

Port Procedures and Information for Shipping
Port of Thursday Island
October 2024



Australian Government

Australian Maritime Safety Authority



Queensland Government

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Harbour Master's Direction

Transport Operations (Marine Safety) Act 1994 **Division 2, Subdivision 1, Sections 88 – 92**

I, Captain David Ferguson, Regional Harbour Master, Cairns am appointed as harbour master under part 7 of Transport Operations (Marine Safety) Act 1994.

Under section 86 of the Transport Operations (Marine Safety) Act 1994 a harbour master may give a direction only if the harbour master reasonably considers it necessary to ensure safety. Further, section 86A of the Transport Operations (Marine Safety) Act 1994 enables a harbour master to give a general direction that applies to all ship owners, ship masters, ships, other persons or matters.

I am satisfied that it is necessary to issue this direction to ensure marine safety in the Port of Thursday Island (Port Kennedy). Sections of the Port Procedures and Information for Shipping – Port of Thursday Island (Port Kennedy) (<https://www.msq.qld.gov.au/Shipping>) are mandatory and must be complied with.

I DIRECT THAT:

The Port Procedures and Information for Shipping – Port of Thursday Island (Port Kennedy) must be complied with by all vessels within the Port of Thursday Island (Port Kennedy).

Note:

It is an offence to fail to comply with my direction without reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of a power. The maximum penalty is \$20,000 for an individual for each offence. If you fail to comply with my direction, then I may carry out the direction myself, and recover all expenses associated with performing the direction from you as a debt in civil jurisdiction.



Captain David Ferguson

Regional Harbour Master – Cairns
Maritime Safety Queensland

DATED AT CAIRNS THIS 3rd Day of June 2020

Table of amendments

Contact for enquiries and proposed changes. If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact officer: Regional Harbour Master, Cairns

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Revision date	Page number or section	Summary of changes	Approved by
August 2011	-	First Issue	Regional Harbour Master
September 2015	-	Second Issue	Regional Harbour Master
May 2016	1.3	Spelling correction	Regional Harbour Master
May 2016	2.3.1	Spelling correction	Regional Harbour Master
May 2016	2.4	QSHIPS entry	Regional Harbour Master
May 2016	2.5	Information correction	Regional Harbour Master
May 2016	2.6.1	QSHIPS entry	Regional Harbour Master
May 2016	2.9	Spelling correction	Regional Harbour Master
May 2016	2.10	Reef VTS information correction	Regional Harbour Master
May 2016	2.10.1	Information correction	Regional Harbour Master
May 2016	2.15.1	Spelling correction	Regional Harbour Master
May 2016	2.16	Spelling correction	Regional Harbour Master
May 2016	3.14	Coast Radio HF broadcast correction	Regional Harbour Master
May 2016	4.5.1	Information correction	Regional Harbour Master
May 2016	4.6.3	DCV inclusion	Regional Harbour Master
May 2016	4.6.7	Telephone numbers updated	Regional Harbour Master
May 2016	7	Inclusion of new paragraph – Work Permits	Regional Harbour Master
June 2016	All	Updated to new TMR format	Regional Harbour Master
September 2016	Various	Update of TOMSA/TOMSR	Regional Harbour Master
June 2017	2.14	Updated Customs document time frames	Principal Manager – Vessel Traffic Management
June 2017	2.7.2	Format corrected	Regional Harbour Master
June 2017	2.17	Format corrected	Regional Harbour Master
June 2017	3.1.3	VMR information updated	Regional Harbour Master
June 2017	4.6.7	VMR information updated	Regional Harbour Master

June 2017	6.4	Madge Reef PEL added	Regional Harbour Master
June 2017	7.1	ABF requirement removed	Regional Harbour Master
June 2017	7.2.3	ABF requirement removed	Regional Harbour Master
June 2017	7.2.3	Text corrected	Regional Harbour Master
June 2017	7.2.5	Information updated	Regional Harbour Master
June 2017	Various	Updated minor TMR formatting, reviewed/updated hyperlinks	Regional Harbour Master
August 2017	2.11 & 2.12	Information updated	Regional Harbour Master
August 2017	2.11.1	Section removed	Regional Harbour Master
June 2018	4.5.1	Information updated	Regional Harbour Master
June 2018	6.4	Information updated	Regional Harbour Master
June 2018	7.1	Information updated	Regional Harbour Master
September 2018	4.5 and 4.5.1	TOMPR updates	Regional Harbour Master
April 2019	8.1 and 8.2	Information updated	Regional Harbour Master
May 2019	2.9 3.1.4	Information updated Section removed	Regional Harbour Master
June 2020	RHM Direction 8.1 and 8.2	Information updated	Regional Harbour Master
December 2020	Various	Information added/updated	Regional Harbour Master
November 2021	16	Information added	Regional Harbour Master
October 2022	16.1, 16.2 and 8.1.4	Information updated	Regional Harbour Master
December 2022	1.5.2, 3.6, 3.8, 3.14, 4.8.1, 12.1	Contact Information updated	Regional Harbour Master
January 2023	Entire document	Amending broken links and correcting outdated corporate forms. Correction of numbering.	Regional Harbour Master
June 2023	7.5, 8.2.2	Information updated	Regional Harbour Master
January 2024	Entire document; 8.1.5, 8.2.3	Updated formatting and improved accessibility. New sections added - Cruise Ship Requirements & Pilot /Personnel Transfer Safety	Regional Harbour Master
July 2024	5.4.2 and 7.3.1	Information updated	Regional Harbour Master
October 2024	Various	Broken links updated	Regional Harbour Master
December 2024	Section 5.2	Table 7 updated	Regional Harbour Master

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1. Introduction

1.1 General

Shipping legislation in Queensland is controlled by Maritime Safety Queensland, a government agency of the Department of Transport and Main Roads.

The state of Queensland is divided up into six regions, five of which are controlled by a Regional Harbour Master and the sixth by a manager, all officers of Maritime Safety Queensland who report to the General Manager and under the Transport Operations (Marine Safety) Act 1994, are responsible for:

- improving maritime safety for shipping and small craft through regulation and education
- minimising vessel sourced waste and providing response to marine pollution
- providing essential maritime services such as port pilots and aids to navigation; and
- encouraging and supporting innovation in the maritime industry.

The limit of Queensland coastal waters is defined by a line three nautical miles seaward of the territorial sea baseline. The arrangements outlined in these procedures apply to the geographical areas gazetted as pilotage areas in Queensland. Pilotage areas have been gazetted around designated ports and maritime areas to ensure the safe and efficient movement of shipping. These areas encompass the approaches, main shipping channel and waters of the port.

Collectively, the Regional Harbour Master and the port authority have responsibility for managing the safe and efficient operation of the port.

MARITIME SAFETY QUEENSLAND ADVISES THAT ESTUARINE CROCODILES ARE PRESENT IN THE WATERS OF THE PORT

1.2 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port. It contains information and guidelines to assist ship's masters, owners, and agents of vessels arriving at and traversing the area. It provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

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Information on external agencies (Customs, Quarantine, Port Authority Rules, and REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective websites for current information.

The latest version of this publication is available on the Maritime Safety Queensland website.

Any significant updates to the content of these procedures will be promulgated on this site. The Far North Queensland Ports Corporation Limited website should be consulted for the latest information on port rules and notices:

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to:

The Regional Harbour Master (Cairns)

Maritime Safety Queensland

Physical address: 100–106 Tingira Street, Portsmith, Queensland 4870

Postal address: PO Box 1787, Cairns Queensland 4870

Phone: +61 7 4052 7400

Cairns VTS phone: 1300 551 899

Fax: +61 7 4052 7460

Email: rhmcairns@msq.qld.gov.au

1.3 Datum

All water depths refer to the lowest astronomical tide height (LAT).

All positions in this manual are in WGS84.

All directions are referenced to true north.

1.4 Definitions

1.4.1. Australian Maritime Safety Authority

The [Australian Maritime Safety Authority](#) (AMSA) is the commonwealth authority charged with enhancing efficiency in the delivery of safety and other services to the Australian maritime industry.

1.4.2. Australian Standard – AS 3846, 2005

AS 3846 refers to the Australian requirements for the transport and handling of dangerous goods in port areas.

1.4.3. Far North Queensland Ports Corporation Limited

The Far North Queensland Port Corporation Limited (FNQPCL), (trading as Ports North) is the port authority for the port of Port Kennedy – Thursday Island. The organisation oversees the commercial activities in the port, including the maintenance of the port infrastructure.

1.4.4. Great Barrier Reef Marine Park Authority (GBRPMA)

Commonwealth authority responsible for the management of the marine park

1.4.5. Length overall (LOA)

The LOA refers to the extreme length of the vessel.

1.4.6. Lowest astronomical tide (LAT)

This is the zero value from which all tides are measured.

1.4.7. Manager (Pilotage Services)

The person responsible for the service delivery of pilotage services within the region.

1.4.8. Manager (Vessel Traffic Management)

The person responsible for the management of the Vessel Traffic Service (VTS) centre.

1.4.9. Maritime Safety Queensland (MSQ)

The state government agency responsible for the operations of pilotage, pollution protection services, VTS services and the administration of all aspects of vessel registration and marine safety in the state of Queensland.

1.4.10. MASTREP – the Modernised Australian Ship Tracking and Reporting System

The Modernised Australian Ship Tracking and Reporting System (MASTREP) is a Ship Reporting System designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Coordination Centre (RCC) Australia in Canberra.

1.4.11. Navigation Act

Refers to the [*Navigation Act 2012*](#).

1.4.12. Pilotage Exemption Certificate (PEC)

Exemption granted to certain qualified masters who have satisfied the necessary legislative requirements and are authorised to navigate ships in the port pilotage area without a pilot.

1.4.13. Queensland Shipping Information Planning System

The Queensland Shipping Information Planning System (QSHIPS) is an internet web based ship movement booking service that may be accessed by the shipping community 24 hours a day seven days a week - [Public Pages \(tmr.qld.gov.au\)](https://www.tmr.qld.gov.au)

The programme allows port service provider organisations the ability to accept service requests made by shipping agents and streamline ship movement planning by significantly reducing the existing levels of point to point communications that are necessary to ensure a planned ship movement has been adequately resourced with supporting services.

1.4.14. REEFREP

The mandatory [ship reporting system](#) established by IMO Resolution MSC.52(66), amended by Resolution MSC.161(78) and Resolution MSC.315(88) – see [Marine Order 63 \(Vessel reporting systems\)](#).

1.4.15. Reef VTS

The Great Barrier Reef and Torres Strait Vessel Traffic Service ([Reef VTS](#)) established by Australia as a means of enhancing navigational safety and environmental protection in Torres Strait and the Great Barrier Reef.

1.4.16. Regional Harbour Master (RHM)

The person authorised to give direction under the relevant provisions of the [Transport Operations \(Marine Safety\) Act 1994](#).

1.4.17. Sailing time

The actual sailing time is the time of the last line.

1.4.18. Vessel Traffic Service Operator (VTSO)

A person, suitably qualified, delegated by the Regional Harbour Master to monitor the safe movement of vessels and to give direction under the relevant provisions of the [Transport Operations \(Marine Safety\) Act 1994](#).

1.4.19. Vessel Traffic Service (VTS)

VTS is any service implemented by a competent authority, designed to maximise the safe and efficient movement of water borne traffic within the jurisdiction.

1.5 Contact Information

1.5.1. The Regional Harbour Master (Cairns)

For operational maritime questions, marine incidents, pilotage, buoy moorings and navigation aids please contact the harbour master's office located at:

Physical address: 100–106 Tingira Street, Portsmith Queensland 4870

Postal address: GPO Box 1787, Cairns Queensland 4870

Phone: +61 7 4052 7400

Cairns VTS phone: 1300 551 899

Fax: +61 7 4052 7460

Email: rhmcairns@msq.qld.gov.au

1.5.2. Thursday Island Port Control

The Port control centre, (call sign 'Thursday Island port control' operated by Maritime Safety Queensland) is situated at the Regional Harbour Master's office - Cairns. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to Thursday Island port control. The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community. They are contactable on:

VHF radio: VHF channels 12 and 16

Phone: +61 7 4033 3670

Phone: 1300 551 899

Fax: +61 7 4052 7460

Email: vtscairns@msq.qld.gov.au

In the event of an emergency, the VTS centre is the key notification and communications facility that will activate the appropriate response agencies.

