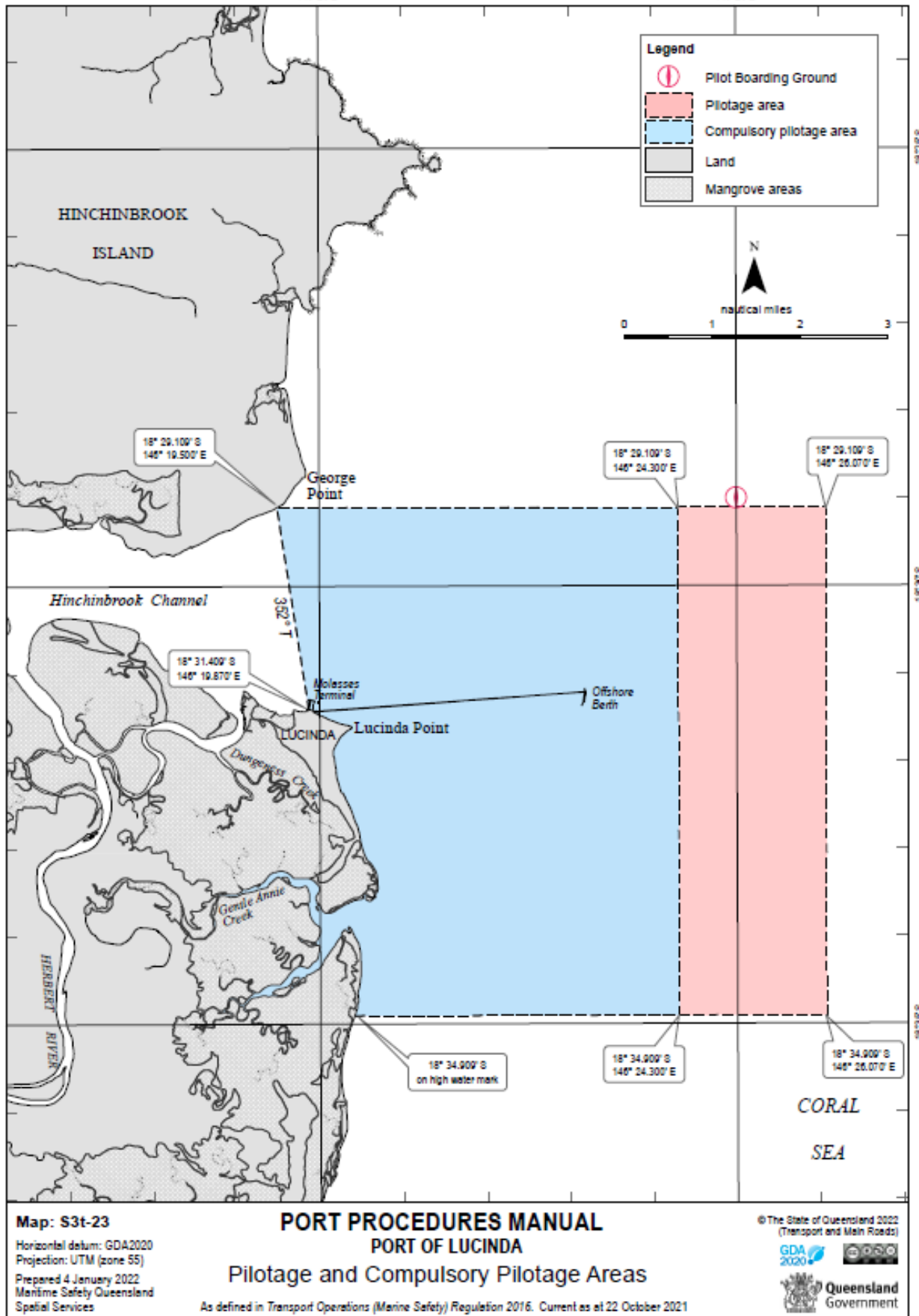


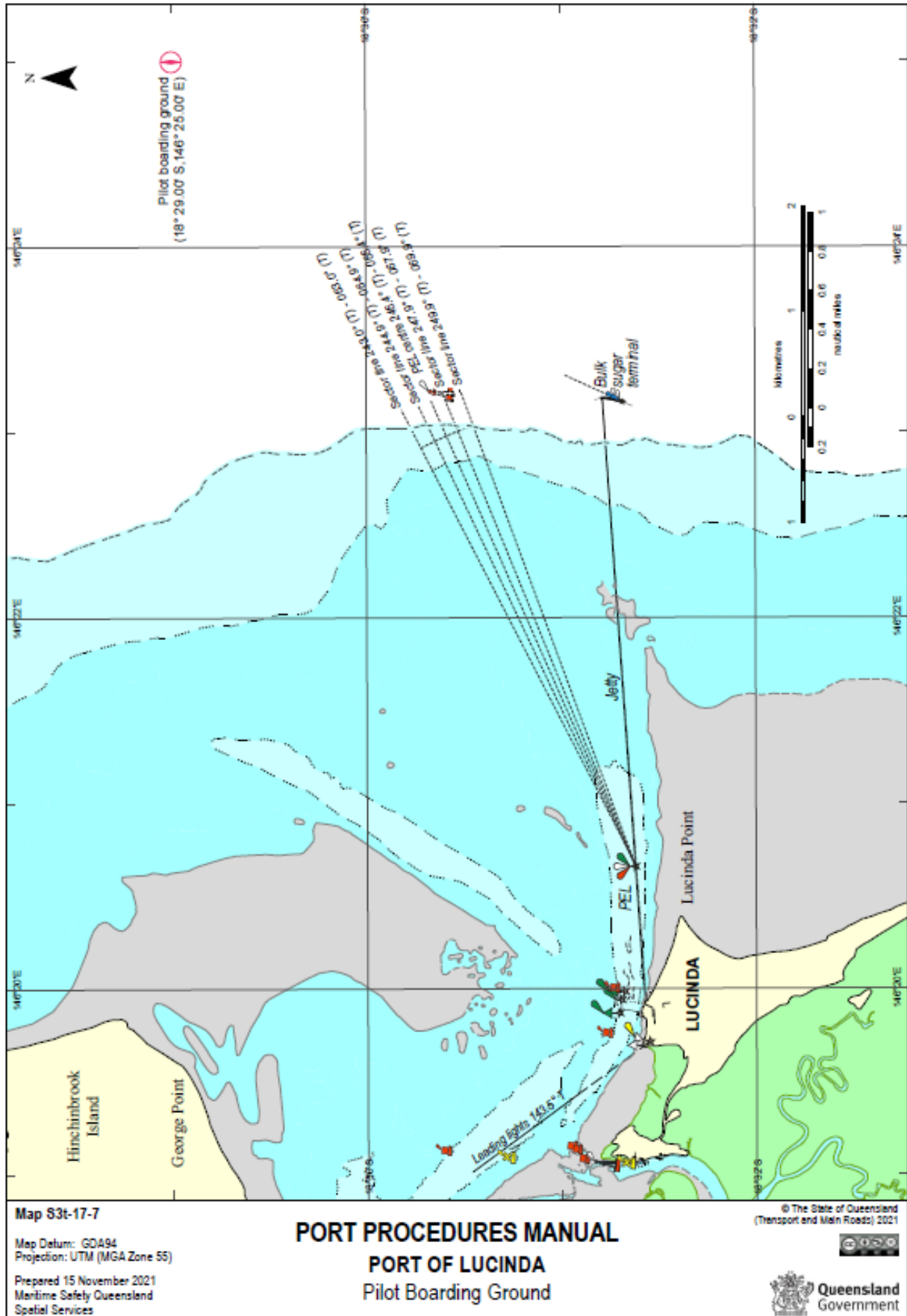
