Department of Transport and Main Roads

Maritime Safety Queensland

Port Procedures and Information for Shipping - Port of Cairns

April 2025

Queensland Government

Harbour Master's Direction
Transport Operations (Marine Safety) Act 1994
Division 2, Subdivision 1, Sections 88 – 92

I, **Captain David Ferguson**, Regional Harbour Master, Cairns am appointed as harbour master under part 7 of Transport Operations (Marine Safety) Act 1994.

Under section 86 of the Transport Operations (Marine Safety) Act 1994 a harbour master may give a direction only if the harbour master reasonably considers it necessary to ensure safety. Further, section 86A of the Transport Operations (Marine Safety) Act 1994 enables a harbour master to give a general direction that applies to all ship owners, ship masters, ships, other persons or matters.

I am satisfied that it is necessary to issue this direction to ensure marine safety in the Port of Cairns. Sections of the Port Procedures and Information for Shipping – Port of Cairns (https://www.msq.qld.gov.au/Shipping) are mandatory and must be complied with.

I DIRECT THAT:

The Port Procedures and Information for Shipping – Port of Cairns must be complied with by all vessels within the Port of Cairns.

Note:

It is an offence to fail to comply with my direction without reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of a power. The maximum penalty is $20,000 for an individual for each offence. If you fail to comply with my direction, then I may carry out the direction myself, and recover all expenses associated with performing the direction from you as a debt in civil jurisdiction.

Captain David Ferguson
Regional Harbour Master – Cairns
Maritime Safety Queensland
DATED AT CAIRNS THIS 3rd Day of June 2020

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If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Revision date	Page number or section	Summary of changes	Approved by
March 2022		New Issue	Regional Harbour Master
July 2022	Section 3.2	Information updated	Regional Harbour Master
October 2022	Section 3.2, 7.3.7, 7.4.2, 7.4.4 and 9.4.2	Information updated	Regional Harbour Master
December 2022	Section 1.5.2, 3.3, 12.1, and 16.10	Contact information updated	Regional Harbour Master
December 2022	Section 16.13	Information updated/added	Regional Harbour Master
February 2023	Entire Document	Amending broken links and correcting outdated corporate forms. Correction of numbering.	Regional Harbour Master
March 2023	Sections 61.1, 16.2, 16.5	Update Passage Plan-Channel centre line	Regional Harbour Master
April 2023	Section 3.6.1, 9.2	Information updated/added	Regional Harbour Master
June 2023	Section 7.5, 8.2.2	Information updated	Regional Harbour Master
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July 2024	Section 2.7, 9.22	Information updated	Regional Harbour Master
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March 2025	Section 7.3.17	Information updated	Regional Harbour Master

April 2025	Section 5.1 and 8	Information updated	Regional Harbour Master

1. Introduction

1.1 General

Cairns is the principal port in far north Queensland, with regular visits of bulk carriers, tankers and general cargo ships. Regular shipping services have been established to service the small communities in the Gulf of Carpentaria and the Torres Strait.

Cairns is a regular port of call for cruise ships, super yachts and is a base for Royal Australian Navy patrol boats and a large fishing fleet. There are several large marinas catering for super yachts and the Great Barrier Reef tourism industry. A ship building and maintenance industry exists in the port.

Shipping legislation in Queensland is controlled by Maritime Safety Queensland, a government agency of the Department of Transport and Main Roads.

The state of Queensland is divided up into six regions, five of which are controlled by a Regional Harbour Master and the sixth by a manager, 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;
- Minimising 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 these procedures apply to the geographical areas gazetted as pilotage areas in Queensland. Pilotage areas have been gazetted 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.

MARITIME SAFETY QUEENSLAND ADVISES THAT ESTUARINE CROCODILES ARE PRESENT IN THE WATERS OF THE PORT

1.2 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port. 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.

Information contained in this publication is based on information available as at the latest date indicated on the document control sheet. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

Information on external agencies (Border Force, Quarantine, Port Authority rules, and 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 Far North Queensland Ports Corporation 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 (Cairns)

Maritime Safety Queensland
Postal address: GPO Box 1787, Cairns Queensland 4870
Phone: +61 7 4052 7400
Fax: +61 7 4052 7451
Email: rhmcairns@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 Australian Standard - AS 3846, 2005

AS 3846 refers to the Australian requirements for the transport and handling of dangerous goods in port areas.

1.4.3 Far North Queensland Ports Corporation Limited

Far North Queensland Ports Corporation Limited (FNQPCL) (trading as Ports North) is a statutory Queensland-Government owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure.

1.4.4 Great Barrier Reef Marine Park Authority (GBRPMA)

Commonwealth authority responsible for the management of the marine park

1.4.5 Length Overall (LOA)

LOA is the extreme length of a vessel.

1.4.6 Lowest astronomical tide (LAT)

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

1.4.7 Manager (Pilotage Services)

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

1.4.8 Manager (Vessel Traffic Services)

The person responsible for the management of the vessel traffic service (VTS) centre

1.4.9 Maritime Safety Queensland (MSQ)

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

1.4.10 MASTREP – the Modernised Australian Ship Tracking and Reporting System

The Modernised Australian Ship Tracking and Reporting System (MASTREP) is a ship reporting system designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Co-ordination Centre (RCC) in Canberra.

1.4.11 Navigation Act

Refers to the *Navigation Act 2012*.

1.4.12 Pilotage Exemption Certificate (PEC)

Exemption granted to certain qualified masters who have satisfied the necessary legislative requirements and are authorised to navigate ships in the port pilotage area without a pilot.

1.4.13 Queensland Shipping Information Planning System (QSHIPS)

An internet web-based ship movement booking service that may be accessed by the shipping community.

The program 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.

1.4.14 REEFREP

The mandatory ship reporting system established by IMO Resolution MSC.52(66), amended by Resolution MSC.161(78) and Resolution MSC.315(88) – see Marine Order 63 (Vessel reporting systems) 2015.

1.4.15 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.

1.4.16 Regional Harbour Master (RHM)

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

1.4.17 Sailing time

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

1.4.18 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*.

1.4.19 Vessel Traffic Service (VTS)

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, pilotage, buoy moorings and navigation aids please contact the harbour master's office located at:

Physical address: 100–106 Tingira Street, Portsmith Queensland 4870
Postal address: GPO Box 1787, Cairns Queensland 4870
Phone: + 61 7 4052 7400
Cairns VTS phone: 1300 551 899
Fax: + 61 7 4052 7451
Email: rhmcairns@msq.qld.gov.au

1.5.2 Vessel Traffic Services

The VTS centre, (call sign "Cairns VTS" operated by MSQ) is situated at the Regional Harbour Master's office. For ship traffic scheduling, pollution incidents and reporting of defective navigation aids please direct initial enquiries to the VTS centre. The service is provided by MSQ and provides a 24 hour, seven days a week marine operations service to the port community. VTS are contactable on:

VHF radio: VHF channels 12 and 16
Phone: + 61 7 4033 3670
Phone: 1300 551 899
Fax: + 61 7 4052 7460

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 QSHIPS may be accessed on the website.

1.5.3 Port authority

The primary function of the Far North Queensland Ports Corporation Limited under the *Transport Infrastructure 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.

Seaports Operations office:

Phone: + 61 7 4051 2558
Fax: + 61 7 4031 2551
Email: seaport.operations@portsnorth.com.au

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 IMO, 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.

Based on the Cairns Port Notices, the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

1.6.2 Applicable legislation and regulations

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

- *Transport Operations (Marine Safety) Act 1994* and *Transport Operations (Marine Safety) Regulation 2016;*
- *Transport Operations (Marine Pollution) Act 1995* and Transport Operations (Marine Pollution) Regulation 2018*;*
- *Great Barrier Reef Marine Park Act 1975*;
- *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act);
- International Maritime Dangerous Goods Code (IMDG Code);
- Australian Standard – AS3846 2005 which 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;
- International Ships and Ports Security Code (ISPS Code); and
- Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.

In addition, they will also complement the procedures of:

- Far North Queensland Ports Corporation Limited;
- Cairns Regional Council (CRC);
- Maritime Safety Queensland (MSQ);
- Australian Maritime Safety Authority
- 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 (Cairns).

2. Arrival and departure procedures

2.1 General

For a quick reference of what and when to report please consult the under mentioned tables.

Masters of vessels arriving at, staying in or departing from the port of Cairns are obliged to make previous notification on a variety of subjects, ranging from health and immigration to dangerous goods.

This section lists all the requirements for notifying the port authorities.