Ship traffic movements QSHIPS may be accessed on the website.

1.5.3. Port Authority

The primary function of the Far North Queensland Ports Corporation Limited (FNQPC), (Trading as Ports North), under the Transport Infrastructure Act 1994, is to establish, manage and operate effective and efficient facilities and services within the port while maintaining appropriate levels of safety and security.

Thursday Island Harbour control

Phone: +61 7 4069 1405

Email: greg.kirk@portsfnq.com.au

1.6 Rules and Regulations

1.6.1. General

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic.

The international rules of the IMO, such as the SOLAS convention and its amendments (for example the IMDG code) and state, national and local port authority regulations are in force in the port.

Based on the port notices, the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

1.6.2. Applicable legislation and regulations

The procedures outlined in this document are designed to include the requirements of the following:

- [*Transport Operations \(Marine Safety\) Act 1994*](#)
- [*Transport Operations \(Marine Safety\) Regulation 2016*](#)
- [*Transport Operations \(Marine Pollution\) Act 1995*](#)
- [*Transport Operations \(Marine Pollution\) Regulation 2018*](#)
- [*Great Barrier Reef Marine Park Act 1975*](#)
- [*Environment Protection and Biodiversity Conservation Act 1999 \(the EPBC Act\)*](#)
- *International Maritime Dangerous Goods Code (IMDG Code).*
- *Australian Standard – AS3846 2005* which defines the standards to be observed by masters, berth operators and consignors involved with the transport and handling of dangerous goods in port areas in Australia.
- *International Ships and Ports Security Code (ISPS Code).*
- *Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.*

In addition, it will also complement the procedures of:

- *Far North Queensland Ports Corporation Limited (FNQPCL)*
- *Thursday Island Council*
- *Maritime Safety Queensland (MSQ)*
- *Australian Maritime Safety Authority*
- *Quarantine - Department of Agriculture*
- *Customs - Australian Border Force*
- *Royal Australian Navy (RAN)*

As they relate to ship movements within the jurisdiction of the Regional Harbour Master (Cairns).

2. Arrival and departure procedures

2.1 General

For a quick reference of what and when to report please consult the following tables.

Masters of vessels arriving at, staying in or departing from the port are obliged to make previous notification on a variety of subjects, ranging from health to immigration to dangerous goods.

This section lists all the requirements for notifying the port authorities.

2.2 Arrival Checklist

Sequence	Time	Report
1	48 hours before arrival	Arrival information to RHM via QSHIPS
2	48 hours before arrival	Dangerous goods report to RHM and FNQPCL (see section 11 Dangerous goods)
3	48 hours before arrival	Gas-Free Status
4	96 hours before arrival	2.5 Customs- Australian Border Force
5	48 hours before arrival	Arrival/Departure Report to MSQ regional office
6	Not more than 96 hours or less than 12 hours before arrival	See section 2.4 Quarantine
7	24 and 12 hours before arrival update ETA if necessary.	Arrival information update to RHM via QSHIPS
8	24 hours prior to loading / handling dangerous goods (includes bunkers)	11 Dangerous goods report to RHM, AMSA and FNQPCL
9	Two hours before arrival pilotage area	Call Cairns VTS on VHF channel 12
10	In transit	VTS reporting points (see 3.10.1 Reporting Requirements – Arrival reporting requirements)

Table 1 - Arrival checklist

2.3 Departure checklist

Sequence	Time	Report
1	24 hours before arrival	Arrival information to RHM via QSHIPS
2	Three hours before departure	Dangerous goods report to RHM and FNQPCL (see section 11 Dangerous goods)
3	Two hours before departure	Pre entry report to Reef VTS (see 2.6 MASTREP Reporting and 2.7 (Reef user guide) call Cairns VTS on channel 12
4	In transit	VTS reporting points (see 3.10.1 Reporting Requirements – Arrival reporting requirements)

Table 2 - Departure checklist

2.4 Quarantine

Source: Department of Agriculture, Fisheries and Forestry

The Department of Agriculture, Fisheries and Forestry (DAFF) requires vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival:

Contact details for DAFF at Cairns:

Phone: +61 7 4030 7800

Fax: +61 7 4241 7843

Email: nqldsea@aqis.gov.au via general enquiries on the website

Website: www.agriculture.gov.au

Postal address: GPO Box 858, Canberra ACT 2601, Australia

2.4.1. Ballast water information

Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean or use an approved ballast water treatment system are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.

The Department of Agriculture (Biosecurity) provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:

<https://www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements>

<https://www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast>

2.5 Customs

Source: Australian Border Force (ABF)

Vessels arriving from overseas must submit their documentation 96 hours prior to the nominated date of arrival. If the voyage from the last port is likely to take less than 96 hours, the following timeframes will apply –

72 hours or more but less than 96 hours – submit documentation 72 hours prior

48 hours or more but less than 72 hours – submit documentation 48 hours prior

24 hours or more but less than 48 hours – submit documentation 24 hours prior

All [Australian Border Force forms](#) may be accessed on their website.

2.5.1 Customs – yacht arrivals

All yachts arriving in Queensland from overseas must first proceed to a designated port of entry for Customs and Quarantine clearance at Cairns, Weipa, Thursday Island, Townsville, Mackay, Gladstone, Bundaberg or Brisbane. At Thursday Island notification should be given to Customs at least 96 hours prior to arrival.

Details may be given by:

Email: yachtreport@customs.gov.au

Fax: +61 2 6275 6331

Phone: +61 3 9244 8973. Australian Customs National Communications Centre

The Thursday Island customs office is located at:

Physical address: Customs House, 2 Victoria Parade, Thursday Island QLD 4875

Phone: (07) 4083 1800 (office hours) or 1800 061 800

Fax: (07) 40691211

Vessels arriving at Thursday Island requiring customs clearance can call Thursday Island customs on VHF channel 16.

The boarding station for arrival will be as directed by Customs or the port authority; complete details are available on the Australian Border Force website.

2.6 MASTREP reporting

[Marine Order 63](#) issued by AMSA makes the provision of Position Reports mandatory for:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- All regulated Australian vessels whilst in the MASTREP area.

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

To assist Master /Agents, the MASTREP and Australian Mandatory Reporting Guide can be found on the [AMSA website](#).

2.7 Reef user guide

The Queensland and Australian Governments established Reef VTS in 2004. Its purpose is to:

- make navigation in Torres Strait and the inner route of the Great Barrier Reef safer by working with shipping to give the best possible information on potential traffic conflicts and other navigational information;
- minimise the risk of maritime accidents, and therefore avoid the pollution and damage which such accidents can cause to the marine environment in the Great Barrier Reef and Torres Strait; and
- assist with quick response if a safety or pollution incident does occur.

Reef VTS is operated by Maritime Safety Queensland (MSQ) as a VTS authorised by the Australian Maritime Safety Authority (AMSA) under Marine Order 64 (Vessel Traffic Services). AMSA is an agency of the Australian Federal Government; whilst MSQ is an agency of the Queensland State Government.

Reef VTS operates 24 hours a day from the VTS Centre, situated at Townsville on the Queensland coast. Reef VTS uses information from many sources, including the Automatic Identification System (AIS); Radar; Automated Position Reports (APR) via Inmarsat C and the route plans that vessels provide to Reef VTS.

To assist Master /Agents, the reporting requirements for REEFREP can be found on the [MSQ website](#) in the [Reef VTS User Guide](#).

2.8 Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to the port authority. For further information refer to the following websites:

[Ships \(cisc.gov.au\)](#) [FNQPCL \(Trading as Ports North\)](#)

3. Movement notification and traffic procedures

3.1 General

Maritime Safety Queensland, through the authority of the Regional Harbour Master, has jurisdiction over the safe movement of all shipping within the pilotage area.

The scheduling of ship movements is initiated by the agent submitting movement details for a vessel to Cairns Vessel Traffic Service (VTS) via the QSHIPS ship planning programme in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF12, whilst within the Thursday Island Pilotage Area.

All vessels within the Thursday Island Pilotage Area are to listen out on VHF16 for announcements made by the Thursday Island port control, regarding movements within the port. These announcements will be advised on VHF16, and full details are given on VHF12.

3.2 Port control

Port Control (Thursday Island) is a local port service and is the principal tool by which the Regional Harbour Master manages the safe and efficient movement of vessel traffic approaching, departing and operating within the Thursday Island pilotage area.

Port Control (call sign “Thursday Island Port control”) is delivered from the VTS centre at Cairns and is manned by trained and qualified Vessel Traffic Service Operators, under the management of the Manager (Vessel Traffic Management) and the Regional Harbour Master (Cairns).

3.2.1. Port control role

Maritime Safety Queensland provides a Port Control as a traffic information service in accordance with International Maritime Organization guidelines.

The Port Control will:

- wherever possible interact with vessel traffic by VHF radio;
- interact with port services;
- inform participating vessels of current traffic and safety information pertaining to the pilotage area;
- where necessary communicate the directions of the Regional Harbour Master (Cairns) or delegate;
- monitor compliance with the [*Transport Operations \(Marine Safety\) Act 1994*](#) and [*Transport Operations \(Marine Safety\) Regulation 2016*](#);
- record the details of shipping movements in the QSHIPS programme in real time;

- maintain a situational awareness of traffic in the pilotage area to the extent of the available information;
- participate in emergency procedures; and
- In the event Cairns VTS deems that a situation demands a higher level of interaction, the functions of a traffic organisation and navigational assistance may be enabled.

3.3 Port control communications

Ships of 35 metres and over in length are not to move within the pilotage area unless satisfactory two-way communications are maintained with Thursday Island port control.

Thursday Island port control maintains a continuous listening watch; contact can also be made with the Regional Harbour Master’s office and pilot station via VHF radio, telephone, facsimile and email.

Ships are required to establish two-way radio communications with Thursday Island port control on VHF channel 16.

Channel	Call sign	Service
VHF 16	User	Distress and initial calling
VHF 12	Thursday Island port control	Port control calling/port operations
VHF 13	Thursday Island Harbour control	Harbour operations

Table 3 – Port control communications

The Cairns VTS centre has telephone, fax and email services for administrative and emergency purposes. Any marine incident, for example a collision, grounding or fire, occurring within the port should be reported immediately to Thursday Island port control on VHF channel 16.

3.4 Language

The English language is to be used in all communication. The International Maritime Organization's Standard Marine Communication Phrases (SMCP) 2001 will be used.

3.5 Voice recordings

All voice communications with the VTS centre and all radio communications on the channels monitored are recorded against a date and time stamp.

3.6 Distress and emergency

Thursday Island port control (Cairns VTS) is not a coast radio station; Maritime Safety Queensland, Volunteer Marine Rescue (VMR) and the Australian Coastguard have an agreement that the VTS will monitor channels 16 when VMR is not operational for emergency and distress calls only. A distress call should, in the ordinary course of events, be referred to Water police.

Any marine incident, for example a collision, grounding or fire, occurring within the port should be immediately reported to Thursday Island port control on:

VHF radio: channel 16

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

3.7 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of LOA 35 m or more arriving at Cairns is recorded in an internet based program known as [QSHIPS](#).

The program is operated from the VTS centre; shipping agents submit booking information on line in accordance with the reporting requirements and record their requisitions for tugs, pilot and linesmen. The ancillary services respond on line to acknowledge the booking and allocate their resources; the movement then assumes the confirmed status. Work permits (section 10) requests should be submitted on line and to the respective agencies if required. QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Since the program is live, port service providers, agents, government agencies and the general community are able to view scheduled movements in any Queensland port in real time.

3.8 Ship movement reporting requirements

All movements of ships 35 metres LOA or more are to be reported.

Sections 171 to 176 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) require that all ship movements for vessels 35 metres in length or more within the Thursday Island pilotage area are reported to Maritime Safety Queensland.

The use of the QSHIPS program is mandatory for notification of the impending arrival and subsequent movements of a vessel unless exceptional circumstances preclude this.