16. Appendices

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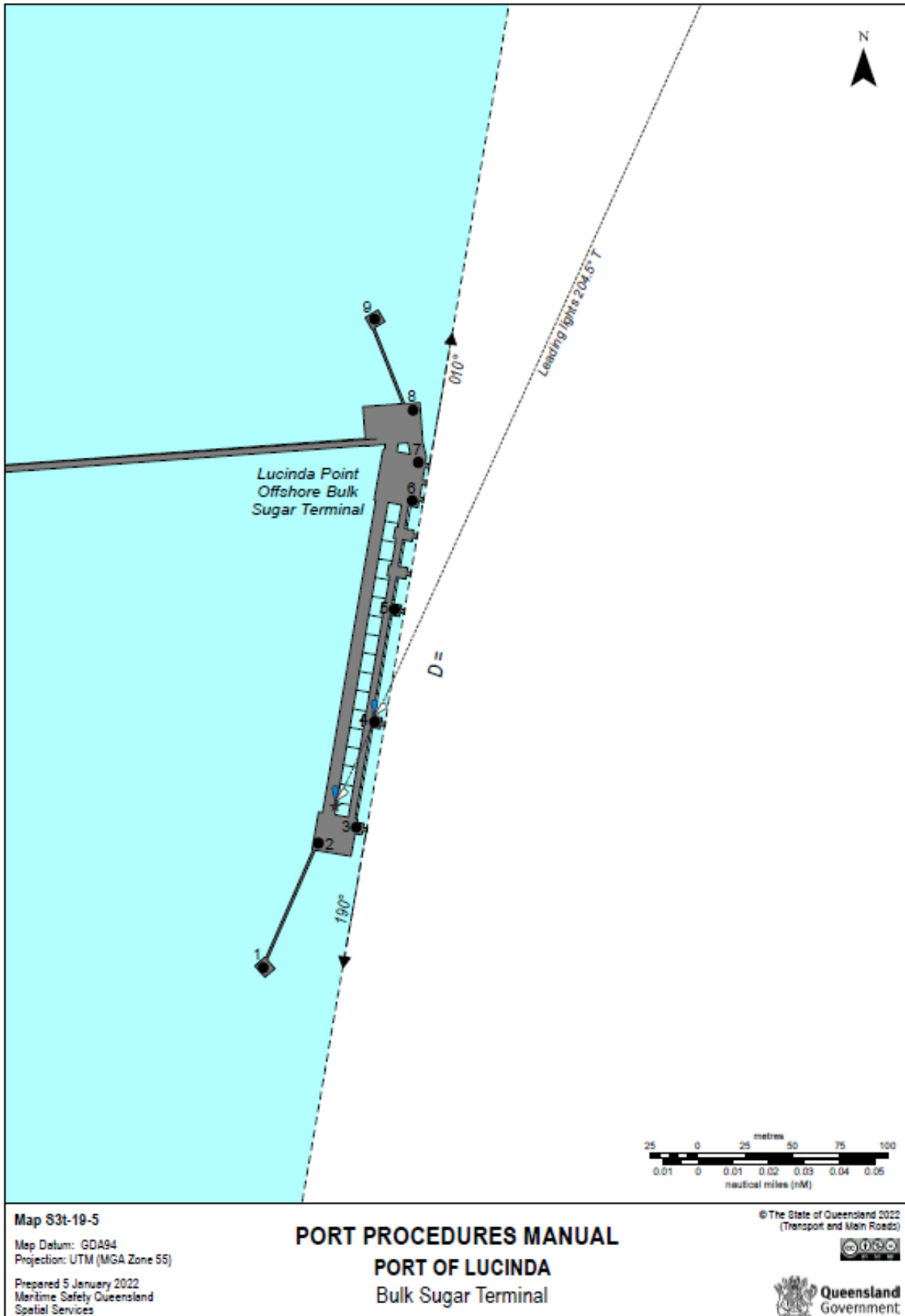
16.1 Lucinda Port and Pilotage



