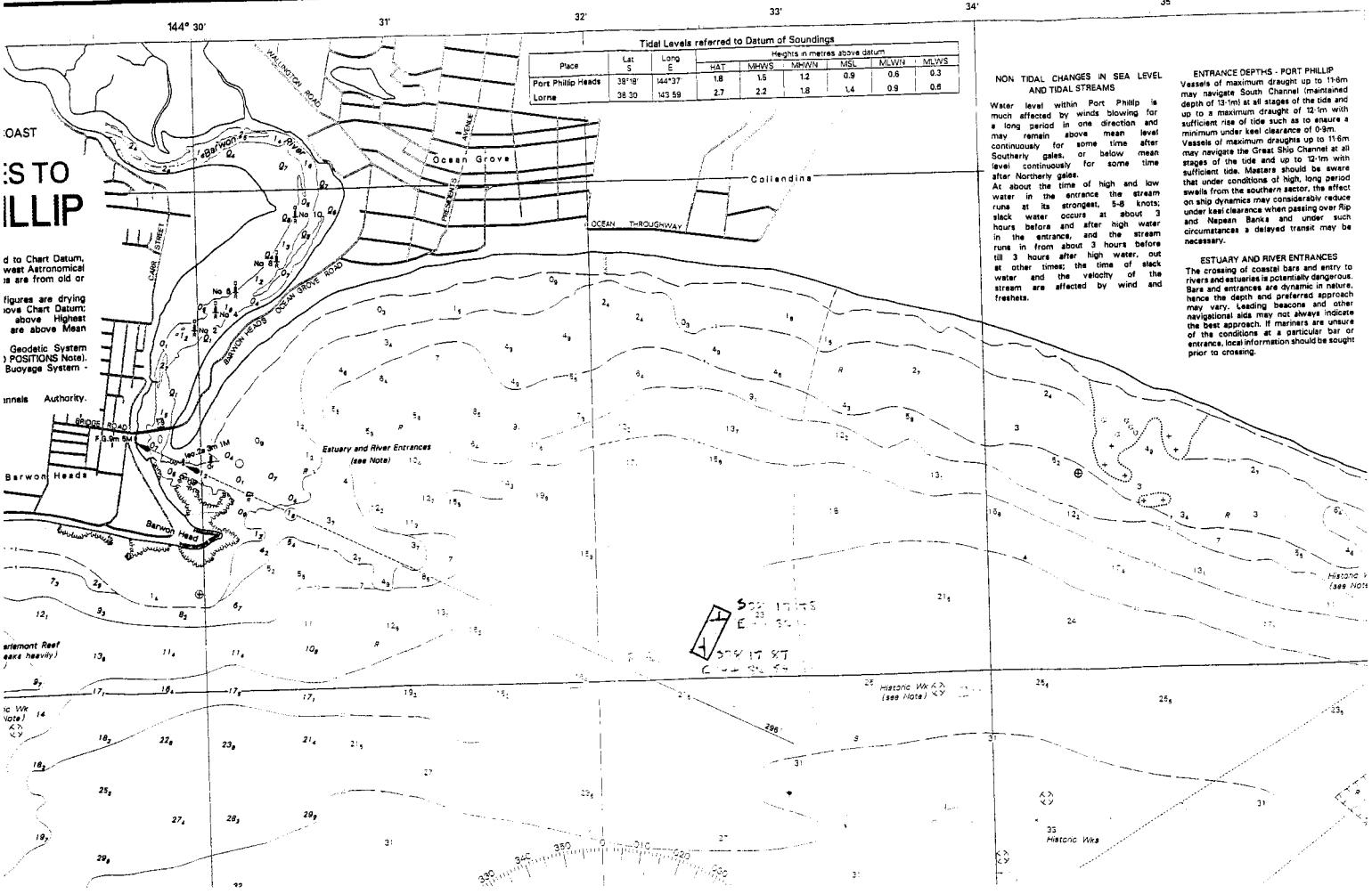
For information about related Australian and Admiralty publications see IMPORTANT INFORMATION FOR CHART USERS and NOTICES TO MARINERS on the Australian Hydrographic Service website at www.hydro.gov.au ENSURE THAT CHARTS AND PUBLICATIONS ARE KEPT CORRECTED.

DEPTHS IN METRES

144° 30' 31' 32' 33' 34' 35' 36



Tidal Levels referred to Datum of Soundings

Place	Lat S	Long E	Heights in metres above datum					
			HAT	MHWS	MHWN	MSL	MLWN	MLWS
Port Phillip Heads	38°18'	144°37'	1.8	1.5	1.2	0.9	0.6	0.3
Lorne	38 30	143 59	2.7	2.2	1.8	1.4	0.9	0.6

NON TIDAL CHANGES IN SEA LEVEL AND TIDAL STREAMS

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales, or below mean level continuously for some time after Northerly gales.
At about the time of high and low water in the entrance the stream runs at its strongest, 5-8 knots; slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times; the time of slack water and the velocity of the stream are affected by wind and freshets.

ENTRANCE DEPTHS - PORT PHILLIP

Vessels of maximum draught up to 11·8m may navigate South Channel (maintained depth of 13·1m) at all stages of the tide and up to a maximum draught of 12·1m with sufficient rise of tide such as to ensure a minimum under keel clearance of 0·9m. Vessels of maximum draughts up to 11·6m may navigate the Great Ship Channel at all stages of the tide and up to 12·1m with sufficient tide. Masters should be aware that under conditions of high, long period swells from the southern sector, the effect on ship dynamics may considerably reduce under keel clearance when passing over Rip and Nepean Banks and under such circumstances a delayed transit may be necessary.

ESTUARY AND RIVER ENTRANCES

The crossing of coastal bars and entry to rivers and estuaries is potentially dangerous. Bars and entrances are dynamic in nature, hence the depth and preferred approach may vary. Leading beacons and other navigational aids may not always indicate the best approach. If mariners are unsure of the conditions at a particular bar or entrance, local information should be sought prior to crossing.