2.2 Arrival check list

Sequence	Time	Report
1	48 hours before arrival	Arrival information to RHM via QSHIPS
2	48 hours before arrival	Dangerous goods report to RHM and FNQPCL (see section 11 Dangerous cargo
3	48 hours before arrival	Gas-Free Status (see 10.2.6)
4	96 hours before arrival	2.5 Customs- Australian Border Force
5	48 hours before arrival	Arrival/Departure Report to MSQ regional office
6	Not more than 96 hours or less than 12 hours before arrival	Quarantine (2.4)
7	24 and 12 hours before arrival update ETA if necessary.	Arrival information update to RHM via QSHIPS
8	24 hours prior to loading / handling dangerous goods (includes bunkers)	Dangerous cargo (11) to RHM, AMSA and FNQPCL
9	Two hours before arrival pilotage area	Call Cairns VTS on VHF channel 12
10	In transit	(see Contact information)

Table 1 Arrival check list

2.3 Departure check list

Sequence	Time	Report
1	24 hours before departure	Confirm departure information to RHM via QSHIPS
2	Three hours before departure	Dangerous goods report to RHM and FNQPCL
3	Two hours departure	Pre entry report to Reef VTS (see 2.6 MASTREP Reporting and 2.7 Reef user guide) call Cairns VTS on channel 12
4	In transit	VTS reporting points (see 3.7.2 Departure and removal reporting requirements)

Table 2 Departure check list

2.4 Quarantine

The Department of Agriculture, Fisheries and Forestry (DAFF) requires vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival:

Contact details for DAFF at Cairns:

Phone: + 61 7 4030 7800
Fax: + 61 7 4241 7843
Email: cainsisg@agriculture.gov.au via general enquiries on the website
Website: www.agriculture.gov.au
Postal address: GPO Box 858, Canberra ACT 2601, Australia

Source: Department of Agriculture, Fisheries and Forestry

2.4.1 Ballast water information

Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean or use an approved ballast water treatment system are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.

The Department of Agriculture (Biosecurity) provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:

Australian Ballast Water Management Requirements - DAFF (agriculture.gov.au)

and

Ballast water - DAFF (agriculture.gov.au)

2.5 Customs

Vessels arriving from overseas must submit their documentation 96 hours prior to the nominated date of arrival. If the voyage from the last port is likely to take less than 96 hours, the following timeframes will apply –

72 hours or more but less than 96 hours – submit documentation 72 hours prior

48 hours or more but less than 72 hours – submit documentation 48 hours prior

24 hours or more but less than 48 hours – submit documentation 24 hours prior

All Australian Border Force forms may be accessed on their website.

Source: Australian Border Force (ABF)

2.5.1 Customs – yacht arrivals

All yachts arriving in Queensland from overseas must first proceed to a designated port of entry for customs and quarantine clearance at Cairns, Weipa, Thursday Island, Townsville, Mackay, Gladstone, Bundaberg, or Brisbane. At Cairns they should provide prior details to:

Customs: Small craft Officer, AAC Building, Cairns International Airport, Qld 4870
Phone: + 61 7 4052 3580 (office hours); +61 4 39877 365 (after hours);
Email: Cairnsshipping@abf.gov.au
Radio: VHF channel 16 (Monday to Friday)

Quarantine: Department of Agriculture, AAC Building, Cairns International Airport, Qld, 4870
Phone: +61 7 4030 7800 (office hours); +61 4 1774 9256 (after hours);
Facsimile: +61 7 4241 7843

The boarding station for arrival will be as directed by customs or the port authority; complete details are available on the Australian Border Force website.

2.6 MASTREP Reporting

Marine Order 63 issued by AMSA makes the provision of Position Reports mandatory for:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- All regulated Australian vessels whilst in the MASTREP area.

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

To assist Master /Agents, the MASTREP and Australian Mandatory Reporting Guide can be found on the AMSA website.

2.7 Reef user guide

The Queensland and Australian Governments established Reef VTS in 2004. The purpose of Reef VTS is to:

- Make navigation in Torres Strait and the inner route of the Great Barrier Reef safer by working with shipping to give the best possible information on potential traffic conflicts and other navigational information;
- Minimise the risk of maritime accidents, and therefore avoid the pollution and damage which such accidents can cause to the marine environment in the Great Barrier Reef and Torres Strait; and
- Assist with quick response if a safety or pollution incident does occur.

Reef VTS is operated by Maritime Safety Queensland (MSQ) as the VTS provider authorised by the Australian Maritime Safety Authority (AMSA) under *Marine Order 64 (Vessel Traffic Services)*. AMSA is an agency of the Australian Federal Government; whilst MSQ is an agency of the Queensland State Government.

Reef VTS operates 24 hours a day from the Townsville and Gladstone VTS centres with each centre maintaining a capability to manage both the North and South sectors at all times. Reef VTS uses information from many sources, including the Automatic Identification System (AIS); Radar; Automated Position Reports (APR) via Inmarsat C and the route plans that vessels provide to Reef VTS.

To assist Master / Agents, the reporting requirements for REEFREP can be found on the MSQ website in the Reef VTS User Guide.

2.8 Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to the port authority in accordance with the International Ship and Port Facility Security Code (ISPS).

Email: seaportoperations@portsnorth.com.au

3. Movement notification and traffic procedures

3.1 General

Maritime Safety Queensland, through the authority of the Regional Harbour Master, has jurisdiction over the safe movement of all shipping within the pilotage area.

The scheduling of ship movements is initiated by the agent or representative submitting movement details for a vessel to Cairns VTS via the QSHIPS ship planning program in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF12, whilst within the Cairns Pilotage Area.

All vessels within the Cairns Pilotage Area are to listen out on VHF16 for announcements made by the Cairns Vessel Traffic Service, call sign Cairns VTS regarding movements within the port. These announcements will be advised on VHF16 and full details are given on VHF12.

3.2 Vessel Traffic Service (VTS)

Vessel Traffic Services is the principal tool by which the Regional Harbour Master manages the safe and efficient movement of vessel traffic approaching, departing, and operating within the Cairns VTS area.

The Cairns VTS centre operates 24 hours, seven days a week on a rotating roster and operates within the declared Cairns VTS area. The VTS centre will operate under the callsign "Cairns VTS" in accordance with IMO Resolution 1158(32).

The VTS centre in Cairns is manned by trained and qualified vessel traffic service operators, under the management of the Manager (Vessel Traffic Services) and the Regional Harbour Master (Cairns).

The purpose of VTS is to contribute to safety of life at sea, safety and efficiency of navigation and the protection of the environment within the VTS area by mitigating the development of unsafe situations through:

- Providing timely and relevant information on factors that may influence the ship's movements and assist on-board decision making.

Cairns VTS will, transmit essential and timely information to assist in the on-board decision-making process, which may include, position, identity and intentions of other traffic, hazards and other factors which may affect a vessels transit.

- Monitoring and managing ship traffic to ensure the safety and efficiency of ship movements.

Cairns VTS will plan vessel movements to prevent congestion and provide for safe and efficient movement of traffic. The VTS will identify and manage potentially dangerous traffic situations and provide essential and timely information to assist the on-board decision-making process and may advise, instruct, or exercise the authority to direct movements.

- Responding to developing unsafe situations

Cairns VTS will provide navigational support to an individual vessel, at the request of the vessel or when deemed necessary by the VTS. Navigational support relating to a specific vessel may include information, warning, advice, and instruction when responding to developing unsafe situations. There may be occasions where Cairns VTS will be unable to provide navigational support and the requesting vessel will be advised of this information.

The provision of navigational support does not absolve the master from the responsibility for the safety of the vessel and, specifically, the responsibility for collision avoidance.

Note: that in the event of the VTS centre being disabled, all functions of the VTS centre will be temporarily transferred to a remote standby location. VTS will advise all parties of the new communication numbers at such a time.

3.2.1 Cairns VTS area

The Cairns VTS area is bounded as follows:

- East from Taylors Point to Latitude 16° 45.895’ S Longitude 145° 44.648’ E,
- Then East to Latitude 16° 46.100’ S Longitude 145° 50.488’ E,
- Then Southwest to Latitude 16° 47.045’’ S Longitude 145° 53.874’ E,
- Then South to Latitude 16° 48.734’ S Longitude 145° 54.696’ E,
- Then South to Latitude 16° 49.875’ S 145° 54.954’ E,
- Then South to Cape Grafton,
- To Latitude 16° 56.852’ S in Smiths Creek, and
- To Latitude 16° 56.689’ S in the Trinity Inlet.

VTS coverage is afforded to the following areas:

- Cairns Compulsory Pilotage Area,
- External anchorages CPS1, CPS2, CA1, CA2, CA3, CA4, CA5,
- The pilot board grounds A, B, C and D
- Approaches to the main channel,
- Main channel from C1 – C20,
- The area extending upstream of C20 following the main line of the channel to the extent of the small ships anchorage, and
- Smiths Creek entrance to the Duck Pond Barge Ramp.

Cairns VTS will interact with inbound shipping two hours prior to arrival at the external anchorages.

The area covered by the VTS is shown in 16.12 Cairns Vessel Traffic Service Area

3.2.2 VTS Role

The role of the Cairns VTS ('call sign: Cairns VTS') is to facilitate the safe and efficient movement of shipping within the VTS area, to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial manner.

Cairns VTS is situated at the Regional Harbour Master's office. For ship traffic scheduling, pollution and marine incidents and reporting defective navigation aids, direct initial enquiries to Cairns VTS.

The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community.

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 may be accessed on the QSHIPS website.

3.2.3 VTS Communications

Ships are not to move within the pilotage area unless satisfactory two-way communications are maintained with Cairns VTS.

Cairns VTS maintains a continuous listening watch. Contact can also be made with the Regional Harbour Master's office and pilot station through Cairns VTS via VHF radio, telephone, facsimile, and email.