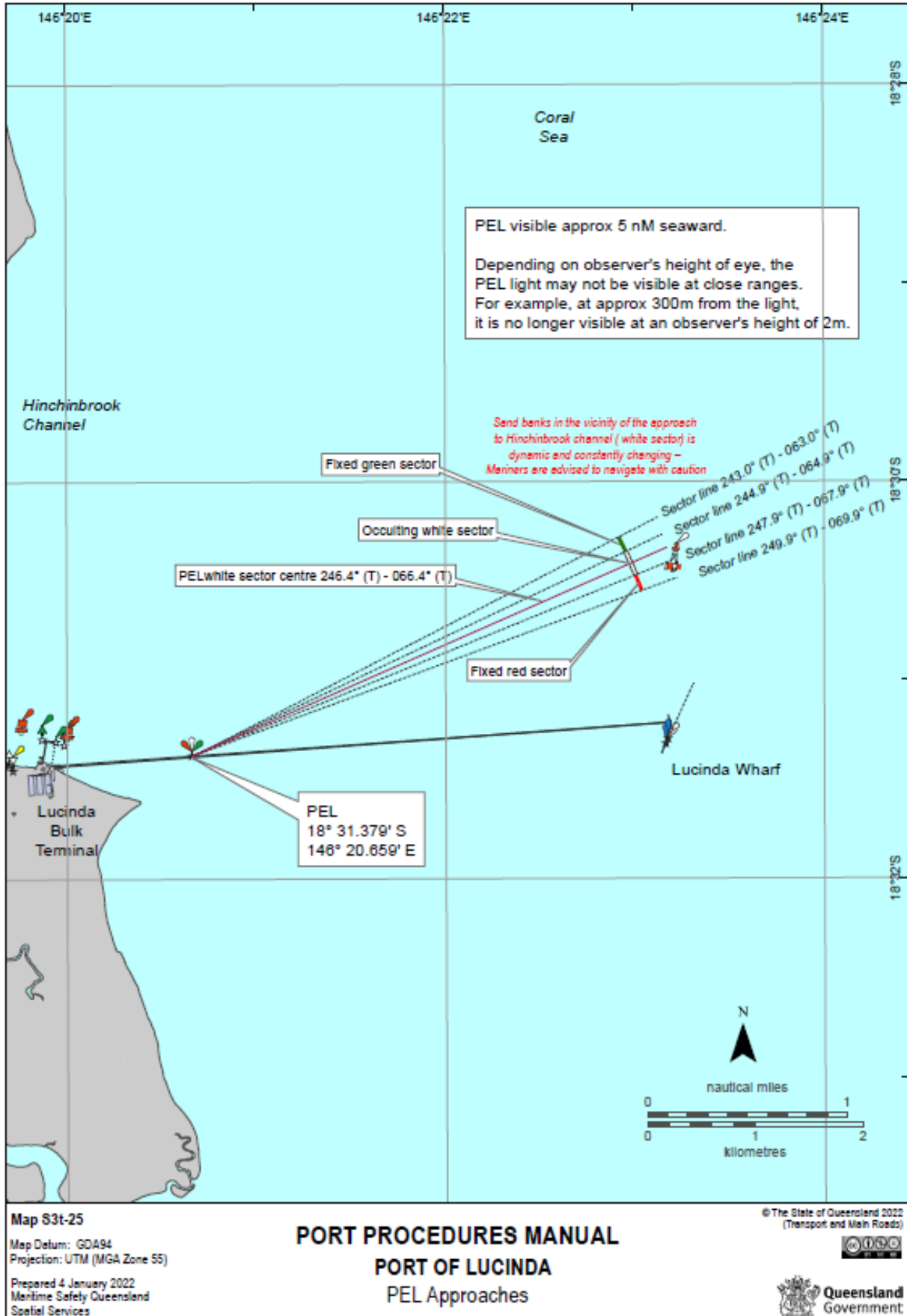
16.2 Lucinda Pilot Boarding Place



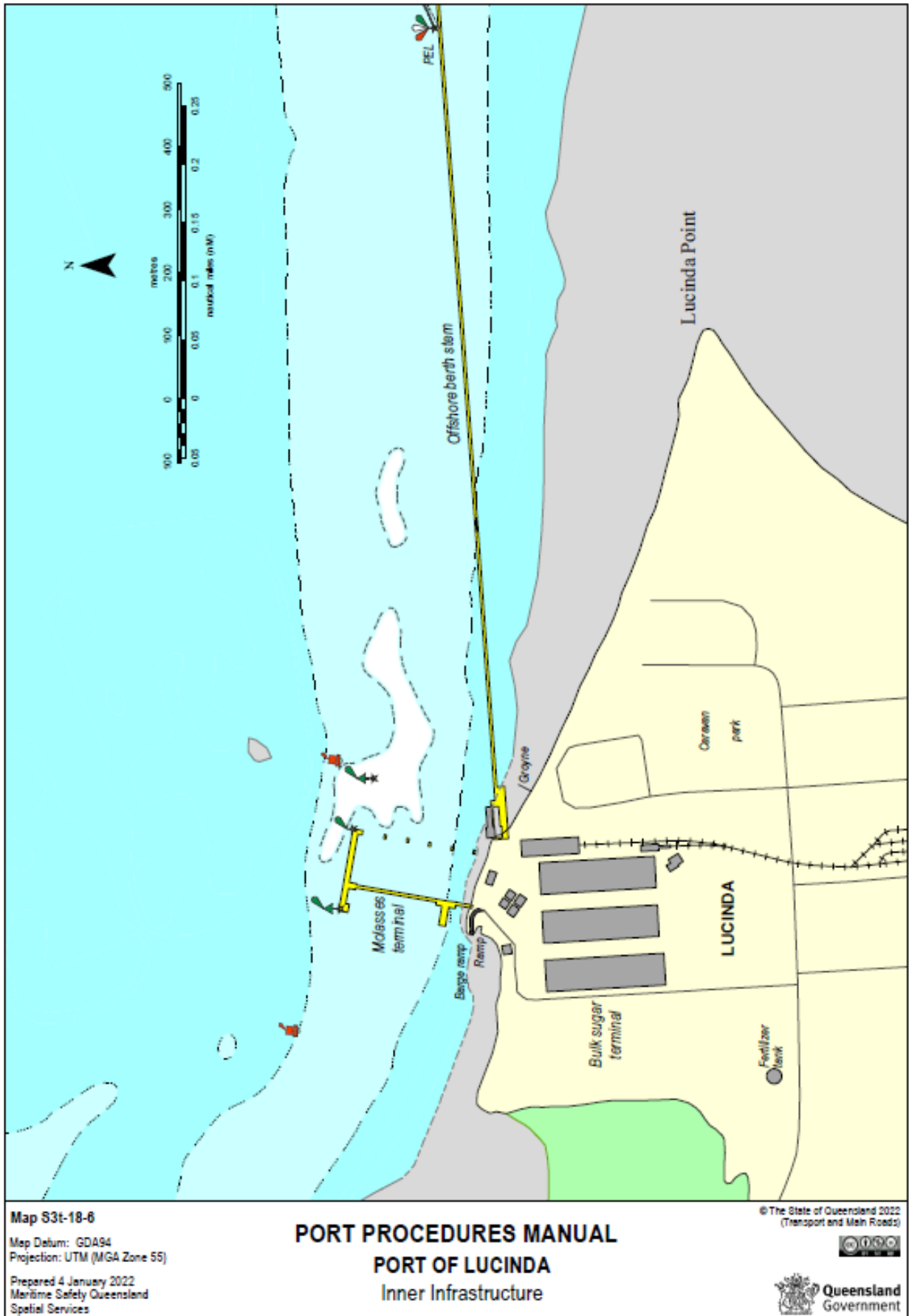
16.3 Lucinda Bulk Sugar Terminal Berth



16.4 Lucinda Inner wharf approach channel PEL



16.5 Lucinda Inner Wharf



16.6 Pilot Transfer Arrangements - Checklist

[Link](#) to fillable PDF



**Queensland
Government**

Pilot Ladder Securing and Boarding Arrangements Checklist For Townsville, Abbot Point or Lucinda

