

## 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.

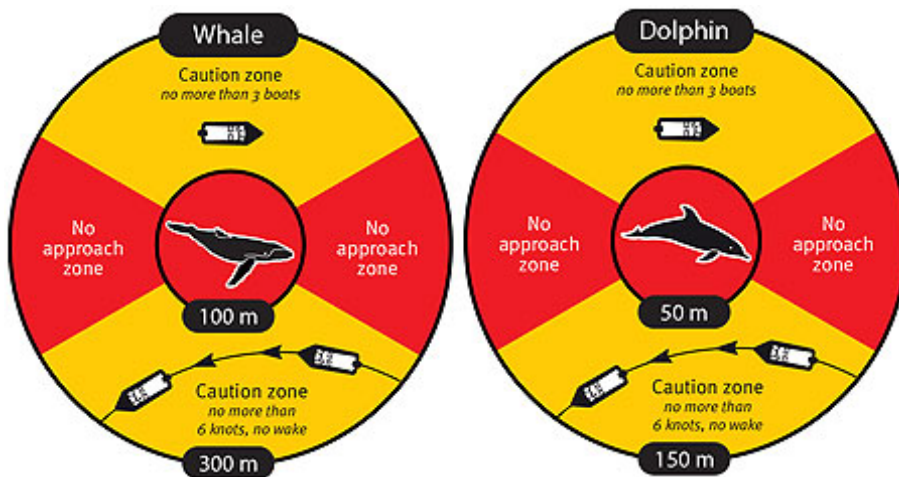


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

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)