

15.8 Wind Limits

15.8.1 How to use the Table

1. This table is to be read in conjunction with Section 5 and Section 8 of the Port Procedures Manual. Where there is a discrepancy or conflict between the table below and respective PPM section, the PPM section takes precedence, with any issue highlighted to the RHM at the earliest opportunity.
2. When reading the table, the follow colours and outcomes are listed below.

	Standard operating parameters
	Heightened Risk with additional assessment required
	Movement not normally conducted – refer to VTS/DHM

3. To ensure a balanced and supportive approach to assessment for areas of heightened risk, the following responsibilities are outlined.
 - a) For scheduling purposes, VTS is responsible for assessment, using the BOM forecast, in conjunction with the agent and supported by the RHM.
 - b) For pilotage planning and execution process, based on the BoM Forecast and real-time weather, the Pilot and Master are responsible for assessment and supported by VTS/RHM
4. When conducting the additional assessment for heightened risk, the following should be considered.
 - a) Environmental Conditions: wind gusts vs steady value / current strength and direction
 - b) Vessel Characteristics: Propulsion, steering and thruster system characteristics / Mooring and anchoring systems / Defects, crew competency
 - c) Port Resources: Towage resources
 - d) Manoeuvre Characteristics: Windage / loaded condition / berthing direction / draft / UKC / size of vessel relative to available manoeuvring space
 - e) Commercial / operational considerations

15.8.2 Below Pelican Banks, including Fisherman Island Precinct

Vessel	Wind Range Steady	Tugs	Remarks
All vessels <105m	->20	0	
	20 ->	1	No BT substitution
	35+		
All vessels 105- 150m	->20	1	Efficient BT can substitute for tug
	20 ->	2	No BT substitution
	35+		
Container and General Purpose Vessels 150-300m	->20	2	Efficient BT can substitute for tug if:<80K displacement, 12m daft, 280m LOA
	25 ->	2	No BT substitution
	35+		
Container 300-350m	20	2 / 3 (swing)	Swing at slack water Max 1 kt current for favourable direction berthing / unberthing. No BT substitution
Tankers and Bulk carriers 200m +	->20	2 / 3	No BT substitution Berthing direction - loaded condition and current dependant (normally swing in lighter condition). Suez Max / UKC restricted to berth at slack water.
	20 ->	2 / 3	
	30+		
Tankers and Bulk carriers 150 -200m	-> 20	2	Efficient BT can substitute for tug
	20 ->	2	
	30+		
Vehicle carriers	->20	2	Efficient BT can substitute for tug >230m Min 1500HP BT
	20 ->	2	No BT substitution
	30+		

Cruise Ships (with enhanced manoeuvring systems)	->25	+308m swing at KSB or HU arrival 1 tug (unless both tanker berths unoccupied and can swing at FISB 2 tugs) <308m swinging at FISB minimum 1 tug All sizes – no tug for HD departure
	25 ->	Assessment of manoeuvring systems (Azipod vs twin screw and so on), Consider benefit of additional tug vs environmental conditions
	35+	

Table 26 – Wind Limits Below Pelican Banks, including Fisherman Island Precinct

15.8.2.1 FI – relevant wind sources

1. Inner Bar, FISB and KSB - BC13 and 2F.
2. Entrance Channel - BC13 and BC1.
3. Planning of towage allocation / BT Replacement - BOM Moreton Bay forecast / wind maps and NCOS FI Wind (high res).

15.8.3 Above Pelican Banks

Vessel	Wind Range Steady	Tugs	Remarks
All vessels <105m	->20	0	
	20 ->	1	No BT substitution
	30+		
All vessels 105-150m	->20	1	Efficient BT can substitute for tug
	20 ->	2	No BT substitution
	30+		
All vessels 150 -200m	->20	2	
	20 ->	2	No BT substitution
	30+		
Vehicle carriers / high windage (limited to 200m LOA)	->15	2*	No BT substitution
	20 ->	2*	
	25+		
Bulk carriers / tankers 200-230m (LR1 to Pinkenba and Panamax to QBT)	->15	2/3*	No BT substitution QBT – HDI and swing at Hamilton - Depart daylight and slack water at Pelican Banks. PNK – HUI at slack water - Depart slack water 3 tugs if draft exceeds 10.0m
	20 ->	2 / 3*	(* 2 Tugs must escort from / to Luggage Point) Gusts not to exceed 25 knots
	25+		

Table 27 – Wind Limits Above Pelican Banks

15.8.3.1 Upstream of FI – relevant wind sources

1. Downstream of Gateway – Pinkenba and 2F.
2. Upstream of Gateway – Colmslie, Pinkenba and 2F.
3. Planning of towage allocation / BT Replacement - BOM Moreton Bay forecast / wind maps and NCOS FI Wind (high res).

15.8.3.2 Berth Specific Operational Limitations

1. AMPOL Products – Refer to PPM 5.9.1 for berthing direction, current and draft manoeuvring restrictions.
2. WAGNER – Refer to PPM 5.9.2 for berthing direction, current and draft manoeuvring restrictions.