The report shall be made using the QSHIPS program and be submitted to Cairns VTS at least 72 hours before the arrival movement and at least 72 hours prior to any subsequent movement.

If an agent is unable to submit a booking via QSHIPS the [Arrival / Departure Report](#) must be faxed or emailed to the VTS centre on +61 7 4033 3670 (24/7) or email vtscairns@msq.qld.gov.au.

3.9 Passenger ship bookings

Prior to submitting a report of arrival and departure for a passenger vessel, an email must be completed and sent to the Regional Harbour Master (Cairns) in sufficient

time for an appropriate forward assessment of the proposed voyage to be conducted. Please ensure that full ships particulars are included, including propulsion type and steering configuration together with proposed maximum draft details.

The vessel movements must also be reported in accordance with 2.6.

Ships agents are to ensure anchorage bookings are confirmed to the Cairns VTS Centre no later than 96 hours prior to arrival.

3.10 Reporting defects

The [Transport Operations \(Marine Safety\) Regulations 2016](#) requires the master of a ship that is

- underway and entering, or about to enter a pilotage area; or
- navigating a ship from a berth or anchorage,

must report to VTS by VHF radio details of damage to, defects and deficiencies in, the ship that could affect the safety of the ship, a person or the environment;

VTS will notify the Regional Harbour Master and AMSA of the damage to, defects and deficiencies.

In addition, the Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports.

Deficiencies are to be reported to AMSA using AMSA [Form 18](#) and [Form 19](#). Reports of suspected non-compliance with Navigation Act or safety/pollution Conventions –

[Report of marine safety concern \(form 355\) | Australian Maritime Safety Authority \(amsa.gov.au\)](#)

Deficiencies are also to be reported to the Regional Harbour Master, VTS centre.

Vessels without serviceable bridge equipment will not be allowed to enter the port until assessed and authorisation given by the Regional Harbour Master – Cairns.

3.10.1. Reporting Requirements – Arrival reporting requirements

All ships greater than 24m LOA shall obtain approval from Thursday Island port control before entering, leaving or manoeuvring within the Cairns pilotage area.

All ships greater than 10m LOA and less than 24m LOA must advise Thursday Island port control before entering, leaving or manoeuvring within the Thursday Island pilotage area.

The master of a ship entering, or about to enter the pilotage area must report to Thursday Island port control by VHF radio according to the following table.

Report	Information to report	
1	Ship master to VTS Two hours prior to entry into the pilotage area Entry to VTS/Port limits	Ships name, position, fore & aft draft, changes to ship details, defects, ETA to pilot boarding ground Master advises Port control passing limits
2	Port control to ship master Pilot transfer instructions Anchoring instructions	Instructions will include boarding side, course, speed, ETA and anticipated conditions. Instructions will include anchorage allocation and latitude/longitude if required
3	Ship master to Port control Arrival at pilot boarding ground	Ships name, at pilot boarding ground, time of arrival
4a	Ship master to Port control On anchoring	Ships name, anchor position, time of anchoring.
4b	Ship master to Port control Departing anchorage	Ships name, anchor aweigh time
5	Port control or pilot to ship master Confirmation of pilot transfer and instructions for the ship	Instructions will include boarding side, course, speed, ETA and anticipated conditions.
6	Pilot to Port control Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot onboard, pilot onboard time, pilot name, ETA at entrance beacons or port limits, Ships fore and aft draft, changes to ship details
7	Pilot to Port control Entering Entrance Channel	Time ship abeam entrance beacons or port limits
8	Ship master to port control Secured alongside	Ships name, secured at (berth name), first line time, side to, all fast time

Table 4 - Inbound Reporting Requirements

Exempt masters must call Cairns VTS before proceeding past the pilot boarding ground to obtain clearance before entering the channel and then report their movements as per the above table.

3.10.2. Departure and removal reporting requirements

The master of a ship that is departing, moving or about to depart or move within the pilotage area must report to Thursday Island port control by radio according to the following table requirements.

Report	Information to report	
1	Ship master/pilot to Port control Pilot on board and ship ready to depart (not less than 30 minutes prior to ETD)	Ships name, pilot on board time, pilot name, fore and aft drafts, changes to scheduled movements
2	Ship master/pilot to Port control Departing berth	Ships name, anchor aweigh/last line time, destination
3	Ship master /pilot to Port control Exiting Entrance Channel	Time ship abeam entrance beacons or port limits
4	Ship master to Port control Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot disembarked, pilot off time
5	Ship master to Port control Exiting port limits	Ships name, vessel clear of port limits

Table 5 – Departure and Removal Reporting Requirements

3.11 Movement scheduling

3.11.1. Confirmation of schedules

On receipt of an intended vessel movement, Thursday Island port control will cross check for vessel suitability in the port, ensure applicable marine services are resourced in QSHIPS (IE tugs, lines boats, workboats, pilots etc), verify suitable tidal windows in accordance with the parameters of the Port Procedure Manual.

Vessels that do not meet Port Procedure Manual parameters are to be referred to the Regional Harbour Master (Cairns) for approval.

3.11.2. Schedule changes

Changes requested by the master/agent to scheduled movements must be made via QSHIPS, phone or email and are to be communicated to the vessel traffic service centre and marine services as soon as practicable advising the revised schedule.

Changes to QSHIPS will be made as they occur. Changes within 24 hours of the scheduled start time must be made by phone.

3.12 Movement clearance notification

All ships require a clearance from the Regional Harbour Master in order to enter, depart or move within the pilotage area. It is the responsibility of the master or pilot to contact Thursday Island port control to obtain the necessary clearance and information prior to the movement.

Clearances are valid for uninterrupted passage to a specified location or until the voyage is interrupted, completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master. Ships will require a new clearance for any subsequent movement.

Refer to arrival / departure and removal reporting requirement table for applicable timings.

3.13 Master/Pilot responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) (the Act) and [Transport Operations \(Marine Safety\) Regulation 2016](#) (the Regulation).

When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the Act and Regulations, however the responsibility of the pilot does not relieve the master and the owner of a vessel of their responsibility.

Arising from these responsibilities is the obligation of persons directing the navigation of vessels to comply with directions of the Regional Harbour Master. The duty Vessel Traffic Service Operator (VTSO) is delegated to exercise the relevant functions of the Regional Harbour Master.

3.14 Harbour contact details

Cairns VTS centre (callsign Thursday Island Port Control)

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Email: vtscairns@msq.qld.gov.au

VHF: 16 and 12

Regional Harbour Master (Cairns)

Phone: +61 7 4052 7400

Fax: +61 7 4052 7451

Email: RHMCairns@msq.qld.gov.au

FNQPC Port Supervisor

Phone: +61 7 4069 1405

Email: Greg.kirk@portsfnq.com.au

FNQPC Emergency Response (24/7)

Phone: +61 7 4051 2558

4. Port description

4.1 General Information

The Port of Thursday Island is a community port located in a natural harbour in the Torres Strait in the northern-most part of Australia. Wharf facilities are managed by Far North Queensland Ports Corporation (trading as Ports North) and have been established on both Thursday Island and the neighbouring Horn Island where the airport is located.

The port is mainly used by general cargo trading ships which supply goods to the local people, for transhipments to the outer surrounding islands, tourist and passenger vessels and fishermen. It is a designated port of entry for customs and quarantine clearance; hence Thursday Island serves as a base for a number of government agencies.

MARITIME SAFETY QUEENSLAND ADVISES THAT ESTUARINE CROCODILES ARE PRESENT IN THE WATERS OF THE PORT

4.2 Pilotage area

The Thursday Island pilotage area (see section 16.3) is described in Schedule 2 of the [*Transport Operations \(Marine Safety\) Regulation 2016*](#) as the area of:

- a) Waters bounded by an imaginary line drawn–
 - starting at the high-water mark on the western tip of Smith Point on Horn Island
 - then to the high-water mark at the northern tip of Heath (Kiwain) Point on Prince of Wales Island
 - then to the high-water mark at the eastern tip of Webb Point on Friday Island
 - then along the high-water mark of Friday Island, initially in a westerly direction, to the western tip of Friday Island
 - then to the high-water mark at the western tip of Tucker Point on Goods Island
 - then along the high-water mark of Goods Island, initially in a south-easterly direction, to the eastern tip of Tessa Head on Goods Island
 - then to the high-water mark at the western tip of Hammond Island (commonly known as Diamond Point)
 - then along the high-water mark of Hammond Island, initially in a south-easterly direction, to the eastern tip of Menmuir (Gobau) Point on Hammond Island
 - then to the high-water mark at the northern tip of King Point on Horn Island
 - then along the high-water mark of Horn Island, initially in a westerly direction, to the starting point; and
- b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

4.3 Maximum vessel size

- Overall length limit – 90 metres LOA.
- Ship's over 90 metres LOA will require Regional Harbour Master approval.

4.4 Trim requirements

The safe handling of ships within the confines of the channels and swing basins requires certain conditions of trim. Ships should be ballasted or loaded in order to have an even keel or trimmed by the stern with the forward draft not less than 2% LOA and the propeller fully submerged. Vessels trimmed by the head or listing may be subject to restrictions; ships not meeting this requirement may experience considerable delays until the problem is rectified.

Passenger vessels may have to trim by the head up to one meter.

Master's should pay special attention to their loading/ballasting plans to ensure that their ships are suitably trimmed and able to put to sea at short notice, especially during the cyclone season – November to April.

4.5 Time Zone

All Queensland ports: UTC + 10 hours throughout the year.

4.6 Working hours

Port service providers are available 24 hours per day, seven days a week. Subject to prior arrangements.

4.7 Charts and books

For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian hydrographic office and Admiralty Sailing Directions NP15 (Australian Pilot Volume III / V). Charts of the area include:

- AUS 296 Prince of Wales Channel to Vazrvn Passage
- AUS 299 Approaches to Thursday Island
- AUS 292 Adolphus Channel to Prince of Wales Channel
- AUS 293 Prince of Wales Channel
- AUS 376 Torres Strait
- AUS 700 Western Approaches to Torres Strait
- AUS 839 Cairncross Islets to Arden Islet
- AUS 4060 Australasia and adjacent waters
- The Australian Seafarers Handbook AHP 20
- Admiralty Sailing Directions – Australia Pilot Volume III

4.8 Shipping announcements

4.8.1 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties, in the form of [Notices to Mariners](#).

Notices to Mariners advise of:

- navigation warnings and hazards (such as aids to navigation which may have been destroyed, missing or unlit)
- changes to the uniform buoyage system (which assists with the correction and updating of marine charts)
- navigation depths (necessary when navigating in channels with depth restrictions)
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

Faulty navigation aids should be reported to Thursday Island Port Control on VHF channel 12 or to Cairns VTS by phone on (07) 4033 3670.

5. Port infrastructure

5.1 Berth, channel and swing basin information

5.1.1 Port navigation depths

Location	Designed depth (lowest astronomical tide) *
Hovell Bar	3.2 metres
Main Wharf (alongside wharf)	3.1 metres (#4.1 metres alongside)
Caltex Wharf	3.0 metres
Engineers Wharf	4.3 metres
Horn Island Passage	4.8 metres
Inner Harbour	4.9 metres

Table 6 – minimum design depths

*The above shows minimum design depths; the latest survey information may be sourced from the [Notice to Mariners](#) on the Maritime Safety Queensland website.

