms can be downloaded from the Gippsland Ports website: www.gippslandports.vic.gov.au.

List of Forms

1. Notification of Arrival/Departure and Application for Berth- Port of Corner Inlet and Port Albert
2. Notification of Arrival/Departure and Application for Berth- Port of Corner Inlet and Port Albert
3. Gippsland Lakes Wharfage Certificate
4. Vessel Maintenance on Water Application

Gippsland Ports forms are subject to updates as required and can be downloaded from the Gippsland Ports website: www.gippslandports.vic.gov.au.



PORT OF CORNER INLET & PORT ALBERT

Email to : bevish@gippslandports.vic.gov.au, feedback@gippslandports.vic.gov.au,
accounts@gippslandports.vic.gov.au, DavidA@gippslandports.vic.gov.au,
davidtn@gippslandports.vic.gov.au, DavidR@gippslandports.vic.gov.au
Melbourne@amsa.gov.au,

Telephone: 0351 500500 - Facsimile: 0351 500501

Date of Application:

Subject to the conditions set out below, I/We hereby give:

Notification of Arrival / Departure and Application for Berth

Highlight applicable, or cross out/delete not applicable

Name of Vessel:		Gross Registered Tonnage ¹	
IMO Number:		Voyage Number:	
Port of Registry:		ISPS Compliance No:	
Name of Master:		Length Overall:	
Security Level:	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3	Estimated Arrival Draught:	Fore
Security Officer:			Aft
Ships Agent: ABN:		Estimated Departure Draught:	Fore
Name & Local Knowledge Certificate No:			Aft
Bridge Phone Number:			
Bridge Fax Number:			
Pratique Granted date:		Type of Vessel:	
Date of Ships Passage:		Towing?	No <input type="checkbox"/>
Corner Inlet:	ETA / ETD	<i>Towing approval from Harbour Master Gippsland Ports:</i>	Yes <input type="checkbox"/>
Berth:	ETA / ETD	Name of Barge or vessel:	
Last Facility		Ballast Water Discharge?	<input type="checkbox"/>
Next Facility		EPA Notification?	<input type="checkbox"/>

Corner Inlet No 1 to BBMT	<input type="checkbox"/>	PAMT to BBMT	<input type="checkbox"/>
Corner Inlet No 1 to PAMT	<input type="checkbox"/>	BBMT to Corner Inlet No 1	<input type="checkbox"/>
BBMT to PAMT	<input type="checkbox"/>	PAMT to Corner Inlet No 1	<input type="checkbox"/>

Tick the check box of relevant movement

Facilities Notified:

Proceeding to Anchorage* <small>*GP's will advise which anchorage on arrival</small>	<input type="checkbox"/>	Port Anthony Terminal	<input type="checkbox"/>
Barry Beach Marine Terminal	<input type="checkbox"/>	Port Welshpool Berth	<input type="checkbox"/>

Tick the check box of relevant facility

Notification of Cargo Information:		
Type of Cargo to be Loaded:		
Type of Cargo to be Discharged:		
Weight: tonnes	Volume: m ³	Livestock:
Gas Free:		
Other information		
Supply of Fresh Water:		
Bunkering:		
Vessel Repairs / Lay Up:		

Hazardous / Dangerous Goods Declaration

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes									
Division									
Quantity									

Cargo Manifests: Vessels intending to discharge cargo must ensure the Cargo Manifest is forwarded to the email address list (above) at least 24 hours prior to arrival. Manifests for cargo loaded including ships stores to be forwarded to the email address list (above) within 24 hours prior to departure from the Port.

Note 1. If vessel GRT less than 150t or vessel is not subject to Tonnage Measure charges are based upon overall length

Conditions:

1. The Ship’s Agent submits this **Notice of Arrival, Application for Berth & Notification of Departure** in its capacity as agent for the Owner and warrants that it is authorised by the Owner to enter into this agreement on its behalf (whether or not a copy of the Ship’s Agent appointment is attached).
2. The Ship’s Agent and Owner acknowledge that a contract is constituted by this Application.
3. The Ship’s Agent and the Owner acknowledge that any obligations imposed upon them by the Contract are binding upon them.
4. Full details of fees, charges, obligations and copies of the Port Operating Handbook and Harbour Master’s Directions for the Port of Corner Inlet and Port Albert may be found at:

www.gippslandports.vic.gov.au

Signature of Ship’s Master;

Name of Shipping Agent;.....

Date:



WHARFAGE CERTIFICATE AND CARGO DECLARATION

GIPPSLAND PORTS
WHARFAGE CERTIFICATE & CARGO DECLARATION

To be lodged by the vessel Owner or their Agent on arrival and departure by any vessel loading or discharging cargo

Inwards/Outwards (Strike out not applicable)

Vessel ShipID/Registration No.