Ships are required to establish two–way radio communications with the VTS centre on VHF channel 12.

Channel	Call sign	Service
VHF 6	User	Tug operations
VHF 8	User	Auxiliary channel tug operations
VHF 10	User	Marina fuel berth operations
VHF 12	Cairns VTS	VTS calling/port operations
VHF 13	User	Port authority operations office
VHF 14	User	Auxiliary port operations
VHF 16	User	Distress and initial calling
VHF 20	User	Auriga working
VHF 67	User	Weather
VHF 74	User	All other requirements
VHF 79	User	Torres Strait pilot working
VHF 81	User	Long range working

Table 3 VTS communications

3.2.4 Language

The English language is to be used in all communication. IMO's Standard Marine Communication Phrases (SMCP) 2001 will be used.

3.2.5 Voice recordings

All voice communications with the VTS centre and all radio communications on the channels monitored, are recorded against a date and time stamp.

3.3 Distress and emergency

Cairns VTS is not a coast radio station; Maritime Safety Queensland, Volunteer Marine Rescue (VMR) and the Australian Coastguard have an agreement that the VTS will monitor channels 16 when VMR is not operational for emergency and distress calls only. A distress call should, in the ordinary course of events, be referred to Cairns Coastguard.

Any marine incident, for example a collision, grounding, or fire, occurring within the port should be immediately reported to Cairns VTS on:

VHF radio: channel 12 or 16
Phone: +61 7 4033 3670
Fax: +61 7 4052 7460

3.4 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of LOA 35 m or more arriving at Cairns is recorded in an internet based program known as QSHIPS.

The program is operated from the VTS centre; shipping agents submit booking information online in accordance with the reporting requirements and record their requisitions for tugs, pilot, and linesmen. The ancillary services respond online to acknowledge the booking and allocate their resources; the movement then assumes the confirmed status. Work Permits (section 10) requests should be submitted online and to the respective agencies if required. QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Since the program is live, port service providers, agents, government agencies and the general community are able to view scheduled movements in any Queensland port in real time.

3.5 Booking a vessel movement

When an agent is advised by their principals that a ship is bound for Cairns then that agent shall book-in the ship via the QSHIPS programme no later than 48 hours prior to the movement as required under Transport Operations (Marine Safety) Regulations 2016 section.168. Request for the supply of a pilot, tugs and linesmen should also be made via QSHIPS.

The use of the QSHIPS programme is mandatory for notification of the impending arrival and subsequent movements of a vessel unless exceptional circumstances preclude this. If an agent is unable to submit a booking by QSHIPS the Arrival / Departure Report must be faxed or emailed to the VTS centre.

Details of any removal movement and departure information must be entered into QSHIPS at least 24 hours prior to the start time in a similar manner to the above.

Arrival advice should be confirmed to the VTS centre 24 hours prior to the start of the movement.

3.6 Passenger ship bookings

Prior to submitting a report of arrival and departure for a passenger vessel, an email must be completed and sent to the Regional Harbour Master (Cairns) in sufficient time for an appropriate forward assessment of the proposed voyage to be conducted. Please ensure that full ships particulars are included, including propulsion type and steering configuration together with proposed maximum draft details.

The vessel movements must also be reported in accordance with 2.6.

Ships agents are to ensure anchorage bookings are confirmed to the Cairns VTS Centre no later than 96 hours prior to arrival.

3.6.1 Passenger ship assessment

Passenger ship assessment Maximum length of a passenger ship entering Cairns is 300m LOA, all ships in excess of 200m LOA are subject to special assessment and approval prior to entry. Vessels of 200m LOA may require Full Mission Bridge Simulation as part of the assessment, unless exempted from simulation by the Regional Harbour Master

3.6.2 Passenger ship tender operations

Vessels anchoring outside the pilotage area and involved in transferring passengers from vessel to shore and vice-versa, are required to provide the following information to the Regional Harbour Master - Cairns:

- Mode of transfer;
- Details of ferry vessel/s; and
- Passage plan of transfers.

3.6.3 Passenger ship pilot boarding times

Passenger ships will board their allocated pilot at least two hours prior to alongside time. This applies to both pilot boarding areas.

3.7 Reporting defects

The Transport Operations (Marine Safety) Regulations 2016 requires the master of a ship that is:

- Underway and entering, or about to enter a pilotage area; or
- Navigating a ship from a berth or anchorage,

must report to VTS by VHF radio details of damage to, defects and deficiencies in, the ship that could affect the safety of the ship, a person or the environment.

VTS will notify the Regional Harbour Master of the damage to, defects and deficiencies.

In addition, the Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be reported to AMSA using Form 18 and Form 19. Reports of suspected non-compliance with Navigation Act or safety/pollution Conventions –

Deficiencies are also to be reported to the Regional Harbour Master, VTS Centre.

Vessels without serviceable bridge equipment will not be allowed to enter the port until assessed and authorisation given by the Regional Harbour Master – Cairns.

3.7.1 Reporting Requirements – arrival reporting requirements

All ships greater than 24m LOA shall obtain approval from Cairns VTS before entering, leaving, or manoeuvring within the Cairns pilotage area.

All ships greater than 10m LOA and less than 24m LOA must advise Cairns VTS before entering, leaving, or manoeuvring within the Cairns pilotage area.

The master of a ship entering, or about to enter the pilotage area must report to Cairns VTS by VHF radio according to the following table.

	Report	Information to report
1	Ship master to VTS Two hours prior to entry into the pilotage area or for pilot exempt vessels two hours prior to fairway beacon (C1 and C2) Entry to VTS/Port limits	Ships name, position, fore & aft draft, changes to ship details, defects, ETA to pilot boarding ground Master advises VTS passing limits
2	VTS/pilot to ship master Pilot transfer instructions Anchoring instructions	Instructions will include boarding side, course, speed, ETA, and anticipated conditions.

	Report	Information to report
		Instructions will include anchorage allocation and latitude/longitude if required
3	Ship master to VTS Arrival at pilot boarding ground	Ships name, at pilot boarding ground, time of arrival
4a	Ship master to VTS On anchoring	Ships name, anchor position, time of anchoring.
4b	Ship master to VTS Departing anchorage	Ships name, anchor aweigh time
5	VTS/pilot to ship master Confirmation of pilot transfer and instructions for the ship	Instructions will include boarding side, course, speed, ETA, and anticipated conditions.
6	Pilot to VTS Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot onboard, pilot onboard time, pilot name, ETA at entrance beacons, Ships fore and aft draft, changes to ship details
7	Pilot to VTS Entering Entrance Channel	Time ship abeam C1/C2 beacons
8	Ship master to VTS Secured alongside	Ships name, secured at (berth name), first line time, side to, all fast time

Table 4 Inbound reporting requirements

Exempt masters must call Cairns VTS before proceeding past the pilot boarding ground to obtain clearance before entering the channel and then report their movements as per the above table.

3.7.2 Departure and removal reporting requirements

The master of a ship that is departing, moving or about to depart or move within the pilotage area must report to Cairns VTS by radio according to the following table requirements

	Report	Information to report
1	Ship master/pilot to VTS Pilot on board and ship ready to depart (not less than 30 minutes prior to ETD)	Ships name, pilot on board time, pilot name, fore and aft drafts, changes to scheduled movements
2	Ship master/pilot to VTS Departing berth	Ships name, anchor aweigh/last line time, destination
3	Ship master /pilot VTS Exiting Entrance Channel	Time ship abeam C1/C2 Beacons
4	Ship master to VTS Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot disembarked, pilot off time
5	Ship master to VTS Exiting port limits	Ships name, vessel clear of port limits

Table 5 Outbound reporting requirements

3.8 Removals (Warping)

Non-pilotage removals (Warping) from one berth to another may be conducted by the master of the ship subject to the following conditions:

The removal is along a continuous uninterrupted stretch of wharf and is restricted for a distance not exceeding 150m.

That the removal has been booked in with Cairns VTS by the ship's agent.

The master confirms the ship's ability to safely conduct the manoeuvre.

Sufficient ship's lines are ashore at all times.

The manoeuvre does not involve the use of tugs.

The terminal/wharf operator to have a procedural plan regarding the warping of vessels.

The person in charge on the wharf to discuss procedures of the removal with the master of the vessel prior to the move.

The person in charge to agree communications VHF channel and procedures with the master of the vessel.

The master advises Cairns VTS of the time of commencement of the removal and the time of when the vessel is made fast again.

Weather and tidal conditions are favourable.

The use of a lines launch is considered an operational advantage.

Any vessel that needs to shift along a berth for operational reasons such as alignment to a loading arm or hopper while still moored to the same berth will be treated as a non-pilotage removal and all listed conditions still apply.

Any removal that requires the use of a tug and/or main engines or a removal distance greater than mentioned above will require a pilot to conduct the removal.

The Regional Harbour Master, to ensure the safe and efficient operation of the port, may at any time require the removal to be conducted by a pilot with or without tug assistance.

3.8.1 Dead ship removals

Ships requiring a dead ship removal to any berth or anchorage within the port will be treated on their merits. The vessel must have a master on board in addition to the pilot. VTS will advise the agent of the requirements when all the details are known.