5.2 Leading lights and Beacons

No.	Description	Type	Mark	Characteristic
Ellis Channel				
	Hovell Bar Buoy	Buoy	South cardinal	Q(6) +LFL.15s
No.1	Hovell Bar	Buoy	Stbd lateral	Fl.G.2.5s
No.2	Hovell Bar	Buoy	Port lateral	Fl.R.2.5s
No.3	Hovell Bar	Buoy	Stbd lateral	Fl.G.2.5s
No.4	Hovell Bar	Buoy	Port lateral	Fl.R.2.5s
	Madge Reef	PEL		
	Madge Reef	Buoy	Special mark	Fl.Y.2.5s
	Madge Reef	Bcn	Port lateral	Fl.R.2.5s
	Madge Reef	Bcn	Port lateral	Fl.R.2.5s
	Wilkie Bank	Buoy	Starboard lateral	Fl.G.2.5s
	Wilkie Bank	Buoy	Starboard lateral	Fl.G.2.5s
Normanby Sound				
	Normanby Sound Directional Lead	Bcn	PEL	F.WRG

No.	Description	Type	Mark	Characteristic
	Thursday Is Reef light (west)	Bcn	Special mark	Fl Y 2.5s
	Vivian Point (Hospital Point)	Bcn	Port lateral	Q. R
	Normanby Sound ledge	Bcn	Port lateral	Fl. R 2.5s
	Horn Island Directional Lead	Bcn	PEL	Dir F
Boat Channel				
	Boat Channel north	Buoy	North cardinal	Q.
	Boat Channel south	Buoy	West cardinal	Q(9)15s
	Jardine Rock	Bcn	Port lateral	Fl.R.2.5s
Miscellaneous				
	Goods Island Light	Light		Fl.2.5s.105m.14M
	Goods Island light north	Light		Fl.WR.2.5s.8m.10M/7
	Hovell Rock West	Buoy	Special	Fl.Y.4s
	Hovell Rock East	Buoy	Special	Fl.Y.6s
	Caltex Dolphin	Light	Special	Fl.Y.2.5s
	Waiweer Reef	Bcn	Port lateral	Fl.R.2.5s

Table 7 – Leading lights and beacons

5.3 Anchorage conditions

Anchorage positions are located within the compulsory pilotage area of Thursday Island. Anchorages are effected by strong currents and prevailing weather conditions.

Vessels calling at Thursday Island and wishing to anchor will be subject to final assessment of conditions by the attending harbour pilot and Regional Harbour Master (Cairns) on the day.

5.4 Anchorage areas

The following anchorages have been designated for use by passenger ships visiting the port of Thursday Island.

These anchorages are within the compulsory pilotage area and vessel assessment and approval is required from the Regional Harbour Master (Cairns) prior to port visit.

5.4.1 Normanby Sound Anchorage

Located in approximate position 10°34.8' S 142°09.5' E and suitable for vessels in excess of 185 metres LOA with adequate UKC. Depths range from 6.5 to 9 metres with deeper water available at port limits. A sandy bottom with good shelter from south-easterly trade winds is afforded.

5.4.2 Brisbane Rock West Anchorage

Located in approximate position 10°35.033'S 142°11.574' E and suitable for vessels up to 185 metres LOA with adequate UKC. Larger vessels should have a minimum configuration of twin screws, twin rudders and an effective bow thruster capable in 25 knot winds. Depths range from 6.7 to 8.8 metres, coral bottom. The vessel will be exposed to south-easterly trades and strong tidal currents (small boat transfers need to be cautious of prevailing conditions). Consideration should be given to predicted tidal streams on the day. Regional harbour master or pilots will approve on a case-by-case basis.

5.4.3 Inner Harbour Anchorage

Located to the south of the main wharf and suitable for ships up to 80 metres LOA. Depths range from 6 to 8 metres with a mud and sandy bottom. The anchorage is exposed to south-easterly trade winds and strong tidal currents. Ships up to 165 metres LOA and draft 5.5 metres or less have been anchored successfully in appropriate tidal and weather conditions. Vessels up to 165 metres LOA will be approved by the regional harbour master on a case by case basis if they are assessed to have appropriate power, manoeuvrability and UKC for the prevailing tidal stream and weather conditions.

5.4.4. Ships at anchor

The Ports North port pilot will, if necessary, remain onboard in order to ensure a safe anchorage. Any ship that drags anchor within the compulsory pilotage area must inform the pilot immediately. All movements within the pilotage area including re-anchoring must be conducted by a licensed port pilot.

This rule does not prevent the master from taking any necessary action to ensure the immediate safety of the ship.

5.4.5. Prohibited anchorages

There are two anchor free zones established within the Thursday Island pilotage area. Anchoring is not permitted within these zones.

An area adjacent Main Wharf and Engineers Jetty

An area adjacent Horn Island Wharf and Horn Island barge ramp

Please refer to Maritime Safety Queensland website for the latest Notice to Mariners reflecting zone boundaries.

6. Weather information

6.1 General

Severe cyclones can produce destructive winds, heavy rainfall causing flooding and damaging storm surges that can cause inundation of low lying areas and higher tidal water levels than predicted.

The probability of a cyclone striking the far north Queensland region is at its greatest between the months of November to April.

6.1.1 Extreme Weather Contingency Plan

The best protection against the destructive forces of cyclones is to be prepared for them. Below is a link to the Thursday Island extreme weather contingency plan:

www.msq.qld.gov.au/Safety/Preparing-for-severe-weather.aspx

6.1.2 Tidal (storm) surge

Potentially the most destructive phenomenon associated with cyclones that make landfall is the storm surge. Storm surge is a raised dome of water about 60 to 80 kilometres across and typically about two to five metres higher than the normal tide level.

The worst possible scenario arises when a severe cyclone crosses a coastline with a gently sloping seabed at or close to a high tide. Wave action on top of the storm tide can raise the water level even further producing a battering effect on vulnerable structures.

6.1.3. Flood

A major flood is often the result of a cyclone or winter low causing massive amounts of rain to fall in a relatively short period. Catchment areas, creeks and rivers and drainage systems are unable to cope with the large amount of water, resulting in flooding.

6.2 Tidal information

Thursday Island is a standard port in the Queensland Tide Tables. There is an automatic tide gauge at the head of the pilot boat finger, on the Main Wharf.

6.2.1 Tidal streams

Depending on the strength of the run after the easterly set commences, a counter current commences in the harbour giving a westerly run at the Main Jetty and the Engineers Jetty. There may in fact be no easterly run at these jetties for several days. The Caltex Wharf is unaffected, so that some ships anchored between the Caltex

Wharf and the Main Jetty may lie to the easterly run and others to a westerly run. There is no easterly counter current during the westerly run.

Tidal current can run up to 8 knots in Thursday Island harbour, especially in the vicinity of Vivian Point, where particular care must be taken. The current flow in the harbour runs east or west and is tabulated for maximum run, direction and times of slack water in the tides tables for Hammond Rock.

The actual heights for the high and low water can be found in the Queensland tide tables for Thursday Island. It is interesting to note that the face of the Main Wharf, there is nearly always a westerly current due to a back eddy effect at the wharf face. This builds in strength one hour after the east-going tide starts. Mariners should also be advised that the wind against tide effect can at times cause short and steep seas within the port area and associated dangers.

The currents caused by the confluence of the oceans in the Torres Strait often cancel the ebb and flow of tides so that the easterly or westerly run bears no relationship to the rise and fall of tide. At times, the ebb and flow will coincide with the east or west run of current so that stronger currents may occur that would otherwise be expected during neaps. Within the area of Port Kennedy, currents of between 3 and 5 knots may be experienced in the harbour area and in the Flinders and Ellis channels.

6.2.2 Seasonal effects on tides

During the south-easterly trade winds, the westerly run of tides in the harbour predominates. During the north-westerly monsoon winds, the easterly run of tides in the harbour predominates. It should be noted that higher high waters will occur during the day in summer months, and higher high waters occur during the night in winter months.

6.3 Water density

Sea water is usually 1025kg/m³ but will vary during the summer months after periods of heavy rain.

7. Port navigation and movement restrictions

7.1 General

There are no berthing facilities at Thursday Island for international shipping vessels. Berthage is available for smaller cargo freight vessels at the FNQPC wharves as listed.

Facilities:

FNQPC facilities on Thursday Island include:

- multi-user facilities at the Main Wharf for general cargo
- Engineer's wharf for ferry passengers
- multi-user fuel wharf used for refuelling of small craft

FNQPC facilities on Horn Island include the Cargo Facility and Passenger Causeway. PCQ also owns a major fuel storage facility on Horn Island, which is leased and operated by a local company.

There is public dinghy access to Engineers Wharf.

7.2 Speed

The following restrictions apply throughout Queensland whether signs are present or not. A speed limit of six knots applies:

- in boat harbours and marinas;
- within 30 metres of:
 - boats anchored, moored to the shore or aground
 - a jetty, wharf, pontoon or boat ramp
 - people in the water.
- Within 60 metres of people in the water when operating a personal watercraft.

Under the provisions of the Transport Operations (Marine Safety) Act 1994 a person must not operate a ship at a speed at which the ships' wash can cause a marine incident or damage to the shoreline. As a general principle, vessels over 20 metres LOA should travel at speeds up to 10 knots within smooth water limits where the speed limit is set at 40 knots.

7.3 Movement restriction

Weather, tidal conditions or special circumstances may require a departure from these guidelines.

7.3.1 Under keel clearance

Ships up to 105 metres LOA are required to maintain at least 60 centimetres under keel clearance (UKC) while manoeuvring in Thursday Island Harbour.

Ships with LOA >105 metres are required to maintain 1 metre under keel clearance (UKC) while manoeuvring in Thursday Island Harbour.

All ships are to maintain 1 metre under keel clearance (UKC) whilst at anchor in Thursday Island Harbour.

Ships alongside the wharf are to maintain a UKC of 0.3m.

7.4 Approaches to Thursday Island

7.4.1 Geographical details

The natural harbour of Port Kennedy is situated between a group of islands, including Thursday, Friday and Horn Islands and areas of reef. There are three accesses into the harbour which should be transited with care and local knowledge. There are many distinguishing landmarks which can be of use to the mariner.

The port is mainly used by general cargo trading ships which supply goods to the local people, for transhipments to the outer surrounding islands, tourist vessels and fishermen.

7.4.2 Approaches to Thursday Island Harbour

- From the east – Flinders Passage and Ellis Channel
- From the west – Normanby Sound
- From the south – Boat Channel

7.5 Advisory note – interaction with marine mammals

The presence of whales or marine mammals indicates that our ports are seen as environmentally attractive places.

The safety of life and the security of the environment from ship based incidents is paramount.

All vessel masters are required to fully comply with relevant marine mammal legislation, such as the provisions of the [Nature Conservation \(Animals\) Regulation 2020 Chapter 6 Part 1](#) which prescribes minimum approach distances and maximum speeds within proximity to whales as illustrated in the diagram below.

When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavour will be undertaken to manage shipping movements around the marine mammals to keep them safe, provided the safety of life, the ship and other environmental protection objectives are not threatened. Such action may include not commencing transits until the mammals are deemed clear.

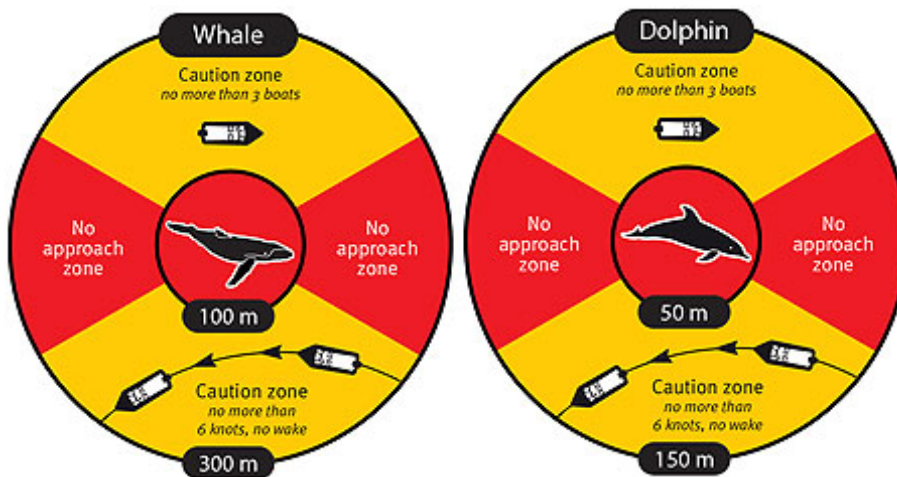


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

In situations where a vessel is underway and restricted in its ability to manoeuvre or constrained to a channel and marine mammals are reported in the vicinity of the transit and a risk to marine mammals is perceived, the master must take all reasonable action necessary to keep them safe, without endangering the vessel, crew and the environment. Such action may include the reduction of speed to the minimum safe speed to safely navigate the channels.

