

## 4. Port description

### 4.1 General

Port Alma is the deep sea port for the city of Rockhampton and is situated on the southern end of the Fitzroy River delta. The port is managed by the Gladstone Ports Corporation, a statutory Queensland Government-owned corporation who maintain the dredging, security, berths and operations at the port; there are three operational berths ([Port Alma port layout](#)).

### 4.2 Pilotage area

The [Port Alma pilotage](#) area is described in Schedule 2 of the [Transport Operations \(Marine Safety\) Regulations 2016](#) as the area of:

- a) Waters at the high water mark consisting of the Fitzroy River and connected waterways system from the head of navigation to the river mouth; and
- b) Waters bounded by an imaginary line drawn;
  - from the high water mark at the river mouth at Cattle Point on the mainland across to Arch Rock;
  - then across to the high water mark on the northern extremity of Cape Keppel;
  - then by the high water mark in a westerly direction along the northern shoreline and in a southerly direction along the western shoreline of Curtis Island to latitude 23° 38.41'S;
  - then due west to the high water mark on the mainland at latitude 23° 38.41' S;
  - then by the high water mark in a northerly direction along the shoreline of the mainland returning to the starting point at the Fitzroy River mouth; and
- c) The navigable waters of rivers and creeks flowing directly or indirectly, into the waters in paragraphs (a) and (b).

### 4.3 Load lines

Port Alma is in the summer zone except during the seasonal period from 1 April to 30 November each year when signatory flag states to the load line protocol have accepted that vessels may load to tropical marks.

### 4.4 Maximum vessel size

The port limits ship size to 200 metres LOA and draft dependent on tide and cargo type. All vessels are required to swing on arrival and berth head out (port side to); vessels less than 130 metres may be allowed to berth head in at the Regional Harbour Master's discretion.

### 4.5 Time zone

UTC +10 hours throughout the year (no summer time applies).

### 4.6 Working hours

Port service providers are available 24 hours per day, seven days per week.

## 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 247 ..... Keppel Bay

AUS 265 ..... Approaches to Port Alma

AUS 819 ..... Bustard Head to North Reef

AUS 820 ..... North Reef to Port Clinton

AUS 4060 ..... Australasia and adjacent waters

AUS 4602 ..... Tasman and Coral Seas – Australia to Northern New Zealand and Fiji

Mariners are advised that if no paper charts held, two\* (2) fully operational, independently operated and approved ECDIS systems containing the charts listed above are permitted. In addition, mariners should also confirm chart requirements with AMSA and any requirements detailed within SOLAS Regulation V19, which may be more stringent than the requirements listed above.

\*The requirement to carry two (2) fully operational, independently operated, and approved ECDIS systems can be relaxed based on the following requirements:

- a. One operational and approved ECDIS system, and
- b. The second non-operation ECDIS failed on the current voyage from the last port, and
- c. Repair timetable is in place while the vessel is alongside.

Redundancy for the non-operational ECDIS will be provided by the Pilot's PPU.

Vessels meeting the above requirements can be approved to enter the port of Port Alma

## 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) and
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

### 4.8.2 Differential Global Positioning System (DGPS) Service

The Australian Maritime Safety Authority provides a network of [DGPS radio beacons](#) that improve the accuracy and integrity of the Global Positioning System (GPS) in critical areas of Australia's coastline. These areas include the Great Barrier Reef, Torres Strait and Brisbane.

A network of 16 stations is remotely controlled and monitored 24 hours a day.