Berthed atOn/...../.....

Owner/Master/Agent* Phone:

Description of Goods	State of Origin	Quantity	Tonnes or Cub Metres	Wharfage Rate	Amount Payable

Note : A copy of the Cargo Manifest must accompany this Certificate/Declaration Declaration

I, Do solemnly and sincerely declare that I am the Owner/Agent for the Owner (*strike out where not applicable*) of the above named goods and that such return discloses full particulars in connection therewith and that the several particulars above set out are true and correct and disclose the full tonnage of and amount of wharfage due and payable on such goods. I have read and understand the attached conditions applying to this wharfage certificate.

Declared at In the State of.....

On the Day of

Two Thousand and/...../.....

Checked:
Port Manager

Invoiced:
Fin/Admin
.....

GENERAL CONDITIONS FOR WHARFAGE AND THE PROVISION & USE OF GIPPSLAND PORTS FACILITIES

1. The contracting party shall agree to abide by the provisions of the Marine Safety Act 2010 as amended and subordinate legislative instruments and requirements including all applicable Regulations, Standards, Codes and Conventions.
2. The contracting party shall agree to abide by the provisions of Port Management Act 1995 and the Port Management (Local Ports) Regulations 2015 as amended and applicable to Gippsland Ports
3. The contracting party shall agree to abide by the provisions of the Dangerous Goods Act 1985, as amended, and all Ordinances, Regulations, By Laws, Orders and Proclamations applicable to this application. All dangerous goods must be manifested, transported and stored as required by the Australian Dangerous Goods Code Edition 7.3
4. The contracting party shall agree to abide by the provisions of the Environment Protection Act 1970, as amended, and all Ordinances, Regulations, By Laws, Orders and Proclamations applicable to this application.
5. The contracting party must ensure, for safety reasons, that telephone services are provided to the vessel, and the vessels phone number is indicated on the Wharfage Certificate.
6. The contracting party shall agree to abide by any written or verbal Direction given by the Harbour Master or Port Manager.
7. The contracting party shall agree to abide by the Crown Land (Reserves) Act 1978, as amended and applicable to Gippsland Ports.
8. The contracting party shall agree to allow access to the vessel by Gippsland Ports personnel and/or their agents or representatives.
9. The contracting party shall, within 24 hours of the arrival of the vessel in the Port, lodge with Gippsland Ports Port Manager, an inward manifest containing true and complete particulars, including all details of cargo which is intended to be discharged.
10. The contracting party shall, within 24 hours of the departure of the vessel from the Port, lodge an outward manifest containing true and complete particulars, including all details of cargo which has been loaded.
11. Where Gippsland Ports requires any additional information in respect of any cargo listed on any manifest, the contracting party shall provide such information within 48 hours of being requested.
12. Where a vessel does not discharge any cargo or does not load any cargo within the Port, the contracting party shall, within 24 hours of the departure of the vessel, advise Gippsland Ports that no cargo was discharged or loaded as the case may be.
13. Unless otherwise agreed to by Gippsland Ports, the contracting party shall, within 30 days of the date of an invoice issued by Gippsland Ports, pay to Gippsland Ports all applicable fees and charges relating to the provision of facilities and Wharfage at the rates prescribed by Gippsland Ports from time to time.
14. Where any charge as prescribed in accordance with paragraph 11 remains unpaid after the due date for payment, the contracting party shall pay interest on the unpaid amount, at the rate of 4% above the interest rate fixed pursuant to Section 2 of the Penalty Interest Rates Act 1983, for the period from the due date until the payment date.
15. Unless otherwise agreed to by Gippsland Ports, the contracting party shall ensure that the facilities are clear and cleaned to the satisfaction of Gippsland Ports and that any supplied materials and equipment are returned in the same condition as supplied.

**APPLICATION FOR MAINTENANCE / WORK AUTHORITY FOR A VESSEL ON WATER
GUIDE TO COMPLETING THIS APPLICATION**

In accordance with legislative requirements including the OHS Act, Port Management Act, Environment Protection Act, Marine Safety Act; vessel owners, agents or masters must complete this application process to have your request considered for approval to perform maintenance or other works on a vessel in Gippsland Ports waters that includes any of the following maintenance activities defined as *hazardous port activity* under the Port Management Act and also as *high risk work* under the OHS Act:

- Hotwork; including but not limited to electric welding, gas welding, abrasive cutting and grinding, gas cutting and any other activity that generates sparks and heat
- Abrasive blasting (must be at GP authorised site)
- Spray painting (must be at GP authorised site)
- Activities involving emissions or pollution or deposition of waste to land, air or water - examples include but are not limited to pumping bilges, grinding/sanding of external surfaces of vessel, painting, chemical washing of vessel
- Work with cranes and mobile plant – includes forklifts, elevated work platforms, scaffolding, etc
- underwater diving work

Maintenance or other work listed above is not permitted to commence on a vessel in Gippsland Ports managed waters until authorised in writing by Gippsland Ports. Where authorisation is given, all terms and conditions must be strictly complied with.