Masters are required to report collisions with marine mammals to VTS and Department of Environment and Science – **1300 130 372**

[Marine wildlife strandings | Environment, land and water | Queensland Government \(www.qld.gov.au\)](http://www.qld.gov.au)

8. Pilotage

8.1 Vessels that require a pilot

The Transport Operations (Marine Safety) Act 1994 specifies that, unless a current Pilotage Exemption Certificate (PEC) is held by the master of a ship, pilotage is compulsory for:

- all foreign flag ships with LOA >35metres transiting Hovell Bar;
- all ships with LOA of 50 metres or more;
- a ship whose owner or master asks for the services of a pilot;
- a ship whose master is directed by the Regional Harbour Master to use the services of a pilot;
- a small ship less than 35 metres (the relevant ship) if:
 - it is combined with another small ship for propelling one of the ships
 - the total of the length of the ships is 50 metres or more
 - the master of the relevant ship has command of the combined ships.

8.1.1 Night pilotage

The port of Thursday Island (Port Kennedy) is open for pilotage and exempt ship movements 24 hours per day.

8.1.2 Requests for pilot

A pilotage service is provided by Ports North for ship arrivals, departures and movements within the Thursday Island (Port Kennedy) pilotage area.

In order to ensure the services of a pilot, masters of ships should make the request via the QSHIPS program and if unable to do so email or telephone the office of Maritime Safety Queensland at Cairns VTS at least 72 hours prior to arrival at the pilot boarding ground.

Radio contact should be made with the Thursday Island Port Control on VHF channel 12, 30 minutes prior to arrival at the pilot boarding ground confirming the arrival time.

Exempt Masters are to call Thursday Island Port Control 30 minutes prior to entering the port.

8.1.3 Notice required

Ships requiring the services of a pilot are required to submit arrival, removal and departure notices no less than the indicated number of hours prior to the desired movement:

- Arrivals 72 hours
- Removals 72 hours
- Departures 72 hours

Initial notification should be made via the [QSHIPS](#) website.

8.1.4 Personal Pilot Unit (PPU)

It is mandatory for pilots to use a PPU on all vessels in excess of 120m LOA - this excludes passenger vessels with full ECDIS and Operating Bridge Team, this excludes Tug and Barge operation.

8.1.5 Cruise Ship Requirements

Normanby Sound anchorage and Brisbane Rock Anchorage for passenger ships, a pilot will be onboard for the duration of the visit. Ship propulsion shall be readily available for use at short notice.

Inner anchorage, just south of the main wharf for passenger ships/superyachts between 100m to 145m LOA a pilot will be onboard for the duration of the visit. Ship propulsion shall be readily available for use at short notice

Inner anchorage, just south of the main wharf for passenger ships/superyachts 50m to 100m LOA, Pilot may depart the ship and go ashore once safely anchored but remain available at short notice, dependant on conditions, as agreed with the RHM on the day. Ship propulsion shall be readily available for use at short notice

8.2 Pilotage Area

See 4.2 Pilotage area.

8.2.1 Pilot boarding places

For the port of Thursday Island (Port Kennedy), pilotage and passage plans are available for vessels.

There are four pilot boarding grounds for Thursday Island (Port Kennedy) depending on the approach and vessel LOA.

- Vessels approaching from the east and crossing the Hovell Bar board pilot south of Chapman Reef in the white sector of the lighthouse on No. 4 Islet in the following position 10°33.3'S 142°17.3'E.
- Vessels approaching from the west greater than 90 metres board pilot at the Reef Pilot Boarding Ground near Goods Island in position 10° 33.9' S 142° 04.4' E.
- For vessels approaching from the west less than 90 metres the Normanby Sound Pilot Boarding Ground is used for boarding pilot in position 10° 34.7' S 142° 08.7' E.
- Vessels approaching from the south will board at the pilot boarding ground 10° 36.0'S, 142° 12.48'E in the centre of South Passage.

Vessels are to contact Thursday Island Port Control on VHF 16 or 12 for pilot boarding instructions prior to arriving at their designated pilot boarding ground.

8.2.2 Pilot boarding arrangements

Pilot transfer instructions will be advised to the ship prior to the pilot boarding by VTS. The instructions will include:

- Pilot boarding time;
- Restrictions/requirements;
- Boarding position; and
- Pilot boarding/disembarkation sequence.

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section.

8.2.3 Pilot /Personnel Transfer Safety

It is essential to ensure the safe transfer of pilots and other personnel at sea. Responsibility for safe practices for personnel transfers rests with each person involved in the activity including the ship owners, operators, master and crew, pilotage providers, pilots and pilot boat crew as well as the person being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

The pilot ladder is to be rigged two metres above the water, with two manropes and a heaving line standing by. At night, a forward-facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations.

Refer: [Pilot Boarding Ladder Arrangement](#) and [Pilot transfer arrangements – Marine Notice 04/2023. \(Pilotage - boarding ladder arrangements\)](#).

Where a Pilot suspects that the pilot transfer arrangement provided are unsafe, they should refuse to board the vessel until the matter is resolved and is made safe by the master and crew. If the issue cannot be resolved to the satisfaction of the pilot then the movement will be aborted until such time that the Pilot boarding arrangement is made to safe.

Additionally, the matter must be reported immediately to AMSA, Cairns VTS and the pilot's employer.

8.2.4 Passage planning and bridge resource management (BRM)

Any passage plan is a basic indication of preferred intention and both pilot and master should be prepared to depart from it when circumstances so dictate.

A passage plan for this port can be found on the [MSQ website](#).

8.2.5 Pilotage delays and cancellation fees

A cancellation for Pilotage without the required notice of three hours will attract a penalty of the relevant Pilotage fee or fees.

A fee is payable in the following instances:

- if the programmed ship movement is delayed for more than 30 minutes but not more than one hour for the first hour;
- If the ship is delayed for more than one hour but not more than two hours; and
- a delay in excess of two hours constitutes a cancellation.

These charges can be found in Schedule 6 Part 2 Division 3 of the [Transport Operations \(Marine Safety\) Regulation 2016](#).

8.2.6 Alcohol management

The Transport Operations (Road Use Management) Act 1995 section 79 requires that persons in charge of ships have a zero blood alcohol reading. The Queensland Water Police periodically conduct random breath tests of masters and pilots on ships arriving at Cairns or about to depart. Severe penalties apply to infringements.

8.3 Pilot licences, pilot area endorsements and exemption from pilotage licences

The master of a vessel with a LOA greater than 50m may be exempt from pilotage once they have obtained a pilotage exemption area endorsement.

8.3.1 Examination for pilotage exemption area endorsement

The examination will consist of written and oral components and will include an assessment to determine the candidate's ability to safely conduct the navigation of a ship without a pilot while within the pilotage area. Applicants will be expected to demonstrate a thorough knowledge of port procedures and the ability to navigate a ship through the pilotage area and port without the aid of navigational charts.

8.3.2 Cancellation of licences

A licence may be cancelled or suspended when major port changes or developments are taking place. It may also occur where masters fail to comply with port procedures.

8.4 Pilotage reporting requirements for Torres Strait and Great Barrier Reef

All merchant vessels 70m in length and over and all oil, gas and chemical tankers irrespective of size are required to take a licensed marine pilot when transiting the Torres Strait and Great North East Channel. Pilotage is also required for these

vessels transiting the Inner Route from Cape York to Cairns Roads and for transit of Hydrographers Passage. Significant penalties apply for non-compliance.

Full details can be found in [Marine Notice 06/2022](#).

[Marine Order 54 \(Torres Strait Draught Variation\) – Exemption 2021](#) enables AMSA-licensed coastal pilots to pilot a vessel through Torres Strait with a maximum draught up to 12.5 metres. The exemption is subject to certain conditions including that the vessel must have:

- an active UKCM system transit plan for the whole time the vessel is within the Under Keel Clearance Management (UKCM) system monitoring area
- a complete hard copy of the activated UKCM system transit plan onboard for the intended transit
- a fully functioning type-approved Class A Automatic Identification System (AIS) onboard.

Refer to [Reef VTS publication](#) for further information.

9. Tugs

There are no tug services at Thursday Island.

10. Work permits

10.1 General

In order to be able to perform certain work on ships in the port masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed. Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme and by fax or email to the relevant authorities. The required terms and conditions are completed by the Regional Harbour Master's office and the agent may then print off the completed permit for passing to the master of the applicable vessel.

Refer to the Far North Queensland Ports Corporation Limited port notices for further information.

- Hot works – on or within facilities or ships;
- Bunkering;
- Immobilising a ship;
- Operation of propellers at a wharf;
- Ship to ship/shore transfer operations;
- Life boat drills; and
- Night Fuel Transfer.

10.2 Permit requests

Who	To	Permit	When	Comments
All ships	FNQPCL	Overside work	48 hours prior to arrival	Lodged to FNQPCL.
All ships	FNQPCL	Hot work	48 hours prior to arrival	Lodged to FNQPCL and berth operator.
All ships	RHM/	Immobilisation	24 hrs prior to event	Lodged to RHM via QSHIPS, email or fax and to FNQPCL.
All ships	FNQPCL	Immobilisation at anchor	24 hrs prior to event	Lodged to RHM via QSHIPS, email or fax.
All ships	RHM/	Night Fuel Transfer	24 hr prior to event	Lodged to RHM via QSHIPS, email or fax and to FNQPCL.
All ships	RHM/FNQPCL	Lifeboat drills	Prior to event	Lodged to RHM via QSHIPS email or fax.

Table 8 – Permit requests

The legend refers to the comments section above:

RHM: Regional Harbour Master

FNQPCL: Far North Queensland Ports Corporation

10.3 Work permits description

10.3.1 Immobilisation main engines

Ships wishing to immobilise main engines must lodge an application via QSHIPS, through their agent, to the Regional Harbour Master (Cairns) and to the port authority via email or fax at least 24 hours prior to the requested immobilisation.

Master's wishing to immobilise main engines are to state, when seeking approval, the estimated time to make main engines operational in an emergency. In the event main engines would not be available within a reasonable amount of time the Master is to supply a risk assessment and contingency plan to the Regional Harbour Master (Cairns) for approval.

Ships are not to immobilise main engines until they have received permission from the Regional Harbour Master (Cairns).

Permission may not be given for more than 24 hours during the cyclone season (November to April) or more than 48 hours during the rest of the year

Masters are to contact Cairns VTS on VHF 16/12 prior to commencement and again on completion of immobilisation of main engines.

10.3.2 Hot work permit

Ships wishing to carry out repairs and any form of metal work, which includes performing hot work, must lodge an application in writing with the Port Authority, Ports North Qld, via the online web portal.

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

Once approval has been granted by the relevant port authority, the ship's agent is to lodge an advice via QSHIPS to the Regional Harbour Master (Cairns).

Masters are to contact Cairns VTS on VHF 16/12 prior to commencement and again on completion of any such hot works.

10.3.3 Boat drills

Ships wishing to put boats in the water for painting, maintenance purposes or to carry out lifeboat drills, must first obtain clearance from the Regional Harbour Master (Cairns) and the Port Authority, Ports North Qld via the online web portal.

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

This clearance is to be obtained by the vessel's agent.

The ship's agent is to lodge an advice via QSHIPS to the Regional Harbour Master (Cairns)

Masters are requested to contact Cairns VTS on VHF channel 16/12 prior to commencement and again on completion of such drills when the boats have been returned on board and secured

10.3.4 Engine trials

Ship's wishing to carry out engine trials must lodge an application with Far North Queensland Ports Corporation Limited prior to the event.

10.3.5 Notification of handling of bulk liquids – Night Fuel Transfer

Under the [*Transport Operations \(Marine Pollution\) Act 1995*](#) Maritime Safety Queensland is both the statutory and combat agency for response to all ship sourced oil spills. It is therefore a requirement for owners/agents or masters of vessels to notify Maritime Safety Queensland of the intention to load, unload or transfer any form of bulk liquids to, from or between vessels. Such notification is required to be lodged with Cairns VTS via QSHIPS and the port authority, Ports North Qld, via the online web portal

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

For the purposes of this notification, it would be deemed that the liquids will be transferred by pipeline to, from or between vessels.

The operations of bunkering and the pumping of sullage/sludge from vessels, by road, barge or ship transfer, are to be included within this notification.

