

**Title:** Tamar River Towage

**Port:** Port of Launceston (Bell Bay – Zone E)

**Reference:** *Marine and Safety Authority Act 1997*, S. 44.  
MAST Instrument of Appointment dated 28<sup>th</sup> June 2012.  
*Marine and Safety (Pilotage and Navigation) Regulations 2017*, Reg. 31(2) & Reg. 63(1)(a).

**Description:** This Harbour Master’s Instruction relates to the requirement for the Master of a vessel to engage & for the Pilot to utilise the services of suitable towage whilst a vessel is transiting the Tamar River within the Port of Launceston, between Low Head and Point Effingham.

**HMI 22-50 is hereby cancelled, and replaced by below Tamar River towage requirements.**

A recent incident involving the restricted operation of an outbound vessel’s main engine highlighted the vulnerability of ships transiting the Tamar River, and the potential for a delay of towage to render assistance in the event of an emergency.

Due to the length and breadth of the Tamar River combined with the considerable tidal range experienced across the Northern Tasmanian Ports there are significant river currents generated through this waterway. These currents can be further enhanced by seasonal freshwater inputs draining into the river system. The Tamar River pilotage between seaward and Bell Bay is characterized by its constricted nature resulting in at least 10 separate course legs with three course alterations of 47° or more. The margins of error for a safe passage are very small.

In the event of a mechanical failure, human error or severe environmental event there is a significant risk of grounding within the Tamar River that could result in damage to the vessel, the marine environment, blockage of the Tamar River to other shipping for a period, significant pollution spreading through the waterway, and economic disruption to business.

Having appropriate towage of suitable bollard pull, speed and manoeuvrability available during river transits is an important risk control to protect and safeguard the Tamar River corridor between Bell Bay and the open Sea.

The following Harbour Masters Instruction is in recognition of these risks.

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**Direction:**

In accordance with and pursuant to the **Marine and Safety (Pilotage and Navigation) Regulations 2017**, Regulation 31(2) - Tugs, and Regulation 63(1)(a) – Conduct of vessels within pilotage areas

I, Captain Wendy Doran, direct as follows:

**Application:**

This direction applies to all vessels transiting the Tamar River between Low Head and Point Effingham, whether inbound or outbound, where the length overall of the vessel exceeds 90m.

- It applies to arriving vessels, whether the vessel is berthing on arrival, proceeding to the Bell Bay inner anchorages prior to berthing.
- It applies to departing vessels, whether the vessel is departing from a berth, departing from the Bell Bay inner anchorages.

Where for any reason the Pilot or Exempt Master has any doubt or concerns about the following particulars listed below, **the vessel is not to proceed beyond either the Arrival Point of No Return (PNR) (One Mile from Yellow Rock Beacon) or the Departure PNR (Bryants Bay)** as identified within the TasPorts Port Procedures Manual, s11.1.2. without the approval of an *Authorised Person*:

- The mechanical capability or reliability of the vessel’s main engine.
- The response and control of the vessel’s steering gear system.
- The drafts, trim or stability of the vessel.
- The manoeuvrability of the vessel.
- The seaworthiness of the vessel.
- The health status of the vessel.
- The security status of the vessel.
- The availability of sufficient tide to maintain minimum under keel clearance requirements.
- The status of the tidal window.
- The weather conditions.
- The availability of suitable and sufficient towage services.
- The state of visibility between Low Head and Point Effingham.
- The waterways traffic situation.
- The status of critical navigation aids.

**Standby towage for arriving and departing vessels:**

Every vessel exceeding 90m LOA shall have at least one tug on station as follows:

