

1. Introduction

1.1 General

Lucinda is situated 110 kilometres north of Townsville; the port was established for the export of raw sugar from the mills in the Cardwell and Ingham districts.

Shipping legislation in Queensland is controlled by Maritime Safety Queensland (MSQ), a state government agency attached to Department of Transport and Main Roads.

The state of Queensland is divided up into five regions which are controlled by Regional Harbour Masters (RHM). 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;
- minimizing 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 this procedure apply to the geographical areas gazetted as pilotage areas in Queensland 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.

1.2 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port of Lucinda — 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, REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective web sites 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 [Port of Townsville 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 (Townsville)

Maritime Safety Queensland

Postal address: GPO Box 1921, Townsville Queensland 4810

Phone: +61 7 4421 8100

Facsimile: +61 7 4721 2028

Email: RHMtownsville@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 (AMSA)

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

1.4.2 The Australian Ship Reporting System - MASTREP

The Australian Ship Reporting System established under Section 7 of AMSA Marine Order 63

1.4.3 Australian Standard – AS 3846 – 2005

AS 3846 defines the requirements for the transport and handling of dangerous goods in port areas in Australia.

1.4.4 Bridge Resource Management (BRM)

An internationally recognised style of interaction between the pilot and the bridge team aimed at optimising the use of the personnel resources available to assist in the safe pilotage of the ship.

1.4.5 Gross registered tonnage (GRT)

The measurement indicated on the international tonnage certificate of a ship. This value is used in the calculation of conservancy fees.

1.4.6 International Maritime Organization (IMO)

The world organisation charged with enhancing efficiency in the delivery of safety to the whole maritime industry.

1.4.7 International Maritime Dangerous Goods Code (IMDG Code)

This code is published by the International Maritime Organization with the purpose of providing information for the safe carriage, packing, handling, classing and transporting of dangerous goods.

1.4.8 Lowest astronomical tide (LAT)

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

1.4.9 Manager (pilotage services)

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

1.4.10 Manager Vessel Traffic Services

The person responsible for the management of the VTS Centre

1.4.11 Maritime Safety Queensland (MSQ)

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

1.4.12 Overall Length (LOA)

The LOA refers to the extreme length of a vessel.

1.4.13 Port of Townsville Limited (POTL)

The Port of Townsville Limited is a statutory Queensland Government owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure and provision of pilotage for the port of Lucinda.

1.4.14 Queensland Shipping Information Planning System (QSHIPS)

An internet web based ship movement booking service that may be accessed by the shipping community 24 hours a day, seven days a week.

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.

All ship movements and resource requests must be entered by the relevant shipping agent at least 24 hours prior to the movement into the QSHIPS portal.

The [Transport Operations \(Marine Safety\) Regulation 2016](#) provides penalties for agents who fail to notify the Regional Harbour Master (via VTS) of the arrival of a ship at least 48 hours before the expected arrival. In the case of a departure or removal, at least 24 hour notice must be given to the Regional Harbour Master (via VTS) and similar penalties apply.

1.4.15 REEFREP

The mandatory ship reporting system established by IMO Resolution MSC.52 (66), as amended by Resolution MSC.161 (78), and specified in AMSA Marine Order 63 of 2015 (Reef VTS).

1.4.16 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.

1.4.17 Regional Harbour Master (RHM)

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

1.4.18 Sailing time

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

1.4.19 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](#).

1.4.20 Vessel Traffic Service (VTS)

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

1.5 Contact information

1.5.1 The Regional Harbour Master

For operational maritime questions, marine incidents, pollution, pilotage, buoy moorings, navigation aids and towage requirements please contact the Regional Harbour Master's office located at:

Physical address: Maritime Safety Queensland, 60 Ross Street, South Townsville, Queensland 4810
Postal address: GPO Box 1921, Townsville, Queensland 4810
Phone: +61 7 44218 100
Facsimile: +61 7 4721 2028
Email: RHMTownsville@msq.qld.gov.au

1.5.2 VTS centre

The VTS centre, (call sign 'Townsville VTS' operated by MSQ) is situated at the Regional harbour master's office in Townsville. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to the VTS Centre. The service is provided by Maritime Safety Queensland and provides a 24 hour, 7 days a week marine operations service to the port community. They are contactable on:

Postal address: GPO Box 1921, Townsville Queensland 4810
VHF radio: VHF 16 or 13
Phone: 1300 721 263
Email: vtstownsville@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 are accessed on the [QSHIPS](#) website.

1.5.3 Port authority

The primary function of the [Port of Townsville Limited - Port of Lucinda](#) port authority under the [Transport Operations \(Marine Safety\) 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.

Port Duty Officer dutyofficer@townsville-port.com.au
Phone: +61 7 47811 667 (Townsville)
Manager Marine Services
Phone: +61 7 47811 502

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 International Maritime Organization, 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.

Furthermore, the Port of Townsville By-Laws are the 'house rules' of the port. Based on the Lucinda Port Notices, the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

1.6.2 Applicable regulations

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

- [Transport Operations \(Marine Safety\) Act 1994](#) and [Regulation 2016 - Queensland Legislation](#).
- [Transport Operations \(Marine Pollution\) Act 1995](#) and [Regulations 2018](#)
- International Maritime Dangerous Goods Code (IMDG Code)
- Australian Standard — AS3846 — 2005. (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.)
- [Maritime Transport and Offshore Facilities Security Act 2003](#) and [Regulations 2003](#).

In addition, it will also complement the procedures of:

- [Port of Townsville Limited – Port of Lucinda](#)
- [Hinchinbrook Shire Council \(HSC\)](#)
- [Maritime Safety Queensland \(MSQ\)](#)
- [Australian Maritime Safety Authority \(AMSA\)](#)
- [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, Townsville.

1.6.3 Exemptions and permits

The Regional Harbour Master may grant exemptions from specific regulations. Permission is required for special activities such as repairs, hull cleaning and painting, engine immobilisation and so on (see [10 Work permits](#)).