Masters of vessels conducting bulk liquid transfers, as specified above, are required to notify Cairns VTS on VHF channel 12 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed.

10.3.6 Overside maintenance work

For environmental reasons, the port authority has strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must:

- comply with the conditions spelt out in the port authority port notice – overside maintenance; and
- lodge a request, with the port authority, Ports North Qld, via the online web portal for permission to undertake overside work; when granted, masters must comply with the conditions of the permit.

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

Scraping of the hull is not permitted within port waters.

11. Dangerous goods

11.1 General

The port authority is responsible for the management of dangerous goods in port, including the loading and unloading of ships alongside and movement across the wharf. Maritime Safety Queensland is responsible for monitoring and managing the safe movement of ships in Queensland waters.

The Regional Harbour Master will assist the port authority in controlling traffic movement in the port, maintaining on water safety distances, and responding to any emergency situation. Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- IMO – IMDG Code;
- International Chamber of Shipping Oil Companies, International Marine Forum;
- Society of International Gas Tankers and Terminals (ISGOTT);
- Australian Standard – AS 3846 2005;
- AMSA – Australian annexe to the IMDG Code, Marine Orders part 41; and
- AAPMA – Dangerous Substances Guidelines.

11.1.1 Notification

Section 90 and 91 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) requires owners or masters to report all proposed handling or carriage of dangerous goods within a pilotage area. Reports are to be made to the Regional Harbour Master at least 48 hours prior to the arrival of the ship. The dangerous cargo report form should be emailed to the Regional Harbour Master and the port authority. The FNQPCL duty officer will issue a permit for the handling of the cargo within the jurisdiction of the port authority.

Accompanying the [Dangerous Cargo Report](#) should be a copy of the dangerous cargo manifest, giving the correct technical name as listed in the IMDG Code, the UN number, IMDG class and particulars regarding stowage and marks of each parcel of dangerous goods.

Under no circumstances are security sensitive ammonium nitrate, class 5.1 oxidising substances and explosives as classified in the IMDG Code under the United Nations classification as Class 1 explosives to be brought into the port without first notifying the port authority.

Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	Three hours
Ship to Ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (See section 90 &91 TO(MS) Reg 2016)

Table 9 – Dangerous goods notification

11.1.2 Dangerous cargo limits

The port authority will promulgate the limits that apply to the class of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for approved berths. Master/owners should check the port authority website regarding the latest limitations.

11.1.3 Dangerous cargo events

Section 9 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) defines a dangerous cargo event as:

- the loss, or likely loss, of the cargo from a ship into Queensland waters;
- a breach, or danger of a breach, of the containment of the cargo that could endanger marine safety;
- anything else involving, or that could involve, the cargo that causes risk of explosion, fire, a person's death, or grievous bodily harm of a person; and
- for a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

The master and or the person in charge of a place where a dangerous cargo event has occurred are required to report the event immediately to the VTS centre or relevant authority.

A full written report is to be submitted on form [Dangerous Cargo Event Report](#) to the Regional Harbour Master as soon as reasonably practical.

12. Emergency, pollution, marine incidents

The aim of this section is to provide guidance to the port community for initial response procedures in the event of dangerous incidents, emergencies, terrorist acts and disasters.

12.1 Emergency contact numbers

Thursday Island Police

Location: Thursday Island

Phone: +61 7 40691520

After hours or emergency: 000

Queensland Fire and Emergency Services

Location: Thursday Island

Phone: +61 7 40691275

After hours or emergency: 000

Queensland Ambulance Service and Hospital

Location: Thursday Island

Phone: +61 7 4069 1109

After hours or emergency: 000

Maritime Safety Queensland

Location: Cairns (RHM)

Phone: +61 7 4052 7400

Fax: +61 7 4069 1351

After hours or emergency: 1300 551 899

Ports North (port authority)

Location: Thursday Island

Phone: +61 7 4052 7400

After hours or emergency: +61 7 4051 2558

Great Barrier Reef Marine Park Authority (GBRMPA)

Location: Cairns

Phone: +61 7 4051 7132

Queensland Boating and Fisheries Patrol (QBFP)

Location: Thursday Island

Phone: +61 74069 1772

Department of National Parks, Recreation, Sport and Racing

Location: Cairns

Phone: 1300 130 372

After hours or emergency: 1300 130 372

Australian Customs and Border Protection Service

Location: Thursday Island

Phone: +61 7 4083 1800

After hours or emergency: 1800 061 800

Department of Agriculture Fisheries and Forestry (Biosecurity)

Location: Thursday Island

Phone: +61 7 4212 0185

After hours or emergency: 1800 020 504

Australian Maritime Safety Authority (AMSA)

Location: Canberra

Phone: 1800 641 792

Torres Shire Council

Location: Thursday Island

Phone: +61 7 4069 1336

After hours or emergency: +61 4 2969 1330

Volunteer Marine Rescue

Location: Thursday Island

Phone: +61 40775 1532

After hours or emergency: 000

12.2 Authorities

MSQ's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#). The port authority has published an emergency response plan for the port which details the required response to an emergency. All emergencies should be reported to Thursday Island port control on VHF channel 12, who will activate the emergency response plan and by calling the appropriate emergency response service either:

Fire/Police/Ambulance: 000.

12.3 Fire

Call the Queensland Fire and Emergency Service (QFES, phone 000) and notify Cairns VTS on VHF channel 12. QFRS is the lead agency when the ship is at the berth and Maritime Safety Queensland when the ship is off the berth. The Regional Harbour Master (Cairns), in consultation with the facility operator and the port authority, will make the decision if the vessel is to be removed from the berth for the safety of the port.

12.3.1 Emergency plans

It is the responsibility of port users/customers and organisations carrying out an operation or activity within the port to develop and manage their own emergency plan and procedure in accordance with relevant legislation, standards and codes. Depending on the nature and size of the operation or activity the authority may

request that a copy of this plan/procedure be provided for the authority's perusal. There may also be a requirement to link this plan/procedure with those used by the authority. It is an offence to fail or to refuse to supply a copy of the emergency plan/procedure to the authority upon request.

12.4 Marine pollution

The [Transport Operations \(Marine Pollution\) Act 1995](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage and garbage (MARPOL annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ships should dispose of all waste ashore using the waste reception facilities available (see section 15 Port services)

12.4.1 Ship sourced sewage

Under the provisions of the [Transport Operations \(Marine Pollution\) Act 1995](#) it is an offence to discharge untreated or treated sewage in certain areas throughout the Thursday Island pilotage area. Contact the office of Maritime Safety Queensland, Cairns or visit the [Maritime Safety Queensland website](#) for more information.

12.4.2 Reporting

Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995](#) requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master. The report should be made via Thursday Island port control (24 hours)

The following details should be provided in a report of marine pollution:

- date/time of incident;
- location (latitude, longitude and physical site);
- report source and contact number;
- nature, extent and estimated quantity of spill;
- type of oil or description;
- spill source and point of discharge from source;
- identity and position of nearby ships or name of alleged polluter;
- nature and extent of spill and movement and speed of spill;
- local weather/tide/sea conditions;

- whether a sample of the substance spilled has been collected; and
- and any additional information that relates to the spill.

The Maritime Safety Queensland regional office will complete [Marine Pollution Report \(F3968\)](#) based on the above information and fax to the relevant authorities.

Port authority duty officer (24 hours): +61 7 4051 2558

12.5 Marine incidents

Under the [Transport Operations \(Marine Safety\) Act 1994](#) ,, a marine incident is classified as an event causing or involving:

- the loss of a person from a ship;
- the death of, or grievous bodily harm to, a person caused by a ship's operations;
- the loss or presumed loss or abandonment of a ship;
- a collision with a ship;
- the stranding of a ship;
- material damage to a ship;
- material damage caused by a ship's operations;
- danger to a person caused by a ship's operations;
- danger of serious damage to a ship; and
- danger of serious damage to a structure caused by a ship's operations.

12.5.1 Procedures subsequent to serious marine incidents

In the case of a serious marine incident as defined in section 12.5 including a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. The Regional Harbour Master (Cairns) through Thursday Island port control is to be immediately advised and advice sought.

The vessel will be surveyed by the appropriate authority (AMSA or classification society) to ensure seaworthiness before it leaves port limits.

12.5.2 Marine Incident Reporting – MSQ

A marine incident must be reported to a shipping inspector within 48 hours of the incident unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at Maritime Safety Queensland marine operations bases), and officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these offices, contact a shipping inspector by phone. They will advise you what to do next.

The reporting form used for recreational vessels is:

- Maritime Safety Queensland - [Marine Incident Report \(F3071\)](#) Recreational Vessels

The form is available online from Maritime Safety Queensland or from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved. The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident, but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must, to the extent that he can do so without danger to his ship or persons on board his ship:

- Give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident;
- Stay by the other ship until no further assistance is required; and
- Give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

Section 129 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires the master of a ship to promptly report dangers to navigation including an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

12.5.3 Marine Incident Reporting – Australian Maritime Safety Authority

Under section 19 of the [Transport Safety Investigation Act 2003](#) any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work;
- damage or defect to ship, machinery or equipment;
- peril or a close quarters situation;

- stranding or disappearance;
- death, serious injury or a dangerous occurrence;
- a birth;

Must be reported to the Australian Maritime Safety Authority (AMSA)

- AMSA Incident form Domestic Commercial Vessels (DCV);
- AMSA form 18 (incident alert within 4 hours of the incident occurring);
- AMSA form 19 (detailed incident report must be submitted within 72 hours of the incident occurring).

Reports are to be submitted by:

Fax: +61 2 6230 6868 or 1800 622 153

Or

Email: Reports@amsa.gov.au.

Complete details of these requirements are available on the AMSA web site.

12.5.4 Marine Incident reporting - Great Barrier Reef Marine Park Authority

To report an incident where a breach of Great Barrier Reef Marine Park Authority regulations is observed witnesses are asked to complete the [incident report form – GBRMPA](#). Urgent matters should be reported by phone to the appropriate number listed on the form.

12.5.5 Environmental Incident Reporting

Incidents with potential to cause or which have caused ‘environmental harm’ as defined in the Environmental Protection Act 1994 within the port including land and facilities under the control of the Far North Queensland Ports Corporation Limited must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Queensland Environmental Protection Agency and/or Cassowary Coast Council where the incident is of the nature that requires notification under the Environmental Protection Act 1994 and environmental protection policies.

12.6 Port community responsibilities

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the Maritime Safety Queensland regional office (VTS) and/or the emergency response agencies of Police, Fire or ambulance.

AMSA requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

13. Security

13.1 General

The [Maritime safety | Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#) is responsible for administering maritime safety legislation for the Australian Government. Australia's primary framework for maritime safety is established under the Navigation Act 2012 (Navigation Act) and the Marine Safety Domestic Commercial Vessel) National Law Act 2012 (National Law Act).

The *Navigation Act 2012* establishes Australia's regulatory framework for international ship and seafarer safety, shipping aspects of protecting the marine environment, and the actions of seafarers in Australian waters. The Navigation Act also gives effect to international conventions and treaties developed by the International Maritime Organization, the International Labour Organization and United Nations Conferences to which Australia is a signatory.

The Australian Government regulates the security of the Australian maritime transport through the [Maritime Transport and Offshore Facilities Security Act 2003](#) (MTOFSA) and the [Maritime Transport and Offshore Facilities Security Regulations 2003](#). This legislation was introduced to meet obligations in response to Chapter XI-2 of the International Convention for the *Safety of Life at Sea 1974 (SOLAS)* and the *International Ship and Port Facility Security Code 2003 (ISPS)*.

The MTOFSA sets out a regulatory framework which centres on maritime industry participants assessing their operations for security risks and preparing a security plan which sets out measures to counter these identified risks. Under this framework, security regulated ships, port operators, port facility operators, offshore facilities and offshore service providers are regulated.

The department is responsible for administering the Act and regulations, while maritime industry participants are responsible for delivering security on a day-to-day basis.

Far North Queensland Ports Corporation Limited has an approved Maritime Security Plan as required under the Maritime Transport and Offshore Facilities Security Act 2003.