Use the following checklist as a guide to ensure that all of the required information is provided to avoid delays in considering your application.

1. Completed the application form (on following pages)	
2. Provide details of the maintenance or works to be performed	
3. Provide details of vehicles that will be accessing the site (make, model, registration for all cars, trucks, mobile plant)	
4. Hold a current Gippsland Ports Site Induction if working at a Gippsland Ports site where an induction is required An induction can be completed either online or at a GP Depot Office	
5. Read and understand the Terms and Conditions (attached)	
6. Sign the Indemnity and Acknowledgement section of the Terms and Conditions	
7. Submit the form to GP	

Note: A copy of this completed application can be forwarded to you for your records if required.

You are responsible for your safety and the safety of others while working on your vessel at Gippsland Ports wharves and jetties and moorings

Authorisation: Harbour Master	Version: 1a	Current: 2023	Review: 2026	
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APPLICATION FOR MAINTENANCE / WORK AUTHORITY FOR A VESSEL ON WATER

Vessel Owner/Agent Name:	Vessel Masters Name:
Signature	Signature
Owners /Agent / Master contact details Address:	Phone: Mobile: Email:
Vessel Name:	Vessel Reg No
Length / beam / draft	Vessel Description/Type/Construction

Maintenance / work required:

Does the work involve?	Yes	Requirements
Work by crew, contractors, others		Current GP site induction for all
Using chemicals		JSA
Abrasive blasting		GP Abrasive blasting permit
Spray painting		GP Spray Painting permit
Hot works (electric or gas welding, abrasive cutting & grinding, gas cutting, etc)		GP Hotworks permit
Diving		Dive Safety Plan and JSA
Crane work		GP crane operation permit & JSA

(GP Use Only) Additional conditions:

Authority commences:/...../..... **Authority expires:**/...../.....

Work authorised by GP

Harbour Master or delegate signature: **Date:**

Persons granted permission to conduct maintenance or works on their vessels, are required to read, acknowledge and comply with the following conditions.

1. General

- 1.1. All berth holders, vessel owners performing maintenance works are responsible for their employees, contractors and anyone they allow on to site. This includes the responsibility to ensure those other persons also comply with these conditions
- 1.2. All vessel owners performing maintenance works must be aware of potentially conflicting vessel works adjacent to their own vessel works, and other facility users and respond accordingly to control risks.
- 1.3. All berth holders, vessel owners performing maintenance works must ensure that any person engaged to perform any works is competent or licensed or both if required and the works are carried out in full compliance with applicable laws, regulations and standards.
- 1.4. Minors (under 18) are not permitted on wharves unless supervised and controlled by an adult berth holder / vessel owner who is responsible for them
- 1.5. Entry and exit to the wharves shall be via access systems GP have in place
- 1.6. Offensive behaviour and language is not permitted on GP sites
- 1.7. Staying overnight in vehicles on the wharves / jetties is not permitted
- 1.8. Animals are not permitted
- 1.9. Consumption of alcohol or illicit drugs or being under the influence of alcohol or drugs is not permitted on wharves and jetties.
- 1.10. GP accepts no liability for property and equipment owned by others or any injuries sustained
- 1.11. The person granted approval for the works is responsible for and must rectify any damage to the property of GP or any other entity or person resulting from their activities
- 1.12. Gippsland Ports reserves the right to change these terms and conditions at any time
- 1.13. Gippsland Ports reserves the right to vary or deny works or berth access for non-compliance with these conditions, in emergency situations or to support the safe and efficient operation of the Port.
- 1.14. High Visibility clothing must be worn by vessel maintenance crews carrying out works at Gippsland Ports maintenance berths.

2. Fees and charges

- 2.1. Fees and charges apply to berthing and wharf activities. All fees and charges associated with berthing and wharf activities shall be paid in full when due

3. Access cards

- 3.1. Access swipe cards will only be issued at GP sole discretion to vessel owners, berth holders and contractors with valid reasons to access sites where swipe cards are required
- 3.2. Issue of site access swipe cards will be limited to a maximum of two (2) cards per berth holder, vessel owner or contractor. Additional access card/s may be issued at GP sole discretion after application by berth holder, vessel owner or contractor with a valid business need for additional card/s
- 3.3. Replacement access cards (for damaged or lost cards) and additional access cards will be charged to the recipient at \$50 per card, non-refundable
- 3.4. Access cards are not transferrable to any other persons by the card holder

4. Vehicle Access and Across the Wharf Activities

- 4.1. Vehicle access to the wharves is only allowed for vehicles with a current 'vehicle access permit' from GP
- 4.2. All wharf activities involving mobile plant, cranes, vehicles, trucks, etc require a GP permit issued for the activity before the activity commences. Permits may require additional conditions to be met
- 4.3. The speed limit for all types of vehicles and mobile plant on the wharves is walking pace (10km/hr max.)
- 4.4. All cargo manifests must be provided to the GP, Port Manager East Gippsland or South Gippsland.

