Port of Albany
LOCAL MARINE NOTICE

Southern Ports

Notice: Wind Restriction for Cruise ships with 294m or more LOA

This notice is for the information of ship masters and others operating vessels in port waters.

Port location	Port of Albany
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Notice issued by	Francis Galarce
Related attachments	Albany Port Berth 1 & 2 Static Mooring Analysis
Related charts and publications	Aus 118 / ENC AU5ALH01
Description	

To: All Cruise Ship Masters, Owners, Operators and Managers

Following a detailed mooring analysis undertaken for Berths 1 and 2, it has been determined that wind speed and direction significantly influence the ability of the current mooring arrangement to safely secure cruise vessels with a **length overall (LOA) of 294 metres or greater**.

Masters are required to consider the following wind limitations when berthed alongside Berths 1 and 2.

Limiting Wind Conditions

Estimated Wind Direction (True)	Limiting Wind Speed
North-East sector	≥ 18 knots
090°T-094°T and 334°T-000°T	≥ 22 knots
094°T-102°T and 322°T-334°T	≥ 25 knots
102°T-106°T	≥ 32 knots
106°T-110°T and 310°T-322°T	≥ 37 knots
110°T-310°T	Winds in excess of 40 knots may be tolerated

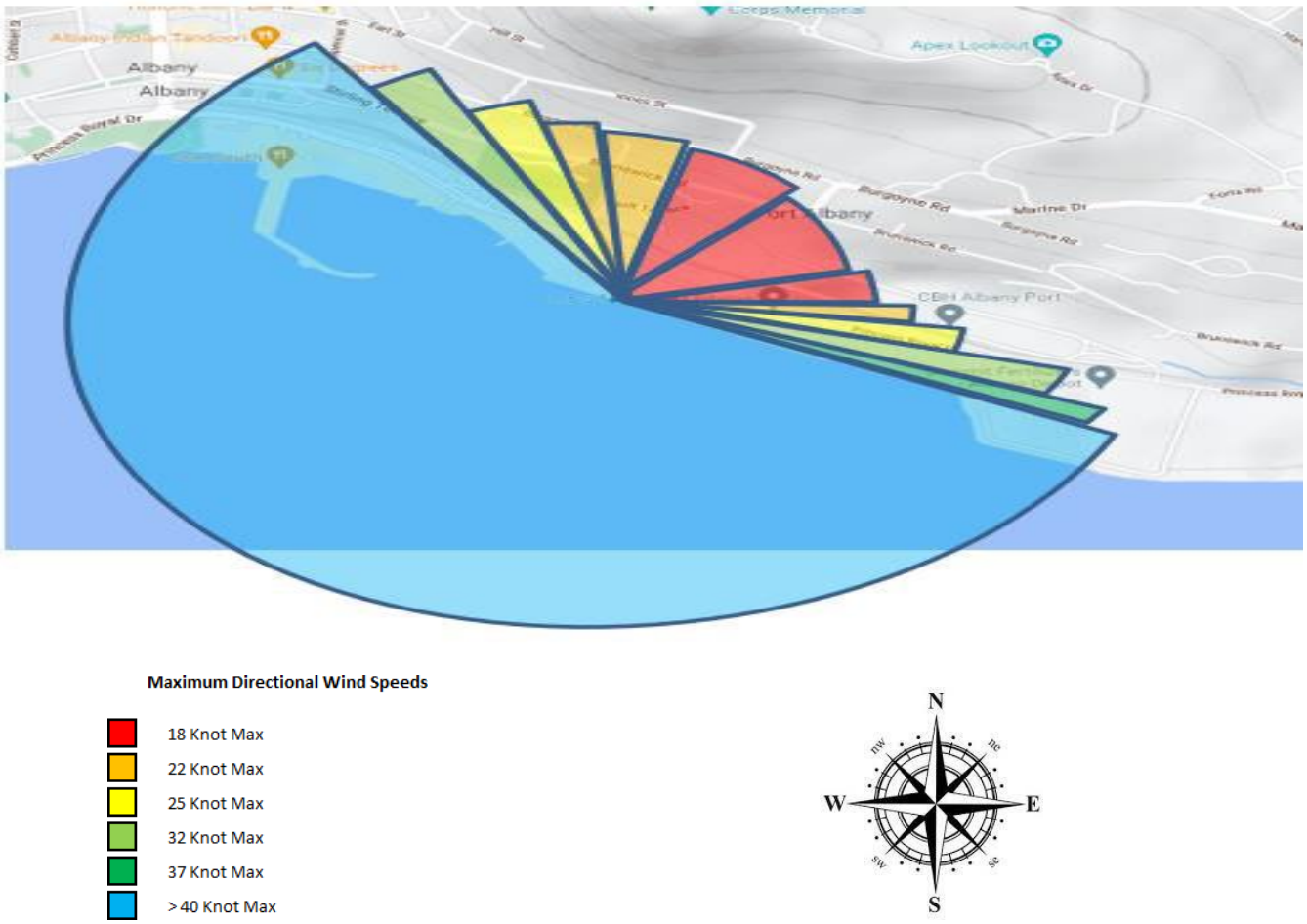

Figure 1 illustrates the wind sectors associated with the limiting mooring conditions.

Note: The surrounding topography may provide some shielding from winds between the north-west and south-east sectors. Consequently, actual wind conditions experienced onboard may differ from recorded meteorological observations at the recording stations. Masters should closely monitor wind conditions at the vessel and report any concerns to the Harbour Master.

Operational Requirements

Where wind conditions from the north-east sector reach or exceed 18 knots, or where wind conditions from any other direction are assessed by the Harbour Master as having the potential to adversely affect the vessel's ability to remain safely alongside, the Harbour Master may direct one or more of the following actions:

1. Tug assistance to push the vessel onto the berth to maintain the vessel safely alongside.

2. Unberthing the vessel and proceeding to sea.

3. Use of thrusters to counter the wind and maintain the vessel alongside, provided the vessel is capable of sustaining prolonged thruster operation.

The preferred response shall be discussed and agreed with the Master in advance. Any action taken remains subject to the approval and direction of the Harbour Master.

Further Information

Please contact the Harbour Master's Office on **0488 929 095**.