A ship's master, prior to entering the port must report directly to the port authority or via their respective ship agency the following:

- ISPS compliance number;
- current ship security level or any change to the ship security level while in port;
- ship security officer contact details;
- list of expected visitors/contractors;
- nominated provedore; and
- crew list and identification.

Any security incident (as defined under the ISPS Code or maritime transport security legislation) while in port.

Refer to the [Far North Queensland Ports Corporation Ltd](#) website for complete details

13.1.1 Security levels

The federal government determined, and will declare when necessary, three maritime security levels (MarSec levels).

- MarSec Level 1 – minimum appropriate protective security measures will be maintained at all times.
- MarSec Level 2 – appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- MarSec Level 3 – further specific protective security measures maintained for limited times when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Unless otherwise advised the port will operate on **MarSec Level 1**.

In addition to normal security measures undertaken, additional security measures on the land and water may be implemented:

- if directed by officers of DITRDC; and
- the current ship security level is higher than security MarSec Level 1 or the port/port facility security level.

Responsibility for the implementation of the additional security measures will be agreed via a declaration of security between the ship and the port authority or the port facility operator. If between the ship and the port facility operator, the port security officer must be consulted and agree with the security measures proposed to be implemented.

13.1.2 Maritime security zones

Dependent upon the security level in force, these zones will apply in particular areas of the port.

Zones which will typically apply are:

- Landside restricted zone – an area of land, to which access is controlled, within the boundaries of a port facility or of land under the control of a port service provider.
- Waterside restricted zone – an area of water within the port where a ship may berth, anchor or moor, and access to the area is controlled. It extends below the water level to the seabed and under any wharf adjacent to the zone.

Zones established at maritime security Level 1 are as follows:

- Waterside restricted zone – 30m from any wharf or the outside face of a security regulated fuel or cruise ship.

- Landside restricted zones – areas defined by security fences and signage on all berths.

All zones will be clearly identified, and conditions must be observed by all port users.

Access to the zones is controlled and entry into the zones is not permitted unless authorised by the ship and/or port authority, as required. To do so is an offence under the *Maritime Transport and Offshore Facilities Security Act 2003 (the MTOFSA)* and subject to significant penalties.

13.1.3 Security measures

Security of individual vessels or property is the responsibility of the vessel owner. When landside security zones are in operation these zones will be secured in accordance with the Cairns maritime security plan.

13.1.4 Reporting of incidents

All port users are expected to exercise a high level of security awareness. Any threat of, or actual, unlawful interference with maritime transport must be reported as specified in part 9 of the MTOFSA to the port authority and other parties as appropriate.

13.1.5 Refuse ship entry – no International Ship Security Certificate

The port authority reserves the right to refuse entry to the port, any vessel that is unable to provide to the port security officer, a current International Ship Security Certificate.

13.1.6 Shore access to ships and port facilities

It is an offence to enter or leave the port area by any means other than a designated entrance or exit. All security breaches, or potential activities that may breach security or cause harm, should be immediately reported to the port authority duty officer on:

Direct line: +61 7 4051 2558

Mobile: 0419 657 350

13.1.7 Port security contacts

Seaport operations officer:

Phone: +61 7 4051 2558 or 0419 657 350 (24 hours)

13.2 National Security

In line with the federal government's recent publications to do with the reporting of any possible terrorist activity then these procedures are to be followed.

Contact the National Security 24-hour Hotline if you have any information of possible terrorist activity or have seen or heard something suspicious that may need investigating by the security agencies.

24-hour National Security Hotline: 1800 123 400

Email: hotline@nationalsecurity.gov.au

Suspicious activities reporting: [Reporting \(homeaffairs.gov.au\)](https://www.homeaffairs.gov.au)

14. Port state control in Australia

Select the link below to view the current Fact Sheet issued by the Australian Maritime Safety Authority.

[Port State control | Australian Maritime Safety Authority \(amsa.gov.au\)](https://www.amsa.gov.au/Port-State-control)

15. Port services

15.1 Port facilities

Port Kennedy has limited facilities; there are provisions available at the local supermarket in small amounts and a limited supply of chandlery items at various stores throughout the island.

15.1.1 Airport

The closest airport is located on Horn Island and provides daily flights to Cairns airport (one hour and 45 minutes flight). Cairns airport provides both domestic and international services.

15.1.2 Ferry

Local operators provide ferry transfers from Horn Island to Thursday Island, as well as to and from the mainland. Horn Island is separated from Thursday Island by Ellis Channel, on which the locals travel to by ferry for work and school. The short, but scenic, ferry journey departs hourly.

15.2 Shipping agencies

Carpentaria Marine Services

Phone: +61 7 4035 3264

Email: cmsadmin@carpentariacontracting.com

Carter Marine Agencies

Phone: +61 7 4051 1046

Fax: +61 7 4051 1056

Email: ops@cmaaust.com

Postal Address: PO Box 319, Westcourt Qld 4870

Coral Expeditions

Phone: +61 7 4040 9999

Fax: +61 7 4040 9944

Postal Address: PO Box 2093, Cairns Qld 4870

Gulf Agency Company (Townsville)

Phone: +61 7 4721 0421

Fax: +61 7 4721 2053

Email: shipping.cairns@gacworld.com

Postal Address: PO Box 6041, Cairns Qld 4870

Location: Suite 10/61 McLeod St, Cairns

Inchcape Shipping Services

Phone: +61 7 4051 5211

Fax: +61 7 4051 5082

Email: cairns@iss-shipping.com.au

Postal Address: PO Box 621, Cairns Qld 4870

Lind Vlad Expeditions Pty Ltd National Geographic

Mobile: +61 404 601 171

Location: Level 2/26 Ridge Street, North Sydney NSW 2060

Pacific Marine Group

Phone: +61 7 4724 2200

Fax: +61 7 4724 2208

Email: info@pacificmarinegroup.com.au

Postal Address: PO Box 1155, Townsville Qld 4810

Sea Swift Pty Ltd/ Dartstone

Phone: +61 7 4035 1234

Fax: +61 7 4035 1239

Email: admin@seaswift.com.au

Postal Address: PO Box 6755, Cairns Qld 4870

Sturrock Grindrod Maritime (Townsville)

Phone: +61 7 4721 1140

Fax: +61 7 4721 1635

Email: townsville@hkasa.com.au

Postal Address: PO Box 1409 Townsville Qld 4810

TOLL Marine Logistics (Darwin – Admin Office)

Phone: +61 8 8984 4886

Fax: +61 8 8941 0991

Postal Address: GPO Box 1019, Darwin NT 0801

TOLL Marine Logistics (Cairns Depot)

Phone: +61 7 4241 980

Fax: +61 7 4035 1413

Email: TollMarineLogistics-Cairns@tollgroup.com

TOLL Marine Logistics (Weipa Depot)

Phone: +61 7 4069 7309

Fax: +61 7 4069 7233

Email: TollMarineLogistics-Weipa@tollgroup.com

Wilhelmsen (Townsville)

Phone: +61 7 4721 4955

Email: wss.townsville@wilhelmsen.com

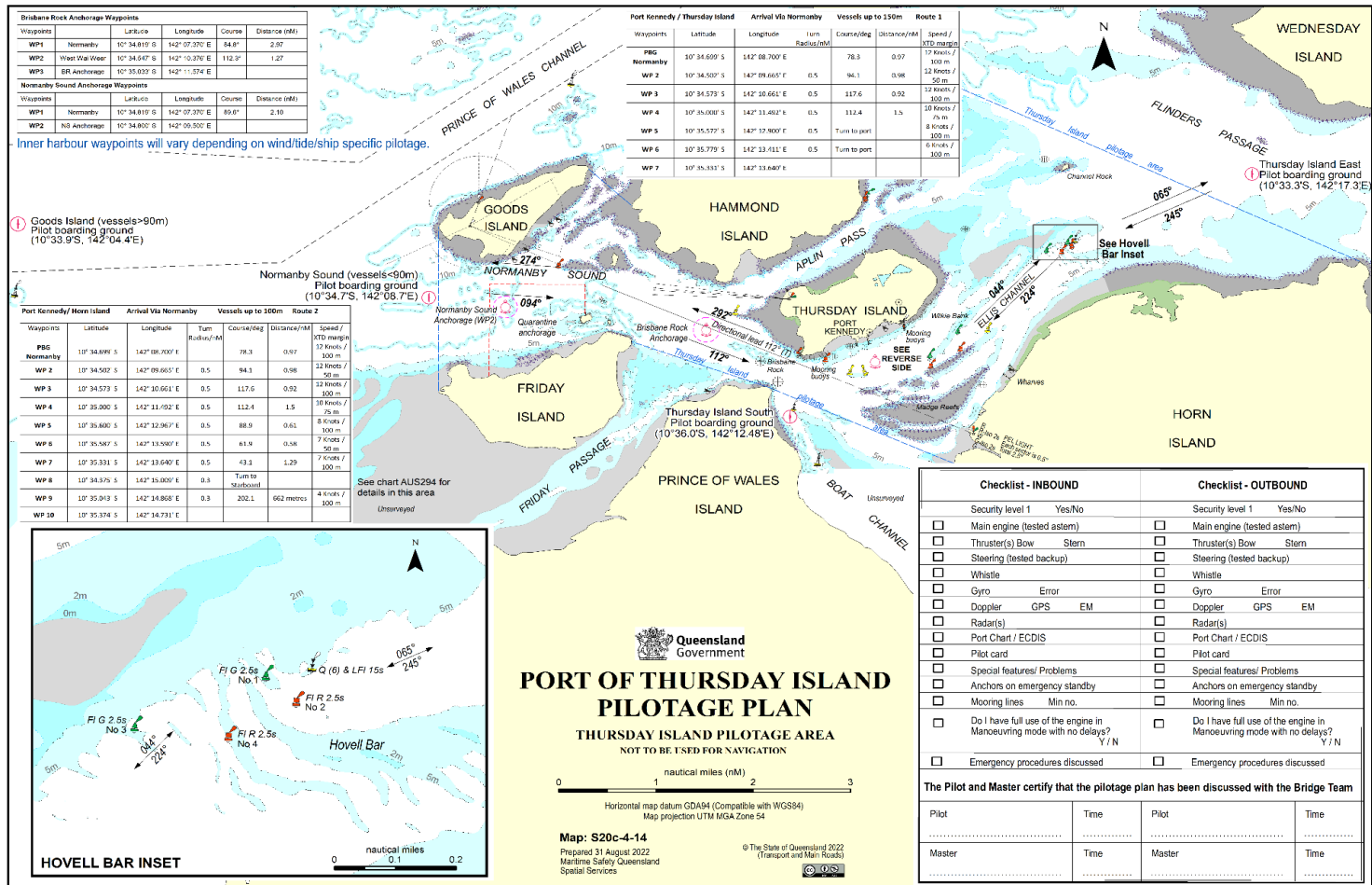
Postal Address: PO Box 1140 Townsville QLD 4810

16. Appendices

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16.1 Port of Thursday Island – Pilotage Plan

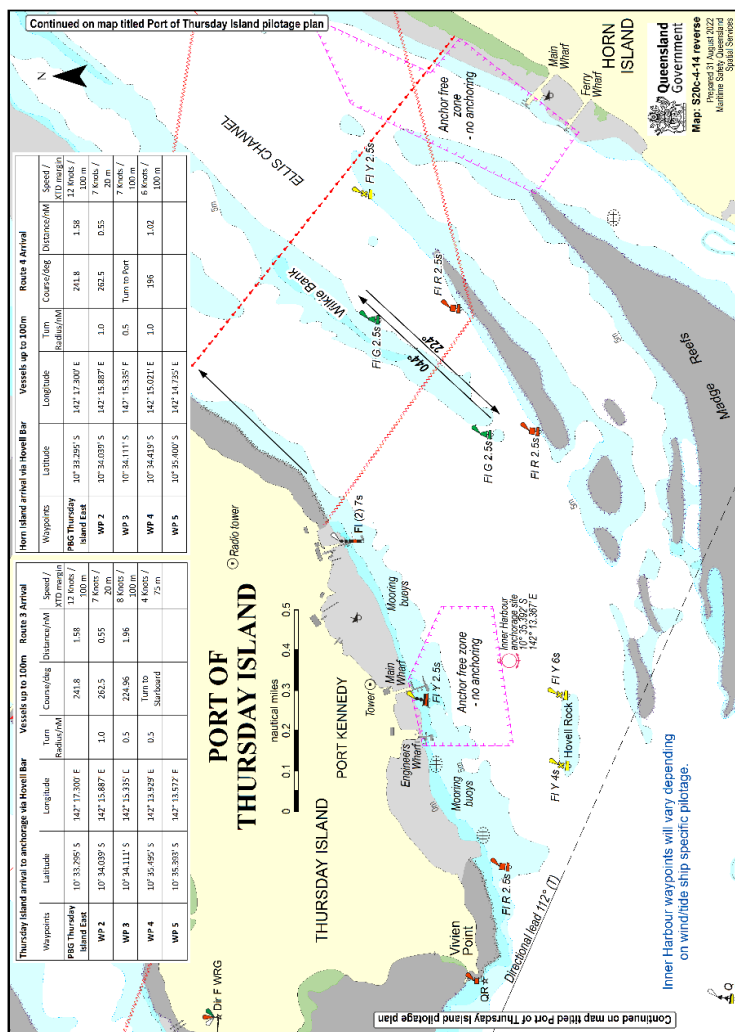
For a high resolution map please visit [16.1 Port of Thursday Island - Thursday Island: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



