

7. Port navigation and movement restrictions

7.1 General

Draft figures are related to a draft in salt water of density 1025 kg/m³.

7.2 Cautions – Cape Flattery

Ships anchors will be used extensively to assist berthing and unberthing.

Masters must ensure that the anchor capstan and controls and mooring line handling winches fore and aft are in good working order and that competent persons are in charge of line hauling procedures.

Masters must ensure that voice communications from the bridge to deck crew are in good working order.

7.3 Movement restrictions

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

7.3.1 Under keel clearance

Ships are not to enter, depart or maneuver within the pilotage area unless tide, weather, transit time and traffic conditions allow the minimum under keel clearance to be maintained until the ship is clear of the pilotage area.

Under keel clearance calculations are based on:

Maximum draft = channel depth + tide (\pm tide correction) – 1.0.

The Regional Harbour Master is to be consulted for determining the tidal window for the planned movement of a draft-restricted ship in the port.

Vessels conducting dredging operations are exempt from under keel clearance restrictions. UKC limit for dredgers is set at 0.3 metres.

Cape Flattery

The master is to ensure that the ship maintains a minimum under keel clearance of at least one metre whilst alongside the berth; this may require loading operations to be adjusted to suit under keel clearance conditions.

Cooktown

Minimum under keel clearance:

- Entrance Channel – 0.5 metres
- Smooth waters of the Endeavour River – 0.5 metres

Port Douglas

Minimum under keel clearance is 0.3 metres.

7.3.2 Weather restrictions – Cape Flattery

All movements will be carried out during daylight hours only.

All movements will require the use of 2 tugs. The use of workboats is not accepted.

The maximum wind speed for berthing is 30 knots from all directions.

The predicated period of being alongside though will still refer to maximum 25 knots until CFSM are able to provide 24-hour tug service.

Should the weather conditions deteriorate unexpectedly while a vessel is alongside a further risk assessment may be undertaken by the Regional Harbour master. If wind gusts exceed 40 knots engines are to be on stand-by. Moorings are to be tended at all times. Loading operations may continue if deemed safe by the Master and terminal representative.

Should the vessel move off the berth whilst loading, loading is to cease until the ship is once again alongside the berth and secure.

7.3.3 Berthing direction – Cape Flattery

All vessels will berth starboard side alongside.

7.4 Approaches to the port – Cape Flattery

Entrance through the reef for larger vessels can be made via Grafton Passage (east of Cairns) or by any other recommended passage.

7.4.1 Dangers

Decapolis Reef: dries 1.52 metres at low water, lies 113° (T), 2.9 miles from Lookout Point.

Four Foot Rock: lies 273° (T), 0.8 miles from Decapolis Reef beacon.

'Jedda' wreck: lies 203° (T), 1.1 miles from Decapolis Reef beacon.

Sim Reefs: on the northern side of the recommended track, lies 013° (T) to 033° (T) from Decapolis Reef distance 2.2 miles.

A sand bar: extends in a north, north westerly direction from Cape Flattery for approximately two nautical miles.

7.5 Approaches to the port – Cooktown

7.5.1 Approaches from the south east

The recommended approach from the southeast is via the inner route through the Great Barrier Reef outside Cowlshaw and Dawson Reefs. Blackbird Patches to the southeast of the Endeavour River Entrance has least depths of 1.1 metres at LAT. From a position 4.5 miles to the east of Grassy Hill, a conspicuous landmark at the entrance, steer a course in a WNW'ly direction to the pilot boarding ground.

7.6 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.

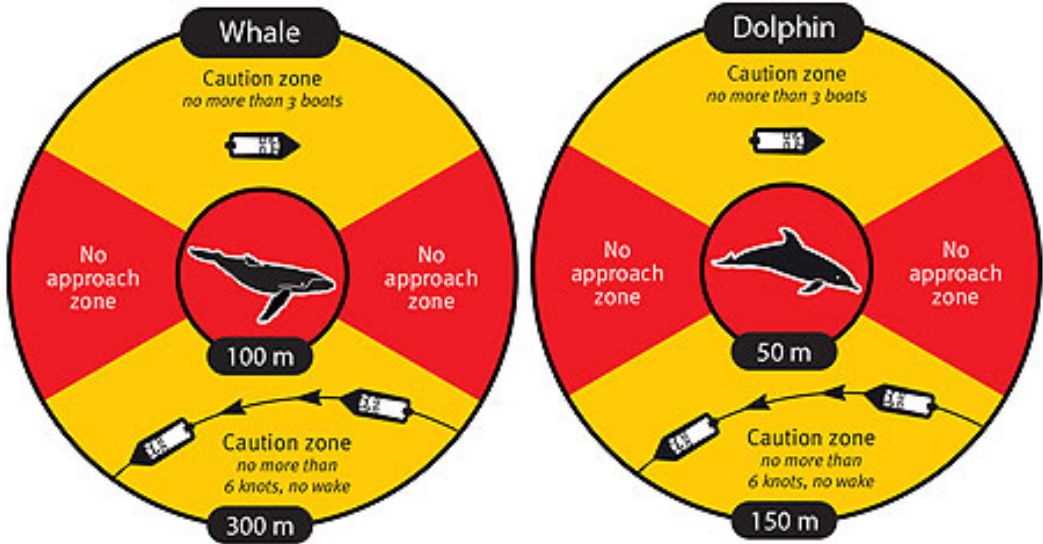


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavor 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.

In situations where a vessel is underway and restricted in its ability to maneuver 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](#)