Pilot ladder will comply with and be rigged in accordance with:
 (1) SOLAS Reg. V/23 'minimum standards for equipment installed and arrangements for pilot transfers on ships'
 (2) IMO Resolution A.1045(27) 'Pilot transfer arrangements'
 (3) AMSA Marine Notice 04/2023, 'Pilot transfer arrangements'
 (4) ISO 799:2019 'Ships and marine technology - pilot ladders'
 (5) IMO/IMPA Pilot Ladder Poster

I, _____, Master of the Vessel _____ confirm compliance with the above and will ensure that the following checklist will be complied to for Pilot ladder rigging prior to arriving or departing the ports of Townsville, Abbot Point or Lucinda.

Port: _____	Height of climb (Waterline to Pilot boarding deck): _____ m	Yes/No
a. Pilot ladder is less than 30 months old.		
b. Pilot ladder will be secured to the strong point on the deck using rope and not solely held by shackles or a guillotine bar.		
c. Pilot ladder on winch reels will be secured to the strong point on the deck using rope.		
d. Tripping line, if used, must lead forward to avoid fouling with Pilot launch and must not be secured to the bottom most step and have no loops.		
e. Manropes are less than 12 months old.		
f. Man ropes are secured to the strong point on the deck and pass through the eye on handhold stanchions.		
g. Man ropes are of natural fibre (example: manila rope) with dimensions between 28 to 32mm diameter and in good, clean condition.		
h. Man ropes will be passed behind the side ropes and hung from a height of 1.5m above accommodation ladder lower platform in a combination arrangement.		
i. Pilot ladder will be firmly secured to ship side 1.5m above accommodation ladder lower platform in a combination arrangement.		
j. Accommodation ladder will be secured to the ship side in a combination arrangement.		
k. Pilot ladder will not be secured to the lower platform of the Accommodation ladder in a combination arrangement.		
l. Lower platform of the Accommodation ladder will not obscure the Pilot ladder in a combination arrangement. The horizontal distance between Pilot ladder and the lower platform will be between 0.1 to 0.2m.		
m. Climb of Pilot ladder is not less than 1.5m and not more than 9m in a combination arrangement.		
n. The lower platform of Accommodation ladder is at least 5m above sea level in a combination arrangement.		
o. Pilot ladder steps are horizontal and chocks under the steps are tightly secured.		
p. Pilot ladder rigging will be supervised by responsible officer and in compliance with above mentioned regulations.		

Note: If any of the above items are ticked 'No', explain the reason for doing so:

--

Master's signature

Date

Note: Complete this form and email this page only to: dutyofficer@townsville-port.com and VtsTownsville@msq.qld.gov.au **24 hours prior to Arrival or Departure - Townsville, Abbot Point or Lucinda.**

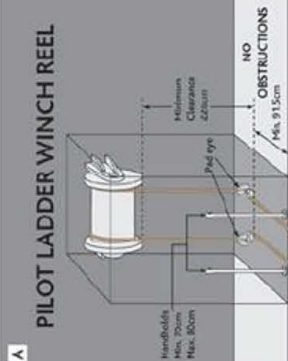
REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>