3.9 Tug and tow requirements

For the purposes of this section the following definitions shall apply:

- The length of tow is the total length of all items that go to make up the tow, to include tow lines, wires, bridles, vessels and/or barges, taken from the bow of the tug to the stern of the last vessel or barge making up the tow; and
- Split is when a tow consisting of two or more vessels and/or barges are separated to form single units.

3.9.1 Operational conditions

All tugs and tows, ocean going or coastal, will be handled in the port under the following conditions:

- All tugs and tows will be required to engage a licensed pilot or have a licensed exempt master on board when the combined length of the vessels is greater than 50m;
- All tows are to be shortened up prior to arrival at the pilot boarding ground; and
- Any tow greater than 250m that is a multi-unit tow, will require to be either split prior to transit or require the assistance of an accompanying harbour tug for the full passage. All tug and tow combinations of 35m or more in length entering Smiths Creek require a pilot or the master must hold a pilotage exemption certificate.

Any tow that is in a damaged condition will not be granted entry into the Cairns pilotage area until the Regional Harbour Master is satisfied that the vessel/s does not pose a threat to the marine environment or a hazard to navigation in the port.

Note: a vessel or barge pushed ahead by a tug lashed and secured alongside shall not be deemed a tug and tow, however, this combination may be required to be allocated tugs as per the port procedures.

3.9.2 Notification

When a tug and tow is bound for, due to depart from or to do a removal within the port, the master, owner, or agent is required to book the tug in with Cairns VTS via the QSHIPS program, using the same arrangements as defined for other vessels. Cairns VTS must then be advised via phone or email of the details of the vessel to be towed.

If an agent is unable to submit a booking by QSHIPS, the agent must complete the arrival/departure ship booking form to VTS. The information will include:

- Full details of the tug;
- Details of the vessel/s making up the tow, including dimensions and drafts;
- The length of the tow when shortened up for entry into the port; and
- Any special requirements for the handling of the tow within the port.

All tows and combined units shall be deemed to be hampered vessels and subject to varying scheduling arrangements.

Shipping service providers will have access to the details of the tug and tow via the QSHIPS program.

3.10 Movement scheduling

3.10.1 Confirmation of schedules

On receipt of a movement booking Cairns VTS will cross check tug, pilot bookings and other movements while verifying draft restricted vessels and NGF requirements when putting the schedule together.

3.10.2 Schedule changes

MSQ may make changes to the approved schedule of ship movements up to two hours prior to the commencement of the movement in order to ensure the safe and most efficient movement of shipping.

Changes requested by the master/agent to scheduled movements may be made via QSHIPS, phone or email and are to be communicated to the VTS centre and marine services as soon as practicable advising the revised schedule. Changes to the ship management database will be made as they occur. Changes within 12 hours of the scheduled start time must be made by phone.

3.10.3 Ship movements priorities

The standard shipping priority guidelines, in order of precedence, for the movement of vessels in the Cairns pilotage area are:

- Any ship that is in an emergency situation shall have priority of movement and services over all others;
- Any ship whose movement is governed by under keel clearance or other navigational conditions and requires daylight for channel transit;
- Any ship that requires daylight for berthing, departure, or channel transit;
- Any ship whose movement is governed by tidal or navigational conditions;
- Passenger ships operate to fixed schedules that are booked months in advance; where possible, their schedules will be adhered to; subject to operational requirements the same principle will apply to warships entering the port; and
- Any ship that has labour waiting.

Removals and/or departures booked first will usually be given preference over late or modified bookings.

Any conflict of vessel booking times that arises will be referred to the Regional Harbour Master for resolution.

3.11 Movement clearance notification

All ships require a clearance from the Regional Harbour Master in order to enter, depart or move within the pilotage area. It is the responsibility of the master or pilot to contact Cairns VTS to obtain the necessary clearance and information prior to the movement.

Clearances are valid for uninterrupted passage to a specified location or until the voyage is interrupted, completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master. Ships will require a new clearance for any subsequent movement.

Refer to arrival / departure and removal reporting requirement table for applicable timings

3.11.1 Recreational vessels reporting

A recreational ship equipped with VHF radio is required to maintain a listening watch on VHF channel 16 and channel 12 prior to entering a shipping channel if the recreational ship intends to navigate within and along the shipping channel. This applies between the pilot boarding ground and the main wharves in Trinity Inlet, including Smiths Creek.

When operating in and along a shipping channel the recreational ship should navigate on the outer edge of the channel.

For reasons of safety, a recreational ship should only cross a shipping channel at recommended locations and at 90° to the channel.

A recreational ship fitted with VHF and tuned to VMR operating and information channels must switch over to VHF channel 12 when approaching a shipping channel.

3.12 Master/pilot responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of *the Transport Operations (Marine Safety) Act 1994* (the Act) and *Transport Operations (Marine Safety) Regulation 2016* (the Regulation).

When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the Act and Regulations, however the responsibility of the pilot does not relieve the master and the owner of a vessel of their responsibility.

Arising from these responsibilities is the obligation of persons directing the navigation of vessels to comply with directions of the Regional Harbour Master. The duty Vessel Traffic Service Operator (VTSO) is delegated to exercise the relevant functions of the Regional Harbour Master.

4. Port Description

4.1 General Information

The port operates 24 hours a day seven days a week.

4.2 Pilotage area

The Cairns Pilotage Area (see section 16.3) is described in Schedule 2 of the *Transport Operations (Marine Safety) Regulation 2016* as the area of:

a) Waters bounded by an imaginary line:

   1. starting at the high-water mark on the north–western extremity of Cape Grafton then in a northerly direction to latitude 16° 49.875' south, longitude 145° 54.954' east

   2. then in a west-north-westerly direction to the high-water mark on the northern extremity of Taylor Point

   3. then by the high-water mark in a southerly direction along the shoreline of the mainland returning to the starting point; and

b) The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters referred to in paragraph a).

4.3 Load lines

The Cairns area is situated in the tropical load line zone when a vessel is inside the Barrier Reef and the south pacific seasonal tropical area outside the reef.

Tropical: from 1st April to 30th November.

Summer: from 1st December to 31st March.

4.4 Maximum vessel size

The port limits ship size to 200m LOA, beam 36m, except for Passenger ships.

Further exceptions to these limits may be allowed, but only after a successful assessment through receipt of vessel owner/operators risk assessment and the successful completion of full bridge simulation exercises conducted by Ports North pilots and assessed by the Regional Harbour Master (Cairns).

Consult the Notices to Mariners for the latest port depth information.

4.5 Trim requirements

The safe handling of ships within the confines of the channels and swing basins requires certain conditions of trim. Ships should be ballasted or loaded in order to have an even keel

or trimmed by the stern with the forward draft not less than 2% LOA and the propeller fully submerged. Vessels trimmed by the head or listing may be subject to restrictions; ships not meeting this requirement may experience considerable delays until the problem is rectified.

Passenger vessels may have to trim by the head up to one meter.

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 – November to April.

4.6 Time zone

All Queensland ports: UTC + 10 hours throughout the year.

4.7 Working hours

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

4.8 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.

4.9 Shipping announcements

4.9.1 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).

5. Port Infrastructure

5.1 Berth channel and swing basin information

The port of Cairns includes the dredged entrance access channel which has a designed depth of 9.0m lowest astronomical tide (LAT) and an average width of 90m to 100m on tow line.

The Entrance Channel has a length of 5.3 nautical miles (nm) and Trinity Channel is 1.8 nm in length from beacon C20 to Cairns number 12 wharf. The wharves are located on the western (city) side of the inlet, with further facilities for smaller craft being located in Smiths Creek.

Mariners are advised that the channel beacons are 180 meters apart, whilst the channel width is 90 to 100 meters on tow line. Mariners are advised that the toe line in the entrance channel varies in the area between C20 and C18 from 40 meters to 37.5 metres in width.

Berth	Design depth (metres)	Berth face\(metres)	Wharf height (above datum)	Comments
Entrance channel	9.0			
Inner harbour	9.0			
Crystal swing basin			Swing basin diameters and depths may be reduced prior to scheduled dredging.	
at 380 m	8.5		Maximum length 300 m dependant on draft	
Navy swing basin	9.1		Swing basin diameters and depths may be reduced prior to scheduled dredging and when navy vessels are double banked at the navy jetty.	
at 310 m	9.1			Maximum length 300 m depending on draft.
Smith's Creek swing basin				
at 310m	8.3			
Marlin Marina				Actual depth 4.2 mtrs
C1–C6* C6* berth from 500-550 metres	9.3	565 Plus 35	4·9	Berths C1 to C6 form a continuous quay line. Cruise ships, naval vessels, and trawler berths.

