The Role of the Harbour Master
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Functions of the Harbour Master

To safeguard the public right to use and navigate in harbours

To conserve the harbour facilities and provide aids to navigation

To consider safety of the harbour and the need for pilotage

To safeguard the environment and deal with pollution

To provide an effective balance between the inevitable commercial and safety pressures
Sydney Harbour is Australia's premier cruise ship destination and the only port in Australia with two dedicated cruise passenger terminals.

Sydney is one of the world’s most beautiful and desirable destinations.

In February this year our cruise season peaked with 36 ship visits in just 28 days.
Sydney Ports Corporation - Operations

Has a department of 160 staff

Ensures that the Harbour and Approaches operate safely and efficiently

Ensures that the Port complies with marine and environmental regulations

Responsible for environmental management and emergency planning

Operate under the umbrella of a Port Safety Operating License
Pilotage

- Pilots
- Pilot Exemption Certificates
- Certificate of Local Knowledge
Sponsors!!!

Arggh!
Vessel Traffic Services

Undertakes surveillance by Radar, Radio, AIS and CCTV.

Provides information, advice and direction to marine traffic

Provides for the safe and efficient movement of commercial vessel traffic

Monitors pilotage logistics

Logs and records data
Survey Services

- Survey and monitor the seabed depths within the Channels and Berthing Boxes of the ports
- Manage the operation and maintenance of the Realtime Oceanographic Data Information System (RODIS).
- Manage wharf monitoring surveys as part of the Marine Structures Inspection Program.
- Verify and monitor the Corporation’s Aids to Navigation

Hydrography and 3D Mapping

Harbour Tunnel

Sydney Harbour Entrance Channels
Marine Operations

- Marine Supervisors
- Port Officers
- Emergency Response Team
- Launch Crews
Powers of the HM

The Harbour Master has the power to direct

- The time and manner in which any vessel may enter, manoeuvre within or leave the port
- The position and the manner in which any vessel may anchor or be secured within the Port
- The time and manner of the taking in or discharging by any vessel within the port of cargo, stores, fuel, fresh water or water ballast
- The securing or removal of any vessel within the port in, from, or to any position as the Harbour Master thinks fit.

Sounds easy – but what if stakeholders don’t want to be directed!
Challenges

Larger ships – Same size port

Cruise ship beam – 32m
RoRo beam – 32m
Tug LOA – 30m
Manoeuvring room – not much!
Closer to my new home
## Increasing Pressures

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* Based on current schedule

# Based on Passenger Cruise Terminal Steering Committee Report
Ship LOA 345m – Quay LOA 220m
Solutions

Communication and planning are the key

Honesty and teamwork provide best results

There is always room for improvement.

How we improve depends on whether you are a cruise operator, or a passenger, or a ferry commuter, or a recreational sailor, or a local resident, or a kayaker, or a restauranteur, or ...............
Thank You