



Seagoing Ships Visiting NSW Minor Ports Harbour Master Directions

The following directions are given to Masters of Seagoing Ships visiting Minor Ports in NSW. The authority for these directions is established under Section 88 of the *Marine Safety Act 1998 (NSW)*. The Harbour Master is appointed under Section 86 of *Marine Safety Act 1998 (NSW)*.

1. Approximately six weeks (and no shorter than seven days), prior to the date of the planned visit, the Owner, Master or Agent of a Seagoing Ship must request approval from the managing agency to visit a Minor Port. In addition, they must provide details of the vessel and proposed activities.

The following information is to be provided to the Harbour Master:

- Detailed operational plans, including:
 - Arrival date and time
 - Duration of visit
 - Qualifications of master/navigator of vessel
 - Cargo/passengers/crew onboard
 - Intentions for time within Port
 - Passenger or cargo transfers (including any quarantine or border clearances, if required)
 - Rubbish and sullage removal intentions.
- Risk assessments for proposed operations
- Incident response plans for proposed operations (including responses to any marine pollution event)
- Evidence of approvals from other relevant authorities (e.g. local councils, Marine Parks, quarantine, border force etc.).

Note: Additional information may be requested by the Harbour Master or their representative.

2. Deck or vessel side washing, painting or hot work must not take place on a Seagoing Ship whilst in Minor Port waters, unless approved in writing by the Harbour Master or their representative.
3. The Seagoing Ship is not to arrive or depart between Sunset and Sunrise, except if required to do so in an emergency. Notifying the managing agency is required.

4. The Seagoing Ship must not transfer any cargo between Sunset and Sunrise, without prior permission in writing being obtained from the Harbour Master or their representative.
5. The Seagoing Ship must obtain all relevant permits and approvals at least one week prior to arrival at the port and provide copies of these to the Harbour Master (or their representative) on request.
6. The Seagoing Ship must comply with all requirements or conditions listed on all relevant approvals and permits at all times.
7. The Seagoing Ship must anchor in the anchorage position advised in the agreed Operational Plan, or as specified by the Harbour Master. The Master must ensure adequate watch is maintained on the bridge while the vessel is at anchor and the vessel's engines are available to manoeuvre according to the prevailing and expected conditions, if required.
8. Seagoing Ships are to adhere to the recommendations or guidance of NSW Maritime's Authorised Officers or the Harbour Master.
9. BSOs are Authorised Officers that have direction powers under Section 15A of the *Marine Safety Act 1998*. Seagoing Ships are required to comply with any direction issued by a BSO inside state waters.

Note: In the unlikely event that a direction issued by a BSO is contrary to that issued by a Harbour Master, the Harbour Master direction has precedence.
10. A Seagoing Ship will remain under its Master's command at all times. Ships' Masters are reminded of their obligations under International, Federal and State legislation with regards to safe navigation and conduct of their vessels at all times.

Note: The Master of a vessel who, without reasonable excuse, refuses or fails to comply with any direction given to the master by a Harbour Master may be guilty of an offence (Section 91(1) of the *Marine Safety Act 1998*).

Additional Information

Managing Agency Contacts

Depending on the size / type of Seagoing Ship, you will be required to liaise with Transport for NSW – Maritime or the Port Authority of NSW regarding the visit to a NSW Minor Port.

If the Seagoing Ship is more than 45.72 and less than 80 metres in length (and under 500 Gross Tonnage) and not a Cruise Ship, then NSW Maritime will administer the visit.

Contact NSW Maritime's Marine Pollution and Emergency Response Duty Officer by phone on +61 (0)2 9962 9074 or email at shipping@transport.nsw.gov.au.

Further information is available on the Transport for NSW [website](#).

For Seagoing Ships 80 or more metres in length, or 500 or more Gross Tonnage, or a Cruise Ship, the Port Authority of NSW will administer the visit.

Contact the Port Authority of NSW by phone on +61 (0)2 9296 4999 or visit the website at www.portauthoritynsw.com.au.

Note: If the ship does not fall into either of these two categories, then it is not a Seagoing Ship and is not required to comply with this Direction. However, the Owner, Master or Agent may contact NSW Maritime for any confirmation, assistance or advice.