Berth	Design depth (metres)	Berth face\(metres)	Wharf height (above datum)	Comments
C6* berth from 550-600 metres	8.4	565 Plus 35	4·9	Berths C1 to C6 form a continuous quay line. Cruise ships, naval vessels, and trawler berths.
C7	9·3	250	5·0	Berths C7 and C8 form a continuous quay line. Containers, bulk fertilizer and break bulk cargo.
C8	10·0	250	5·0	
C10	9·3	20	4·8	Tanker berth for oil and LPG and bunkering facilities.
C11				Owned and operated by the Royal Australian Navy (HMAS Cairns).
C12	10·5	190	5·0	Bulk sugar and bulk molasses.
CFB 1&2				Commercial Fishing Base – numerous moorings.
Barge ramp				Two barge ramps. Max barge size 55m x 13·2m or 500 grt.
Smith's Creek Wharf # 1	8·5m	53·4	3·7	General cargo berth. Max vessel size 80 m.
Smtih's Creek Wharf # 2		49.6	4.37	General cargo berth. Max vessel size 100m. Max displacement 7000T.
Smith's Creek Wharf # 3		Inner face – 80 Outer face – 85	5.32	In-water maintenance berth. Max vessel size 80 m. Max displacement 1800T.

Table 6 Berth information

Please note that the depths are subject to change; for the latest information, please consult the Notices to Mariners.

Cairns Seaport is owned and operated by Ports North. For more information, visit their website.

5.1.1 Berth headings

All headings utilise the WGS '84 datum and reflect port side too, head out.

Berth	Heading
Berths 1 – 6	10° 27.28'
Berths 7 – 8	10° 15.52'

Berth 10	3° 58.53’
Berth 12	351° 35.25’
Sailfish Quay (berths 5-7)	12° 41.67’

Table 7 Berth information

5.2 Leading lights and beacons

5.2.1 Beacons – entrance channel

(SPB = Single pile beacon)

No.	Description	Type	Mark	Characteristic
C1	Fairway beacon	SPB	East cardinal	VQ (3) 5s
C2	Port hand beacon	Tripod	Lateral mark	Fl R 4s
C3	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C4	Port hand beacon	SPB	Lateral mark	Fl R 4s
C5	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C6	Port hand beacon	SPB	Lateral mark	Fl R 4s
C7	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C8	Port hand beacon	SPB	Lateral mark	Fl R 4s
C9	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C10	Port hand beacon	SPB	Lateral mark	Fl R 4s
C11	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C12	Port hand beacon	SPB	Lateral mark	Fl R 4s
C13	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C14	Port hand beacon	SPB	Lateral mark	Fl R 4s
C15	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C16	Port hand beacon	SPB	Lateral mark	Fl R 4s
C17	Starboard hand beacon	SPB	Lateral mark	Fl G 4s
C18	Port hand beacon	SPB	Lateral mark	Fl R 4s
C20	Special mark beacon	SPB	Special mark	VQY

Table 8 Entrance Channel navigation aids

The beacons marking the entrance channel are in nine pairs with a tenth beacon on the eastern side of the channel.

- All beacons are single pile beacons (SPB), with the exception of beacon C2 which is of a tripod configuration.
- Entrance beacon C1 is marked as an east cardinal with VQ (3) 5s and matching top mark.
- Entrance beacon C2 is marked as a port lateral with Fl R 4s and matching top mark.
- The remaining entrance beacon pairs are numbered and lit in accordance with the IALA system (odd numbers and green lights characteristic being to starboard when entering the channel from seaward).
- The first six pairs are spaced five cables apart, with the remaining three pairs spaced at seven cables apart.
- The beacons are approximately 45 m from the channel edge with the exception of C20 which is approximately 15 m from the toe line and 105 m from the line of the outer channel leads.
- With the exception of beacons C1, and C20, the beacons are synchronized to flash every four seconds.
- C20 beacon has a yellow light (VQY) and this beacon marks the intersection of the entrance channel and Trinity Inlet Channel.

5.2.2 Leading lights – entrance channel

The leading lights (in line bear 209·4°) and are spaced 900 m apart.

The rear lead has a nominal range of 6 nautical miles and is positioned on the roof of the Shangri-La Hotel adjacent to the Marlin Marina complex. It is a PEL light fixed with oscillating boundaries, WRG showing a fixed sectored white light on the centre line of the channel with ISO 4s Q 1s Fl green to starboard and ISO 4s Q1s Fl red to port when entering from seawards.

Front lead – continual quick flash white (directional) and an all-round yellow light flashing every 4s. On demand day and night light lead, fixed white. These lights are located on a single pile beacon numbered T1.

5.2.3 Trinity Inlet – harbour beacons

No.	Description	Type	Characteristic
T2	Port hand beacon	SPB	Fl R2·5s
T4	Port hand beacon	SPB	Fl R4s
T6	Port hand beacon	SPB	Fl R1·5s
T8	Yellow spherical buoy	Buoy – Y	Fl Y2·5s
T10	Port hand buoy	Buoy – R	Fl R2·5s
T7	Yellow spherical buoy	Buoy – Y	Fl Y2·5s

Table 9 Aids to navigation, Trinity Inlet

5.2.4 Trinity Inlet – harbour leads

Both front and rear leading lights are located on single pile beacons. The distance between these beacons is 635m.

- Rear lead – fixed blue and Fl G 3s (arc of visibility 011½°–014½°(T).
- Front lead – fixed blue and Fl G 3s (arc of visibility 011½° – 014½° (T).

5.2.5 Trinity Inlet – Eastern arm

Navigation lateral buoys have been established in the East Trinity arm of Cairns Harbour in accordance with the IALA system (green being to starboard when entering the from seaward).

Port hand buoys (Fl R 2.5s) / Starboard hand buoys (Fl G 2.5s)

5.2.6 Smiths Creek – beacons

Number	Description	Type	Characteristic
	Senrab Point Buoys	3 x By	2 x Fl G 2·5s 1 x Fl G 5s
S2	Port hand beacon	Pipe – W	Fl R 2·5s
S4	Port hand beacon	Pile	Fl R 3s

Table 10 Aids to navigation, Smiths Creek

5.3 Anchorage conditions

Vessels are only to anchor in the position and area designated by the VTS centre. Upon anchoring, vessels are to advise Cairns VTS of their anchoring time and position and are to maintain a continuous listening watch on VHF channel 16 and any other channel as instructed.

Vessels are to report to the VTS centre if dragging their anchor and are not permitted to immobilise engines without the written approval of the Regional Harbour Master (See 10.2.1 – Immobilisation Main Engines).

5.4 Anchorage areas

Anchorages outside of the pilotage area vessels waiting to enter the port may wish to proceed to anchor. Permission must be obtained from Cairns VTS prior to coming to anchor. Vessels may anchor in the following positions:

Area	Location
CA1	16° 46.6' S; 145° 50.4' E
CA2	16° 48.6' S; 145° 52.7' E
CA3	16° 48·9' S; 145° 54·2' E

CA6	16° 57.7’ S; 145° 58.0’E
CPS1	16° 46.4’S 145° 44.7’ E
CPS2	16° 49.8’ S 145° 51.1’ E

Table 11 Anchorage areas outside pilotage areas

These positions afford anchorage in 10 to 15 m of water with good holding. Prevailing winds are up to 20 knots south–easterly with up to 1·5 knots of current.

Ships proceeding to anchor off the port shall ensure that they do not obstruct the entrance channel or anchor on the line of the leads into the port.

5.4.1 Anchorages inside the pilotage area

Vessels waiting to enter the port may wish to proceed to anchor. Permission must be obtained from Cairns VTS prior to coming to anchor. A pilot will be required for transit to the following anchorage positions, unless permission is granted by the Regional Harbour Master:

Area	Location
CA4	16° 49.6''S; 145° 48.0'E
CA5	16° 51.0S; 145° 50.0''E

Table 12 Anchorage areas inside pilotage areas

Both of these positions are inside the quarantine line; vessels should have radio pratique.

5.4.2 Harbour anchorages

All tug and barges in Trinity Inlet proceeding to/from the Admiralty Island moorings/anchorage are required to have a workboat in attendance.

Four anchorage areas are available within Cairns Harbour for smaller vessels. The holding ground at all harbour anchorages is mud of varying depths over a hard base. Masters of vessels at these anchorages are responsible to ensure that sufficient depth of water is present to maintain an under keel clearance of no less than 0.3m at all times.

5.4.3 Area Foxtrot Outer anchorage

Southern (upriver) boundary

Recommended for transient vessels and vessels awaiting Australian Border Force.

From a point on the eastern shore co–incident with the 0·8 m sounding immediately to seaward of the outermost small craft mooring pile the boundary runs perpendicular to and terminates at a line drawn between beacons T2 and T4.

Western boundary

From the point where the southern boundary intersects a line drawn between beacons T2 and T4 follow this line NNE to beacon T2 and thence along a line drawn between beacon T2 and beacon C20, terminating at beacon C20.

Northern(seaward) boundary

From beacon C20 the boundary runs perpendicular to the centreline of the entrance channel (118°1/4T) to a point where it crosses the 0·0 metre isobath.

Eastern boundary

The 0·0 metre isobath on the eastern shore between the northern and southern boundaries.

5.4.4 Area Golf Magazine Creek anchorage

Southern (upriver) boundary

A line drawn in an easterly direction from 16° 56'·69S; 145° 46'·878E to 16° 56'.69S; 145° 46'·961E.