A PILOT LADDER WINCH REEL



NO OBSTRUCTIONS
Min. 91.5cm

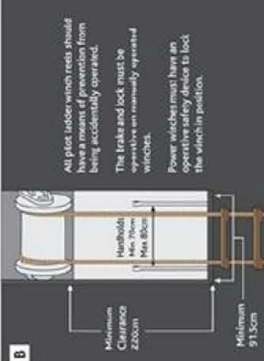
Handholds
Min. 70cm
Max. 80cm

Rope eye
Min. 42mm

Minimum Clearance 25cm

Minimum 91.5cm

B



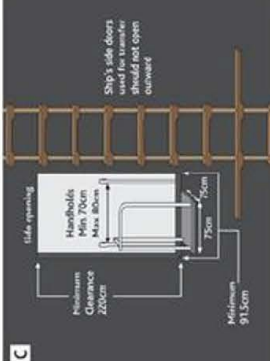
Handholds
Min. 70cm
Max. 80cm

Minimum Clearance 25cm

Minimum 91.5cm

All pilot ladders winch reels should have a means of prevention from being accidentally operated. The locks and lock must be operated in a normally operated direction. Power winches must have an operative safety device to lock the winch in position.

C



Handholds
Min. 70cm
Max. 80cm

Minimum Clearance 25cm

Minimum 91.5cm

Ship's side doors used for transfer must be open

NO!

- No shackles, limits or splices.
- The steps must be equally spaced.
- The steps must be kept in the upright position and be tightly secured.
- Spacers must be used to secure the steps.
- Side ropes must be equally spaced.
- The steps should not be painted, dirty or slippery.
- Loops and tripping hazards must be removed.

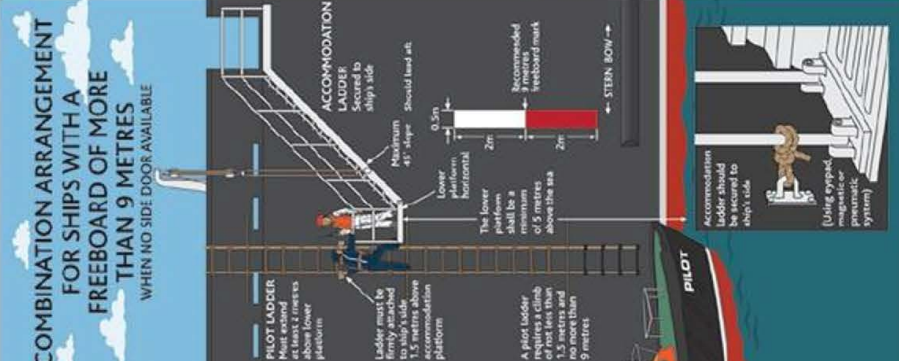
Handhold spacings tightly secured to deck

Responsible Officer in contact with bridge

Below & Pilot Ladder secured to deck using points

Unlashed with self-igniting jkt

COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE



PILOT LADDER
Must extend at least 2 metres above lower platform

ACCOMMODATION LADDER
Secured to ship's side

Maximum 45° slope

Should lead at 0.2m

Lower platform horizontal

The lower platform shall be a minimum of 5 metres above the sea

Recommended fireboard mark

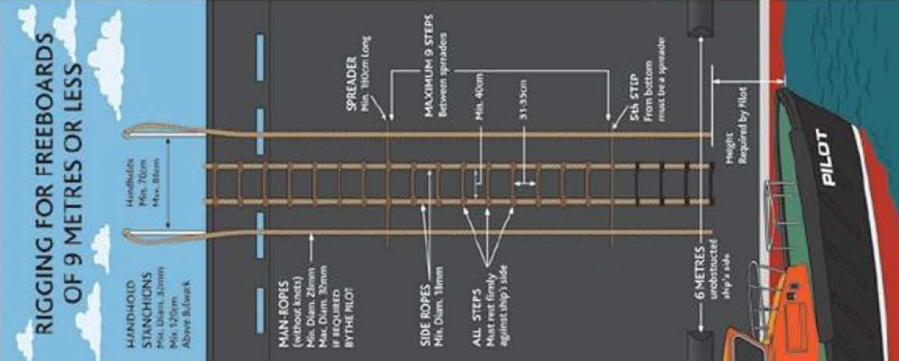
← STERN BOW →

Accommodation ladder should be secured to ship's side

Using eye-bolt (or pneumatic system)

A pilot ladder requires a climb of not less than 1.5 metres and a freeboard of not less than 9 metres.