5. Refuelling

- 5.1. Refuelling must be conducted at an on water fuelling facility wherever practicable. Refuelling at other locations is conditional on obtaining a refuelling permit issued by GP

6. Insurance

- 6.1. Public liability, vehicle, and mobile plant insurance policies applicable to the relevant authorised maintenance/works at the site must be maintained

7. Emergency Procedures

- 7.1. All persons on the site are required to familiarise themselves with the wharf/jetty/site layout; noting the

location of all site emergency equipment and features

7.2. In the event of an emergency all persons are to leave the site if safe to do so or if directed by GP or emergency authorities

8. Environment, Health & Safety

- 8.1. All persons are to comply with the OHS Act and Regulations, the Environment Protection Act and regulations and relevant codes and standards applicable to their maintenance / works
- 8.2. All maintenance / works must have relevant safety hazards and environmental impacts identified and appropriate controls put in place to protect people, property and the environment
- 8.3. All high risk work as defined in the OHS Regulations must have a JSA or SWMS completed in accordance with the Regulations prior to work commencing
- 8.4. Berth holders/vessel owners/contractors must provide all risk controls, Personal Protective Equipment (PPE) and First Aid resources appropriate to the risks of their activities being undertaken
- 8.5. All accidents, incidents, near misses and hazards are to be reported with all required details immediately to GP after the situation is made safe
- 8.6. All hazard awareness and other warning and direction signage must be complied with
- 8.7. Dangerous Goods and Hazardous Substances used on site are to be appropriately stored and correctly labelled and shall be recorded in the berth holders/vessel owners/contractors materials register (an example of a hazardous materials register is attached)
- 8.8. Unused Dangerous Goods and Hazardous Substances and any other materials must be removed from the site when work is completed
- 8.9. No abrasive blasting, spray painting or hot work activities to take place without GP specific permission and permits in place
- 8.10. GP will require works deemed to constitute a nuisance or unacceptable risk to stop immediately

9. Plant & Equipment

- 9.1. All plant and equipment used on site is to be maintained in serviceable condition and comply with relevant laws, standards and OHS requirements
- 9.2. All plant and machine operators must have required licences with certified level of competency
- 9.3. GP reserves the right to inspect vessel owners and contractors plant and equipment for compliance and direct the removal of non-compliant equipment from site
- 9.4. No trucks greater than 5 tons or articulated vehicles or mobile plant to be operated on the net stretching area at Bullock Island Wharf

10. Housekeeping

- 10.1. Berth users must maintain areas of the site they are using in a neat and tidy manner free from obstructions and hazards and with all wastes properly disposed of off site
- 10.2. No equipment, parts, materials or other items can be stored on the site without GP approval

Acknowledgement and Indemnity

I, as the vessel Owner / Agent / Master named below, by signing this document acknowledge that:

- Approval given by Gippsland Ports is without assumption of any responsibility by Gippsland Ports for the manner in which the works are carried out and I am obligated to ensure works are carry out safely and in full compliance with all relevant requirements
- I unconditionally indemnify GP for any and all damage to property and person/s that result from my actions or the actions of any person I engage or who I allow to enter Gippsland Ports sites
- I have read and understood the above conditions and agree that I will I comply with these conditions and I will ensure that any other persons I allow to enter Gippsland Ports sites will be under my supervision and control and will also comply with these conditions

Vessel Owner / Agent /Master name:

Vessel name:

Signed: Date:

Gippsland Ports Representative: Date:

**Appendix: Gippsland Ports Form
APPLICATION FOR MAINTENANCE / WORK AUTHORITY FOR A VESSEL ON WATER**

Berth holder/Contractor/Vessel owner Materials Register – for materials brought onto the wharf or to be stored on site (only by prior arrangement with GP)

Contractor/Vessel owner/operator compiling register: Date compiled:/...../.....

Vessel name: Gippsland Ports Location:

Person reviewing register: Date reviewed...../...../.....

Material, Product or Chemical Name	Use	Amount (mass or volume)	Is the material hazardous	Is the material a Dangerous Goods		Current (<5yrs old) copy of MSDS	Comments / Actions required (include by who and when)
			Y/N	Y/N	Class	Y/N	