Western boundary

A line drawn from 16° 56'.69S; 145° 47'·961E to buoy T10, and thence to buoy T8 and then to beacon T6, terminating at beacon T6.

Northern boundary

From beacon T6 a line perpendicular to the centreline of the harbour channel (103°T) to the point where it contacts the 0·0 metre isobath.

Eastern boundary

The 0·0 metre isobath on the eastern shore between the northern and southern boundaries.

5.4.5 Area Hotel Admiralty Island anchorage

Southern boundary

A line drawn in a westerly direction from 16° 56'·69S; 145° 47'·247E to 16° 56'·69S; 145° 47'·115E.

Eastern boundary

A line drawn from 16° 56'·69S; 145° 46'·115E to buoy T7, terminating at buoy T7.

Northern boundary

A line drawn from buoy T7 to 16° 56'·562S; 145° 46·8'E terminating at the 0·0 metre isobath.

Western boundary

A line drawn from 16° 56'.69S; 145° 47'·961E to buoy T10, and then to buoy T8 and thence to beacon T6, terminating at beacon T6.

Admiralty Arm/Smiths Creek anchorage

Vessels may anchor in shelter to the east and south of Admiralty Island south of Latitude 16° 56'·75S and in Smiths Creek south of the Tingira Street boat ramp. Anchored vessels are required not to obstruct navigation in these areas. Depths vary from 12·0 to 0·0m.

5.4.6 Prohibited anchorages

Other than as indicated above, anchoring is prohibited within the entrance channel, Trinity Inlet, swing basins Smiths Creek to the north of the Tingira Street boat ramp, and the area between T1 and marlin marina, without the approval of the Regional Harbour Master (Cairns).

6. Weather information

6.1 General

The prevailing winds tend to be easterly to south easterly. Although calmer conditions occur during the winter months, they may become very difficult during the summer months when the sea breeze augments the prevailing south easterlies. As a general rule, high windage vessels will not be moved when the sustained wind speed exceeds 25 knots.

Coastwatch is a website with useful nautical information links.

6.1.1 Extreme Weather Contingency Plan

The Cairns Extreme Weather Contingency Plan can be found at the following link on the MSQ website: https://www.msq.qld.gov.au/Safety/Preparing-for-severe-weather

6.2 Tidal information

Cairns is a standard port in the Queensland Tide Tables.

- An automatic tide gauge is located at Trinity wharf number 7;
- After heavy rain and during the ebb tide a strong set to the east may be experienced in the channel between beacons C7 and C9. This set is caused by the run-off from the Barron River estuary;
- On the flood tide, a south westerly set is experienced in the channel between beacons C9 and C17; it then becomes more south–south westerly, following the cut of the channel. After passing beacon C20, a more southerly set is evident;
- The ebb runs north between beacons C17 and C20; the ebb is more pronounced after seasonal rain and on spring tides. In general the ebb tide is stronger than the flood.

6.2.1 Tide boards/gauges

The tide board refers to lowest astronomical tide (LAT) and gives the actual tide above LAT. The tidal times and heights for standard Queensland ports are available in the Queensland Tide Tables and are also available on the Bureau of Meteorology website.

6.2.2 Tidal information – tsunami effects

The north/west and east coasts of Australia are bordered by active tectonic plates which are capable of generating a tsunami that could reach the coastline within two to four hours. The resultant change in swell height could have an adverse effect on a vessel with a minimum under keel clearance navigating within or close to port areas.

The Joint Australian Tsunami Warning Centre (JATWC) has been established to monitor earthquake activity that may lead to a tsunami forming.

Mariners are advised to take heed of such warnings, plan their bar crossings, and tend their mooring or anchorages accordingly.

6.3 Water density

Sea water is usually 1025kg/m³ but will vary during the summer months after periods of heavy rain.

7. Port navigation and movement restrictions

7.1 General

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

Loaded ships may be draft restricted. The design depth of the channel is 9.0m but may be less than this between scheduled dredging – refer to the latest Notices to Mariners. – refer to the latest Notices to Mariners.

7.2 Speed

The *Transport Operations (Marine Safety) Regulation 2016* sections 81, 83 and 84 and 85 apply and refer to ships not being operated at a speed of more than six knots when within 30m of any wharf, boat ramp or pontoon, a vessel at anchor or moored or made fast to a jetty. The following speed limits apply in the port of Cairns.

Area	Speed
Entrance Channel seaward of beacon 15 and draft greater than 3m	12 knots
Trinity Inlet Inshore from beacon 15 and draft greater than 3m	8 knots no wash
Smiths Creek and draft greater than 3m	6 knots no wash
Smiths Creek between Senrab Point and Chinamans Creek	6 knots no wash

Table 13 Speed limits

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 manoeuvre within the pilotage area unless tide, weather, transit time and traffic conditions allow the minimum UKC to be maintained until the ship is clear of the pilotage area.

The master is to ensure that the ship maintains a minimum UKC of at least 0.3m while alongside any berth; this may require loading operations to be adjusted to suit UKC conditions.

Loaded ships may be draft restricted for movements. The design depth of the channel is 9.0m but may be less than this between scheduled dredging.

Vessels conducting dredging operations are exempt from under keel restriction. UKC limit for dredgers is set at 0.3m.

The following table identifies the minimum under keel clearances vessels are required to maintain while manoeuvring with the pilotage area.

Under keel clearances	
Over 90,000 GT	UKC 2m in the channel and 0.6m in swing basin
Over 40,000 GT	UKC 1.5m in the channel and 0.6m in swing basin
Up to 40,000 GT	UKC 1.3m in the channel and 0.6m in swing basin
Up to 30,000 GT	10% of draft or a minimum of UKC 0.9m whatever is greatest in the channel and 0.6m in swing basin or on actual squat figures (provided for a channel similar to Cairns at 10 Knots) plus 0.6m
All vessels, berth pocket	UKC of 0.3m is to be maintained at all times

Table 14 Under keel clearances (pilotage area)

7.3.2 Static under keel clearance (SUKC)

UKC calculations are based on:

Maximum draft is equal to channel depth + tide (± tide correction) – required channel UKC (as per the above table).

7.3.3 Tidal Windows

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.

Agents may request from VTS Cairns, tidal windows for draft restricted shipping movements for a maximum of 2 days for arrival and departure.

7.3.4 Ebb tide departures

- Vessels less than 150m can sail at any stage of the tide providing that the minimum UKC is maintained for the duration of the transit;
- Vessels greater than 150m with low manoeuvrability can only sail on the ebb tide if the hourly rate of change of the tide is less than or equal to 40cm per hour; and
- Vessels greater than 150m with high manoeuvrability can sail at any state of the ebb tide.

7.3.5 Maximum draft departures

Vessels sailing at the maximum draft for the current tide and berthed head out must depart the berth no later than one hour before the predicted high water. Vessels berthed head in under these conditions must leave the berth no later than 1¼ hours before the predicted high water.

7.3.6 Berth number 12 restrictions

- All ships 85m LOA or greater will require a lines launch for berthing and sailing;

- Some vessels with an LOA less than 85m will require the use of a lines launch on the advice of pilots and the Regional Harbour Master (Cairns);
- All ships 170m LOA or greater berthing at the Bulk Sugar Wharf (C12) will swing on arrival, berthing port side too, using two tugs. Berthing will occur on a flood tide only with a rate of change in tide of less than 40cm per hour; and
- The gantry must be placed amidships for all departing vessels.

7.3.7 Passing restrictions

Any passing manoeuvre in the entrance channel or Trinity Inlet is to be confirmed between the pilot and the master of the ships concerned. In general, passing will not occur if the combined LOA of both ships exceeds 180m where the smaller vessel is larger than 45m LOA.

Passing will not occur when large passenger vessels, with an LOA of 180m or greater are transiting the entrance channel or Trinity Inlet. Vessels wishing to enter astern or in front of a large passenger vessel are required to contact the pilot on board the passenger vessel prior to conducting the manoeuvre.

For vessels exceeding 220m a clear channel ahead will be in force between beacons C7 and C17 and will be announced by Cairns VTS on VHF16/12. At all other times the transit of the passenger ship shall not be impeded.

The Regional Harbour Master (Cairns) may apply additional restrictions to specific vessels operating within the entrance channel or Trinity Inlet.

7.3.8 Non gas-free (NGF) tanker restrictions

All NGF tankers will require a clear channel transit between beacons 16 and 20.

Cairns VTS is to be advised of the vessels gas status 48 hours prior to entry, departure or removal occurring.

7.3.9 Tidal restrictions

Ships will generally stem the tide when berthing; berthing with the tide astern will require the use of additional tugs.

7.3.10 Slack water

For berthing and unberthing, slack water is from one half hour before to one half hour after high or low water. Each situation must be individually assessed taking into account all factors including experience and local knowledge.

7.3.11 Dead ship movements

Agents, when booking a pilot for a vessel which is a dead ship, are to confirm with VTS that the vessel will have an appropriate level of crew onboard during the pilotage.

7.3.12 Dynamic positioning equipped vessels

Dynamic positioning equipment is not to be used for berthing or unberthing of vessels without RHM approval.