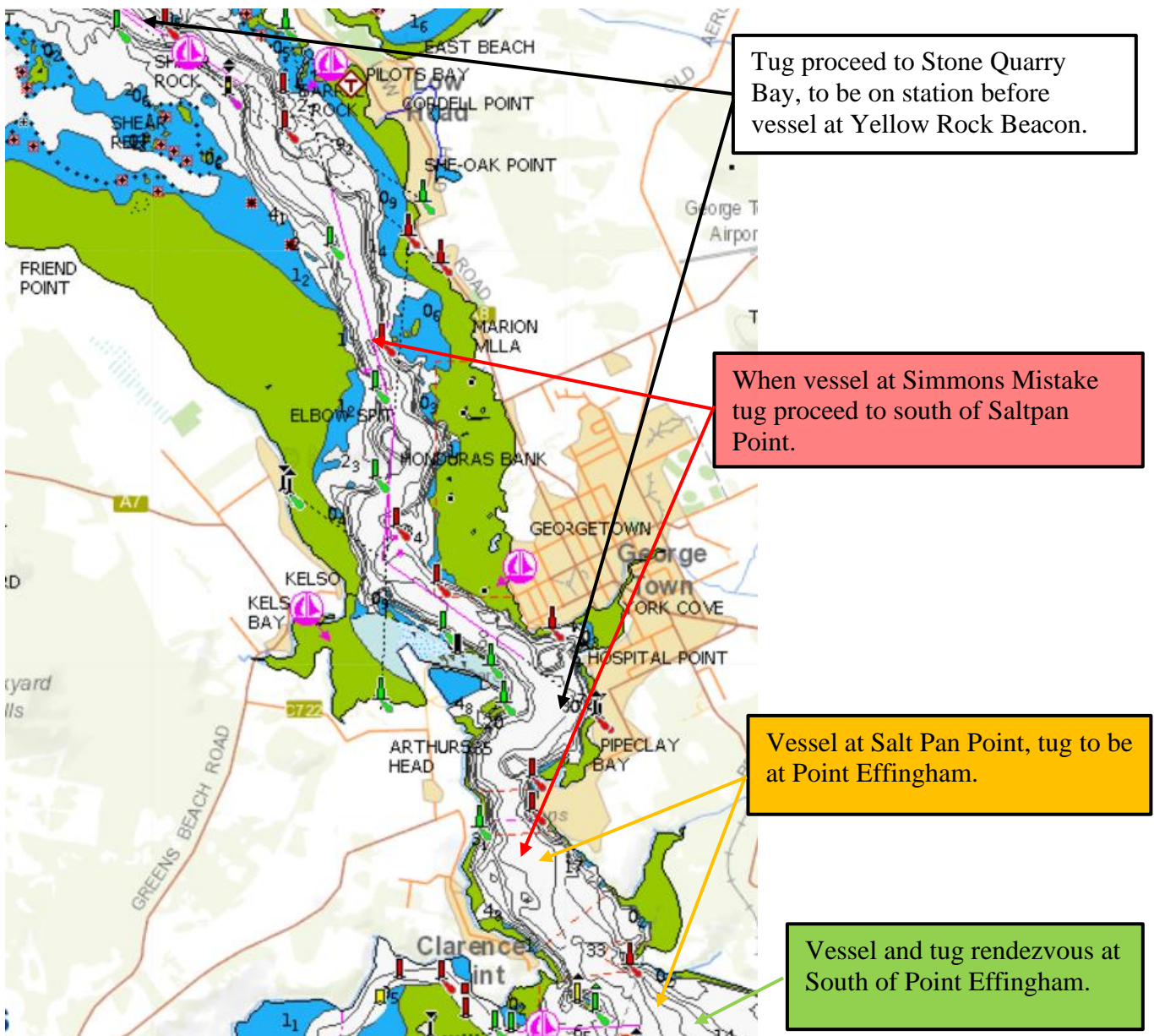
**1. Arriving vessels and attending towage:**

For vessels approaching from seaward, the at least one tug (the number one tug) is to be on station at Stone Quarry Bay before the vessel passes Yellow Rock Beacon.

The intention is for the towage to pace ahead of the arriving ship by a suitable safe distance, but be able to meet up with the vessel in a short duration should an emergency event require.

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Arriving vessel location	Towage location (Number One Tug)
PBG	Tug proceeds to Stone Quarry Bay
Yellow Rock Beacon	Tug to be at Stone Quarry Bay standing by
Simmons Mistake	Tug to start proceeding to South of Saltpan Point
Bombay Rock	Tug to be South of Saltpan Point
Saltpan Point	Tug to be in vicinity of Point Effingham
Point Effingham	Tug to rendezvous with vessel at Point Effingham
Beyond Point Effingham	Tug to assist as required, ie berthing else stood down