Definitions

Seagoing Ship

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

Cruise Ship

A Cruise Ship is a Seagoing Ship used to carry passengers for hire or reward that operates on voyages between ports. For the purposes of this direction, this includes ferries.

NSW Minor Port Boundary Descriptions

Port of Disaster Bay

The Port of Disaster Bay comprises the navigable waters of the bay known as Disaster Bay together with that part of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius five nautical miles having as its centre the eastern extremity of Bay Cliff.

Port of Merimbula Bay

The Port of Merimbula Bay comprises the navigable waters of the bay known as Merimbula Bay together with that part of the Tasman Sea below the mean high water mark enclosed by lines extending three nautical miles to the east of Merimbula Point and Haycock Point and a line between the eastern extremities of those two lines.

Port of Montague Island

The Port of Montague Island comprises the navigable waters of the Tasman Sea below the mean high water mark extending three nautical miles from Montague Island.

Port of Batemans Bay

The Port of Batemans Bay comprises the navigable waters of the bay known as Batemans Bay from the south-eastern side of the Princes Highway Bridge together with that part of the Tasman Sea below the mean high water mark enclosed by lines extending three nautical miles to the east-south-east of South Head and the south-eastern extremity of North Head and a line between the seaward extremities of those two lines.

Port of Jervis Bay

The Port of Jervis Bay comprises the navigable waters of the bay known as Jervis Bay (excluding the waters within the Commonwealth Jervis Bay Territory) together with that part of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles having as its centre the navigation light on Point Perpendicular.

Port of Kiama

The Port of Kiama comprises the navigable waters of the area known as Kiama Harbour together with that part of the Tasman Sea below the mean high water mark enclosed by lines extending three nautical miles Due East of the eastern extremity of Bombo Headland, and Due East from the eastern extremity of Marsden Head and a line between the seaward extremities of those two lines.

Port of Bass Point

The Port of Bass Point comprises the navigable waters of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles having as its centre the eastern extremity of Bass Point.

Port of Broken Bay

The Port of Broken Bay comprises the navigable waters of the bay known as Broken Bay, bounded by straight lines drawn between; the western extremity of Barrenjoey Head to the eastern extremity of First Head on West Head; and the northern extremity of Flint and Steel Point in a westerly direction to the southern extremity of Juno Point; and the western extremity of Wagstaffe Point in a generally west north westerly direction to a point on the opposite shore adjacent to the prolongation of Kourung Street, Ettalong; together with that part of the Tasman Sea below the mean high water mark enclosed by lines extending three nautical miles to the east-south-east of the south-eastern extremity of Third Point and the eastern extremity of Bangalley Head and a line between the seaward extremities of those two lines.

Port of Port Stephens

The Port of Port Stephens comprises the navigable waters of the bay known as Port Stephens bounded by the straight line drawn from the southern extremity of Corrie Island in a south easterly direction across the waterway to a point on the southern shore in line with the highest point of Tomaree Head; together with that part of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles having as its centre the eastern extremity of Yacaaba head.

Port of Broughton Island

The Port of Broughton Island comprises the navigable waters of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles having as its centre the navigation light on Little Broughton Island.

Port of Port Macquarie

The Port of Port Macquarie comprises the navigable waters of the main channel of the Hastings River below the mean high water mark from the river entrance to the eastern side of the Dennis Bridge carrying the Pacific Highway, together with the navigable waters of the slipway cove in the southern bank of the river immediately east of the Dennis Bridge, and that part of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles centred on the navigation light at the eastern extremity of the southern breakwater at the river entrance.

Port of Trial Bay

The Port of Trial Bay comprises the navigable waters of the bay known as Trial Bay together with that part of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles having as its centre the navigation light on Laggars Point.

Port of Coffs Harbour

The Port of Coffs Harbour comprises the navigable waters of the harbour known as Coffs Harbour together with the navigable waters of the Tasman Sea below the mean high water mark enclosed by the arc of a circle of radius three nautical miles centred on the navigation light at the eastern extremity of Coffs Harbour Jetty.

Port of Lord Howe Island

The Port of Lord Howe Island comprises the navigable waters of The Lagoon and of the Tasman Sea extending three nautical miles from the mean high water mark of Lord Howe Island.