7.3.13 Berth number 10 (fuel berth) restrictions

Refer to Section 9 for tug requirements;

- All Tankers in excess of 130m LOA are to berth with 2 tugs;
- Tankers are permitted to berth either Port or Starboard side too when stemming the tide. The tidal rate of change must be less than 40cm per hour;
- Maximum sized vessel accepted for berth C10 is 200m LOA;
- Vessels which utilised all wire for mooring will not be accepted;
- Vessels utilising rope mooring lines are preferred;
- Vessels which utilise combination wire and nylon lines for mooring may do so only if wires are secured to drum winches and have nylon pendants for securing ashore;
- A lines launch will be required for all vessels 85m LOA and greater;
- Some vessels with an LOA less than 85m will require the use of a lines launch on the advice of pilots and the Regional Harbour Master (Cairns); and
- Berthing Pocket size is 222m x 40m.

7.3.14 Tropical Reef Shipyard

All vessels berthed at the Tropical Reef Shipyard extended wharf, which project beyond the Quay line into Smiths Creek are to display a Red Flag with an all-round light on either the stern or bow, whichever protrudes.

7.3.15 Part Loaded Tankers

Partly loaded tankers of between 100 and 160 meters LOA and fitted with an operational bow thruster will be subject to the following towage requirements

Arrivals

Vessel in ballasted condition – 1 tug

Vessel in part loaded condition – 2 tugs

Vessel in loaded condition – 2 tugs

Departures

Vessel in loaded condition – 1 tug

Vessels with tide astern will require additional towage or as determined by the Regional Harbour Master - Cairns

7.3.16 Tug and barge operations

Tug and barge operators are required to demonstrate that master and crew are competent to operate tug and barge combinations.

All commercial operators are required to have a training programme for masters and crew included in the vessel's SMS manual, and ensure the master and crew are competent.

High risk areas

Four areas of high risk for tug and barge operations have been identified in Trinity Inlet:

- In the area of Marlin Marina;
- In the vicinity of the cruise liner berths at wharves 1–5;
- In the vicinity of wharf 10 (fuel); and
- The pile mooring area.

Hip up operations are not to take place in any of these areas, with the exception of mud barges operating in conjunction with a dredge. Workboats to be in attendance where practicable otherwise barges should be anchored in the area off wharf 12 (sugar berth) and hip up completed before proceeding. Workboats should be fit for purpose and manned by a trained competent operator

Barge must be able to deploy and recover its anchor using the onboard equipment at all times.

7.3.17 Marlin Marina

Inside Sailfish Quay berth, vessel maximum LOA is 60m.

For vessels > 50 m LOA - The entry and departure from Marlin Marina is to be at slack water only.

Minimum UKC of 0.6m is required for the manoeuvring approach with UKC 0.3m required once alongside.

7.4 Smiths Creek

7.4.1 Passing restrictions

In general passing will not occur if a vessel of 35m LOA or more, including a tug and barge combination is manoeuvring in Smiths Creek.

Vessels greater than 10m LOA will not be approved to enter, leave or manoeuvre in Smiths Creek while a vessel of 35m or more is manoeuvring or preparing to manoeuvre in Smiths Creek.

7.4.2 Vessel Restrictions

Maximum vessel size 135m to enter Smiths Creek. Vessels over 90m to have suitable tug and an operational effective thruster or work boat (this does not include tug and barge – see below).

All vessels with an LOA greater than 35m will be approved to enter and leave the temporary barge facility at the Commercial Fishermen's Base 2 (Duckpond) at slack water only, with consideration given to time taken to reach the entrance from Trinity Inlet.

Landing craft with a LOA greater than 60 m are not permitted to transit Smiths Creek when 2 barges are rafted up at Smiths Creek 1 or Smiths Creek 2.

For these vessels slack water is defined as less than 20cm movement in the tide.

The maximum width of access to the Duckpond is 60m with no vessels on the maritime operations base wharf. Vessels alongside reduce the width of access by approximately 7m.

Under keel clearance (UKC) restrictions

- Minimum UKC in Smiths Creek – 0.6m
- Minimum UKC in Duck Pond – 0.3m

All vessels navigating in either Smiths Creek and/or the Duck Pond are to maintain minimum UKC at all times.

7.4.3 Tug and barge restrictions

All tug and barge combinations with a combined LOA of greater than 35m will be approved to enter and leave the temporary barge facility at the Commercial Fishermen's Base 2 (Duckpond) at slack water only, with consideration given to time taken to reach the entrance from Trinity Inlet and with no vessels secured at 0–35 metres on the Maritime Operations Base wharf.

For these tug and barge combinations slack water is defined as zero movement in the tide.

2 workboats are to be in attendance when entering Smiths Creek and when arriving or leaving the Duckpond. Workboats should be fit for purpose and manned by a trained competent operator

The maximum tug and barge combination accessing the Duck Pond is 25m in width, and 80m in length.

The maximum width of access to the Duckpond is 60m with no vessels on the maritime operations base wharf. Vessels alongside reduce the width of access by approximately 7m.

Under keel clearance (UKC) restrictions

- Minimum UKC in Smiths Creek – 0.6m
- Minimum UKC in Duck Pond – 0.3m

All vessels navigating in either Smiths Creek and/or the Duck Pond are to maintain minimum UKC at all times.

Tug and barge operations to or from the duckpond are not to occur when 2 barges are rafted up at either Smiths Creek 1 or Smiths Creek 2

7.4.4 Tidal restrictions

Vessel movements 35 metres and over are not to proceed without the permission of the Regional Harbour Master (Cairns) when the tidal flow in Smiths Creek is greater than 20cm.

The following shipping companies and government agencies have completed risk assessments and demonstrated their vessels can operate outside of this restriction:

- Australian Border Force– all vessels;
- Seaswift – all vessels;
- Tropical Reef Ship Yard; and
- Royal Australian Navy.

A copy of the risk assessment is required to be on board for the Master's reference.

7.5 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.

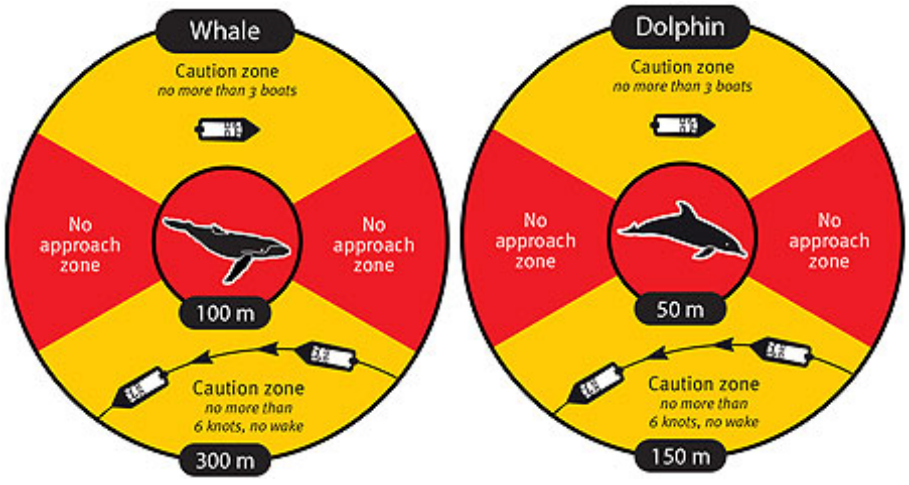


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavour 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 manoeuvre 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 the Department of Environment and Science on 1300 130 372.

Marine wildlife strandings | Environment, land and water | Queensland Government (www.qld.gov.au)

8. Pilotage

8.1 Vessels that require a pilot

The *Transport Operations (Marine Safety) Act 1994* specifies that, unless a current Pilotage Exemption Certificate (PEC) is held by the master of a ship, pilotage is compulsory for:

- A ship that is 50m or more;
- A vessel towing another vessel where the combined length of the vessels is 50m or more;
- A ship whose owner or master asks for the services of a pilot;
- A ship whose master is directed by the Regional Harbour Master to use the services of a pilot; and
- All vessels 35m LOA and above and a vessel towing another vessel where the combined length of the vessels is 35m or more transiting Smiths Creek will require the services of a pilot unless an exemption, or exception to the rule has been granted by the Regional Harbour Master. A list of vessels with a current exception to the rule can be found in paragraph 8.1.6.
- All ships over 280m in length will be required to have two marine pilots onboard for both the arrival, departure and any other movements within the pilotage area.

8.1.1 Approaches to the pilot boarding ground

The Cairns fairway is approached from the inner route of the Great Barrier Reef or by direct access for vessels approaching via the Grafton Passage from the Coral Sea.

8.1.2 Night pilotage

The port of Cairns is open for pilotage and exempt ship movements 24 hours per day.

8.1.3 Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2016* shall be observed for all bookings. Far North Queensland Port Corporation (trading as Ports North) provides a pilotage service for ship arrivals, departures, and removals. All pilot transfers are carried out by pilot launch.

Requests for pilotage services are described in QSHIPS booking procedures.

8.1.4 Notice required

Ships requiring the services of a pilot are required to submit arrival, removal, and departure notices no less than the indicated number of hours prior to the desired movement:

- Arrivals: 48 hours;
- Removals: 24 hours; and
- Departures: 24 hours.