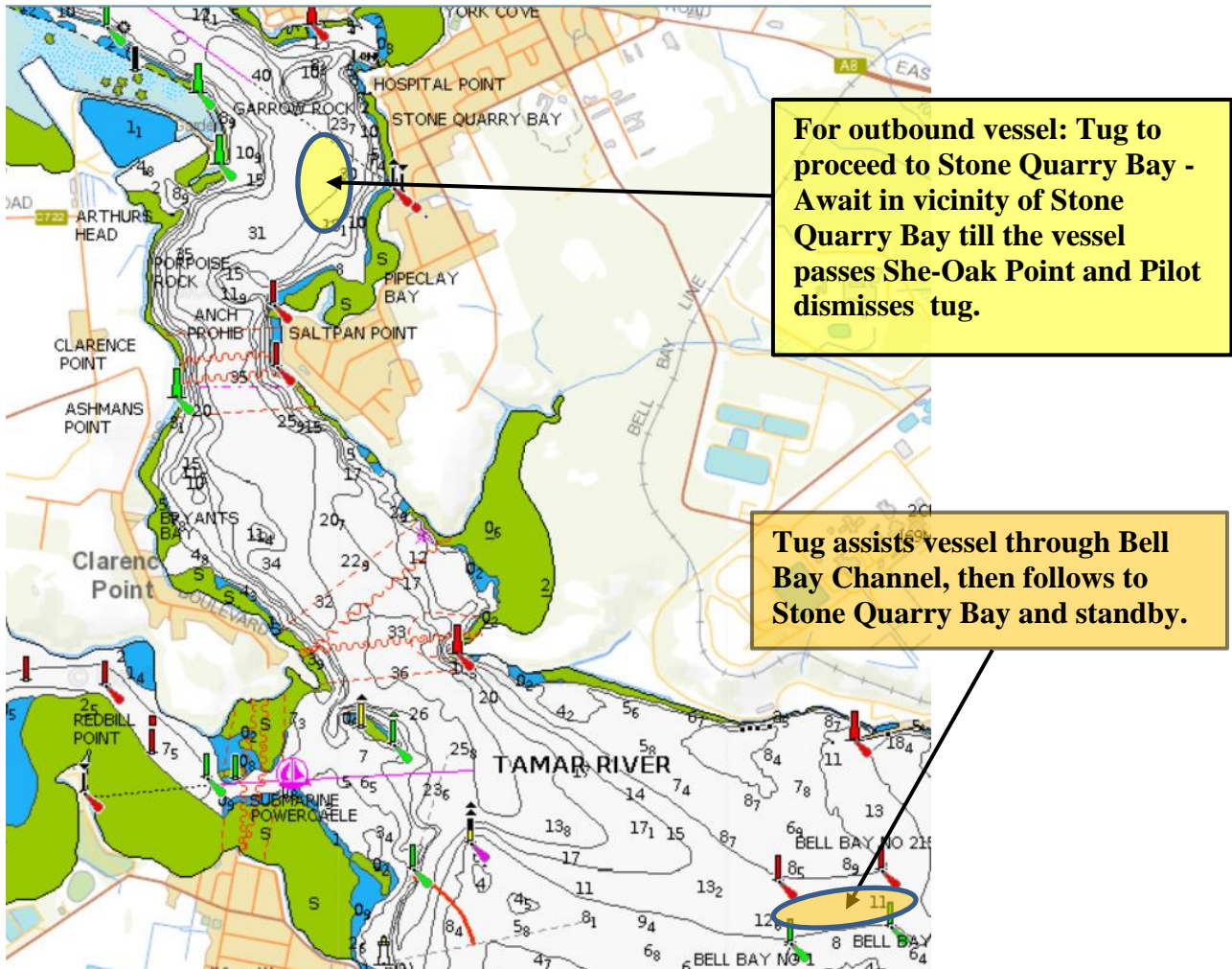


### 2. Departing vessels and attending towage:

For vessels departing for sea, following departure from the berth or inner anchorage, at least one tug (Number One tug) is to remain in the following locations ready to assist the vessel as necessary.

A vessel departing from the inner anchorage will have at least one tug in attendance whilst the vessel is transiting the Tamar River from Effingham Point to She-Oak Point. The tug will remain on station as follows:

Departing vessel location	Towage location (Number One tug)
Departing berth or anchorage	Tug in attendance as required
Clear of berth	Tug in attendance for transiting through the Bell Bay Channel
Vessel on passage to She Oak Pt	Tug follows either ahead or astern of the vessel as directed by the Pilot to vicinity of Stone Quarry Bay – standby in vicinity of Stone Quarry Bay
She-Oak Point	Tug awaits at Stone Quarry Bay until the vessel passes She-Oak Point, and Pilot has dismissed the tug



I make this direction as an authorised person appointed by the Marine and Safety Tasmania (pursuant to an Instrument of Appointment issued to TasPorts, dated 28<sup>th</sup> June 2012) under the **Marine and Safety Authority Act 1997**, section 44.

If any person to whom this direction applies does not comply with this direction, that person may be subject to penalty in accordance with Regulation 31(3) or Regulation 63(3) of the **Marine and Safety (Pilotage and Navigation) Regulations 2017**.



Captain Wendy Doran  
Harbour Master - Tasmania

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