16.2 Passage Plans

For a high resolution map please visit [16.2 Port of Thursday Island - Thursday Island: Port Procedures and Information for Shipping -](#)

[Publications | Queensland Government](#)



PORT OF THURSDAY ISLAND

Vessel

PILOTAGE PLAN - ARRIVAL

The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage		Channels (VHF)	LAT	
Birth		Minimum UKC Vsl	+ Tide	
Draft in metres	F	A	Avl water	
Wind	DIR	SP	- Draft	
Tide HW / LW	Time	Height	UKC	
Tide HW / LW	Time	Height	Tidal stream @ Hammond Rock (kts)	
Time	Tide	Tide Reference: Goods Is. / Thursday Is.	Time	Rate
Remarks:				

PORT OF THURSDAY ISLAND

Vessel

PILOTAGE PLAN - REMOVAL/DEPARTURE

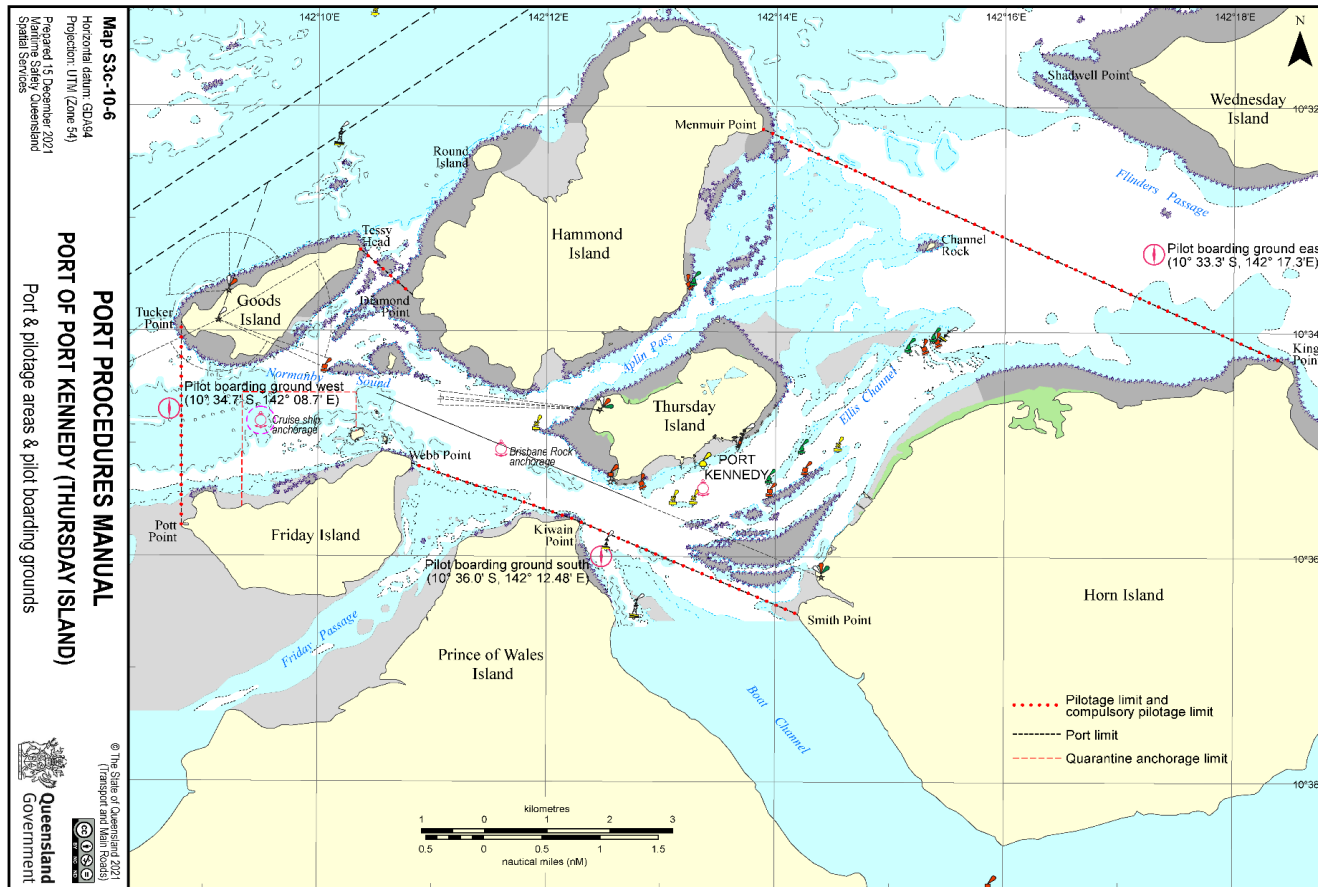
The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage		Channels (VHF)	LAT	
Birth		Minimum UKC Vsl	+ Tide	
Draft in metres	F	A	Avl water	
Wind	DIR	SP	- Draft	
Tide HW / LW	Time	Height	UKC	
Tide HW / LW	Time	Height	Tidal stream @ Hammond Rock (kts)	
Time	Tide	Tide Reference: Goods Is. / Thursday Is.	Time	Rate
Remarks:				

16.3 Port of Port Kennedy (Thursday Island) Port and pilotage areas and pilot boarding grounds

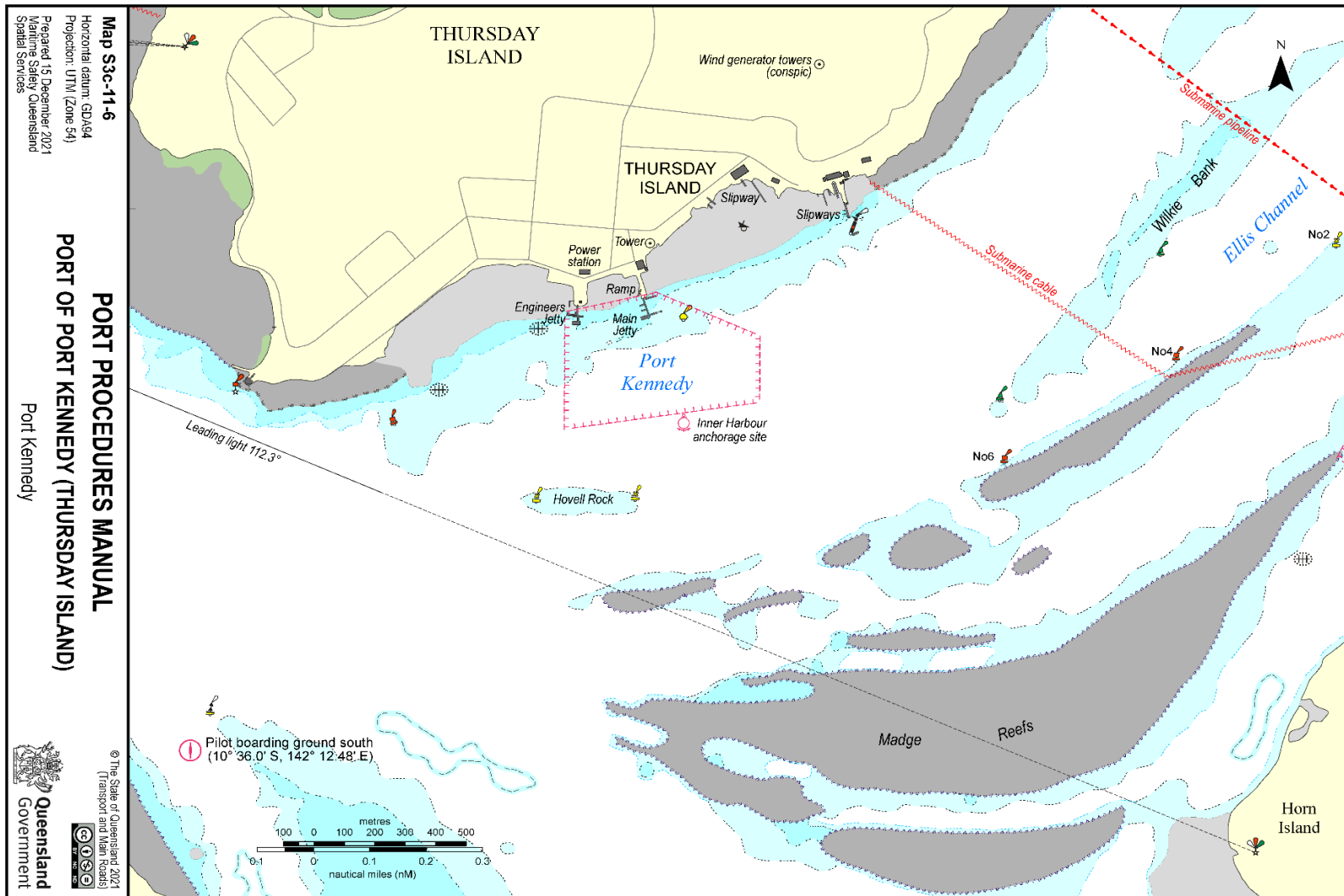
For a high resolution map please visit [16.3 Port of Thursday Island - Thursday Island: Port Procedures and Information for Shipping - Publications | Queensland Government](#)

[Publications | Queensland Government](#)



16.4 Port of Port Kennedy

For a high resolution map please visit [16.4 Port of Thursday Island - Thursday Island: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



16.5 Permission to Immobilise Engines

Please follow this link to access the official fillable PDF form: [Permission to Immobilise Main Engines - Cairns Region](#)

This is a replica of the form and is not intended to be used.

(THIS FORM IS ONLY TO BE USED IF THE REQUEST CANNOT BE SUBMITTED BY THE AGENT WITHIN QSHIPS)



Queensland
Government

Permission to Immobilise Main Engines - Cairns Region

Before operations are carried out this form should be filled out by ship's agents/masters and forwarded to the Regional Harbour Master for approval on:

Fax: 07 4052 7460 or

Email: vtscairns@msq.qld.gov.au

Location: Cairns Karumba Thursday Island Mourilyan
Cairns anchorage Karumba anchorage Thursday Island anchorage Mourilyan anchorage
Weipa Amrun Cape Flattery Skardon River
Weipa anchorage Amrun anchorage Other

Vessel name

Agent

Permission is sought to immobilise main engines - master to complete noting the conditions below:

From hrs / / To hrs / /

Scope of repairs (if appropriate)

Time required to mobilise in emergency situation

Subject to the following conditions:

1. Prior to immobilising, advise VTS on port working channel.
2. For vessels alongside moorings, to be tended throughout.
3. For vessels at anchorage, anchored position to be monitored at all times.
4. During daylight hours, fly signal flags 'R' over 'Y'.
5. On completion, advise VTS on port working channel.

For vessels at anchor, this permission is only valid whilst weather conditions are suitable.

Masters are requested not to conduct prolonged engine trials whilst berthed at Cairns Port Authority wharves.

Approved/Not approved

Date

/ /

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

TRB Forms Area Form F5199 CFD V01 Feb 2019