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS



Handholds
Min. 70cm
Max. 80cm

SPACER
Min. 10mm Long

MAXIMUM 9 STEPS
Between spacers

Min. 40cm

31.5cm

SH. STOP
From bottom

SH. STOP
Must be a spacer

Height Required by Pilot

6 METRES
unobstructed
ship's side

MAN-ROPS (without knots)
Min. Diam. 20mm
Max. Diam. 30mm
BY THE REEL

SIDE ROPES
Min. Diam. 13mm

ALL STEPS
Must rest firmly against ship's side


Pilot Ladder Checklist (Pictorial description of items (e), (f), (g) and (m) - Ver. 1

01 July 2022

16.7 Request to Immobilise Main Engines whilst at anchorage

[Link to fillable PDF](#)

ON EACH OCCASION THIS FORM IS TO BE COMPLETED & SIGNED BY THE MASTER AND UPLOADED AGAINST THE QSHIPS MOVEMENT AND EMAILED TO TOWNSVILLE VTS

	Queensland Government	Permission to Immobilise Main Engines at Anchorage - Townsville Region
---	------------------------------	---

This form is only to be used if the request cannot be submitted by the agent within Qships

Vessel	Port and Anchorage Number
<input type="text"/>	<input type="text"/>

Request for Permission to Immobilise Main Engine/s to carry out (e.g. Main Engine Unit overhaul or Main Engine crank case inspection)

From	On	To	On
<input type="text"/> hrs	<input type="text"/> / <input type="text"/> / <input type="text"/>	<input type="text"/> hrs	<input type="text"/> / <input type="text"/> / <input type="text"/>

Will immobilisation result in restrictions on Main Engine Manoeuvring Speed or Manoeuvring response on next movement/departure? (e.g. Maximum 'dead slow' (4kts) for 30 min, or Maximum 'Slow' (8kts) for 30 min). This assessment should be made in consultation with the Chief Engineer to determine if a 'Running in' period is required).

No Yes Please specify the restrictions

Time required to mobilise in emergency is	Number of tugs for next movement	
<input type="text"/> hrs	<input type="text"/>	
Is the Bow Thruster fully operational?	Bow Thrust Power	
Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="text"/>	
Vessel LOA	Vessel Draft - Fwd	Aft
<input type="text"/>	<input type="text"/>	<input type="text"/>

Master's Declaration

I, declare that, the above information is accurate. I have consulted with the chief engineer and confirm the vessel will be able to provide the full range of Manoeuvring speed/RPM and Manoeuvring response (Dead Slow, Slow, Half and full ahead and Astern) for berthing or departure from the port. If the vessel is not able to provide the full range of Manoeuvring speed/RPM, it will result in cancellation of the movement till a risk assessment is conducted to determine the conditions for safe transit.

Master's Signature	Date
<input type="text"/>	<input type="text"/>

Request is approved/declined by the Regional Harbour Master

Approval is subject to the following conditions:

1. Vessel to contact VTS and confirm weather conditions prior to commencement.
2. Notify VTS on VHF channel 12 on commencement of immobilisation.
3. Notify VTS on VHF channel on completion.
4. Display signal flags "R" over "Y" during daylight hours.
5. Conduct engine trials (or running in if required) on completion.
6. Notify VTS when testing completed and vessel ready.
7. This authorisation is subject to cancellation without notice if a strong wind warning or higher is forecast for the area.

Regional Harbour Master (Townsville)	Date
<input type="text"/>	<input type="text"/>

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LTSR Forms Area Form F5387 CFD V01 May 2023