

## 4. Port description

### 4.1 General

The port of Lucinda is situated 110 kilometres north of Townsville and is 2.4 miles to the South of Hinchinbrook Island. The port is managed by the Port of Townsville Limited and operated by the Lucinda Bulk Sugar Terminal; the jetty is 5.76 kilometres in length, the longest in the southern hemisphere.

### 4.2 Pilotage area

The pilotage area 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 at George Point on Hinchinbrook Island
  - then east to latitude 18° 29.109' south, longitude 146° 26.07' east
  - then due south to latitude 18° 34.909' south, longitude 146° 26.07' east
  - then due west to the high water mark on the mainland at latitude 18° 34.909' south
  - then by the high water mark in a northerly direction along the eastern shoreline of the mainland to approximate latitude 18° 31.409' south, longitude 146° 19.870' east
  - then 352°(T) by a straight line returning 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 Lucinda Compulsory Pilotage area

The Compulsory pilotage area is described in Schedule 3 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) as the part of Lucinda pilotage area that is the area of

- (a) Waters bounded by an imaginary line drawn:
- starting at the high water mark at George Point on Hinchinbrook Island at approximate latitude 18° 29.109' south, longitude 146° 19.500' east
  - then east to latitude 18° 29.109' south, longitude 146° 24.300' east
  - then south to latitude 18° 34.909' south, longitude 146° 24.300' east
  - then west to the high water mark on the mainland at latitude 18° 34.909' south
  - then by the high water mark in a northerly direction along the eastern shoreline of the mainland to approximate latitude 18° 31.409' south, longitude 146° 19.870' east
  - then 352°(T) by a straight line returning to the starting point; and
- (b) The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

## 4.4 Load lines

Lucinda is in the Tropical Load Line Zone within the Great Barrier Reef.

## 4.5 Maximum vessel size

Maximum Length overall:	225m
Maximum berthing displacement:	31,000 t
Maximum displacement during loading/at departure:	85,000 t

Vessels with LOA greater 225 metres may be considered upon written application to the Regional Harbour Master (Townsville), provided the maximum berthing displacement does not exceed 31,000 mt.

The berth is not designed to accept vessels over 230 metres.

Individual cases may require extra tugs to ensure safe berthing.

## 4.6 Trim requirements

A number of factors affect ship response. The following operating procedures will ensure safe and efficient use of the Lucinda facility:

Ships should be ballasted or loaded in order to be trimmed by the stern or even keel with:

- a) the forward draft not less than 2% overall length; and
- b) the propeller fully submerged; and

Ships not meeting this requirement may experience considerable delays until a solution is identified and implemented.

Ships trimmed by the head or listing may be subject to restrictions. The Manager (Pilotage Services) and Regional Harbour Master are to be informed when bookings are made.

Ships must advise their berthing displacement in addition to the fore and aft draught at least 24 hours prior to arrival

Masters 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 from November to April.

### 4.6.1 Partly loaded conditions

Partly loaded ships must declare their berthing displacement in addition to the fore and aft draught at least 24 hours prior to arrival. Additionally, due to the capacity of the fender system and current tug power, the

- a) Berthing displacement must not exceed 31,000 mt, and
- b) Draughts should be adjusted for ships in ballast (see section 4.5 above); and
- c) trim by the stern is not to exceed 2% of overall length.

## 4.7 Time zone

UTC + 10 hours throughout the year.

## 4.8 Working hours

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

## 4.9 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 267 Port of Lucinda
- AUS 259 Hinchinbrook Channel
- AUS 372 Palm Isles to Frankland Islands
- AUS 828 Palm Isles to Brook Islands and Palm Passage
- AUS 827 Cape Bowling Green to Palm Isles
- AUS 258 Oyster Point (Port Hinchinbrook Marina)
- AUS 4060 Australasia and Adjacent Waters
- AUS 4603 Australia — North Coast and Adjacent Waters
- AUS 4620 Percy Isles to Booby Island including Gulf of Papua

## 4.10 Shipping announcements

### 4.10.1 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties, in the form of Notices to Mariners. The Notices to Mariners are posted on the MSQ website. Link: <https://www.qld.gov.au/transport/boating/notices/north-qld>.

[Notice to Mariners](#) and Advices 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).