Initial notification should be made via the QSHIPS website.

8.1.5 Pilotage transit times

In general, the following pilotage transit times apply for vessels arriving in Cairns

Pilot boarding place Alpha to Trinity Inlet berths (Portside too) – allow 2 hours

Pilot boarding place Bravo to Trinity Inlet berths (Portside too) – allow 1 hr 45 mins

Pilot boarding place Charlie to Trinity Inlet berths (Portside too) – allow 1 hr

Pilot boarding place Delta to Trinity Inlet berths (Portside too) – allow 2 hours

Note: times shown above may vary due to environmental factors, specific ship requirements and ships speed.

Tug and barge operations may take longer than indicated above.

Generally, vessels berthing starboard side too, stemming the tide, will reduce the transit time by approximately 30 minutes.

8.1.6 Exception from Smiths Creek Pilotage

A request for exception from the 35m LOA and greater pilotage ruling in Smiths Creek is to be made in writing to the Regional Harbour Master (Cairns).

8.1.7 Personal Pilot Unit (PPU)

It is mandatory for pilots to use a PPU on all vessels in excess of 120m LOA - this excludes passenger vessels with full ECDIS and Operating Bridge Team, this excludes Tug and Barge operation.

8.2 Pilotage area

See 4.2 – Pilotage area.

8.2.1 Pilot boarding places

For the 16.1 Port of Cairns – Pilotage plan and Passage Plans are available for vessels wishing to enter the port of Cairns.

Pilot Boarding Place	Lat/Long	Description
Alpha	16 47.50 S 145 53.50 E – 4.2nm NE of C1	Used for vessels greater than 120m
Bravo	16 48.60 S 145 50.60 E – 1.7 nm NNE of C1	Used for vessels less than 120m
Charlie	16 50.26 S 145 49.04 E – 1nm N of C7	Used for vessels 100m or less, *see restrictions
Delta	16 46.00 S 145 50.00 E – 3.9nm N of C1	Used for vessels greater than 120 m

Table 15 Pilot boarding places

*Pilot boarding place Charlie restriction

PBP Charlie is only to be used during adverse weather, when pilot boarding operations present a danger to the pilot and vessel. The use of this boarding ground is at the discretion of the allocated pilot and advice is to be provided to the Regional Harbour Master (Cairns).

Vessels utilising PBG Charlie are not to proceed past the designated pilotage limit until contact is established with Cairns VTS on VHF channels 16/12 and confirmation of pilot boarding arrangements sought.

8.2.2 Pilot boarding arrangements

Pilot transfer instructions will be advised to the ship prior to the pilot boarding by VTS. The instructions will include:

- Pilot boarding time;
- Restrictions/requirements;
- Boarding position; and
- Pilot boarding/disembarkation sequence.

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section.

8.2.3 Pilot /Personnel Transfer Safety

It is essential to ensure the safe transfer of pilots and other personnel at sea. Responsibility for safe practices for personnel transfers rests with each person involved in the activity including the ship owners, operators, master and crew, pilotage providers, pilots and pilot boat crew as well as the person being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

The pilot ladder is to be rigged two metres above the water, with two manropes and a heaving line standing by. At night, a forward-facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations.

Refer: Pilot Boarding Ladder Arrangement and Pilot transfer arrangements – Marine Notice 04/2023. (Pilotage - boarding ladder arrangements).

Where a Pilot suspects that the pilot transfer arrangement provided are unsafe, they should refuse to board the vessel until the matter is resolved and is made safe by the master and crew. If the issue cannot be resolved to the satisfaction of the pilot then the movement will be aborted until such time that the Pilot boarding arrangement is made to safe.

Additionally, the matter must be reported immediately to AMSA, Cairns VTS and the pilot's employer.

8.2.4 Passage Planning

A passage plan is a basic indication of preferred intention and both pilot and master should be prepared to depart from it when circumstances so dictate.

A passage plan for this port can be found on the MSQ website.

8.2.5 Pilotage delays and cancellations

A cancellation for Pilotage without the required notice of three hours will attract a penalty of the relevant Pilotage fee or fees.

A fee is payable in the following instances:

- If the programmed ship movement is delayed for more than 30 minutes but not more than one hour for the first hour;
- If the ship is delayed for more than one hour but not more than two hours; and
- A delay in excess of two hours constitutes a cancellation.

These charges can be found in Schedule 6 Part 2 Division 3of the *Transport Operations (Marine Safety) Regulation 2016*.

8.2.6 Alcohol management

The Transport Operations (Road Use Management) Act 1995 section 79 requires that persons in charge of ships have a zero blood alcohol reading. The Queensland Water Police periodically conduct random breath tests of masters and pilots on ships arriving at Cairns or about to depart. Severe penalties apply to infringements.

8.3 Pilot licences, pilotage area endorsements and exemption from pilotage licences

The master of a vessel with a LOA greater than 50m may be exempt from pilotage once they have obtained a pilotage exemption area endorsement.

8.3.1 Examination for pilotage exemption area endorsement

The examination will consist of written and oral components and will include an assessment to determine the candidate's ability to safely conduct the navigation of a ship without a pilot while within the pilotage area. Applicants will be expected to demonstrate a thorough knowledge of port procedures and the ability to navigate a ship through the pilotage area and port without the aid of navigational charts.

8.3.2 Cancellation of licences

A licence may be cancelled or suspended when major port changes or developments are taking place. It may also occur where masters fail to comply with port procedures.

9. Tugs

9.1 Tug information

Tugs are an aid to safe and efficient manoeuvring of ships in confined waterways. The requirements of this section outline the minimum number of tugs that are required to be in attendance when berthing or unberthing a ship. In special circumstances the agent may apply to the Regional Harbour Master for a reduction in the tug allocation. Such requests will be considered after due consultation with Ports North Marine Pilots.

Towage services are provided by Svitzer Australasia; their north Queensland operations office is based in Cairns. There are two tugs available for towage stationed at Cairns.

	Bollard pull (tonnes)	H.P.	Type	Fire Fighting
Tarcoola	47	4000	Forward tractor	Class B support ship
Wajarri	47	4000	Forward tractor	Class B support ship

Table 16 Tugs

Svitzer Australasia	
Company profile:	Svitzer Australia provides tugs to vessels at Mourilyan
Phone:	1300 622 377
Operations email:	aunthqld.operations@svitzer.com
Website:	http://www.svitzer.com

Table 17 Svitzer Australia contact details

9.2 Tug usage requirements

Pilots and masters are to assess the requirement for additional tugs on a case-by-case basis. Master's and their agents are requested to monitor the prevailing weather conditions and forecast, to ensure the initial tug allocation remains sufficient. Additional tugs should be ordered in good time.

The port tug will escort the vessel between the berth and the vicinity of number 17 beacon on departure. Tugs assigned to the departing vessel once dismissed by the pilot are to remain manned and immediately available until the outbound ship has departed the Cairns Channel. If the situation requires that the tug proceed further to seaward, the pilot will advise the tug master of the situation and any additional assistance required. The following tables have been produced as a guide to assist agents and masters when booking tugs.

The Regional Harbour Master may require additional tugs, or extended escorts in/out dependant of vessels defects, environmental conditions and other circumstances.

9.2.1 Arrivals (stemming tide at berth)

Wharf	80 to 100 metres		100-130 metres		Greater than 130 metres	
	No swing	**Swing**	**No swing**	**Swing**	**No swing**	**Swing**
C1-C8			1	1	2	2
C10	1	1	2	2	2	2
C10 **NGF**	2	2	2	2	2	2
C12*			1	1	1	2
*** Vessels at C12 greater than 170m LOA always swing and require two tugs. Flood tide only and rate less than 40 cm per hour.**						

Table 18 Tug requirement for arriving vessels

9.2.2 Departures (stemming tide at berth)

Wharf	80 to 100 metres		100–130 metres		Greater than 130 metres	
	No swing	Swing	No swing	Swing	No swing	Swing
C1-C6			1	1	2	2
C7-C8			1	1	1	2
C10	1	1	2	2	2	2
C10 **NGF**	2	2	2	2	2	2
C12			1	1	1	2

Table 19 Tugs required by departing vessels (stemming tide at berth)

Ships with tide astern will require additional towage when berthing and departing. Passenger ships will be individually assessed at time of booking.

- A lines launch is available where lines are required to be run to dolphins; the relevant agents must arrange this in advance;
- Austal, Tropical Reef Slip, and Norship facilities: by agreement with Yard and Pilot, Tug and workboats are normally used; and
- Austal/ TRS Wharf/Masons wharf: vessels greater than 50 m tugs and workboats as required, slack water only.

Smiths Creek – vessels over 90m to have suitable tug and an operational effective thruster or work boat (this does not include tug and barge).

9.3 Request for Tug Reduction

A ships' Master may consider it appropriate to seek a reduction in the number of tugs required for a movement. Master of the ship must submit a request to the Regional Harbour Master utilising the appropriate form for each movement.

Each request must address each of the following criteria:

- Ship’s name and IMO;
- Berth and side too;
- Capacity of bow thruster;
- Condition of the bow thruster;
- Defects/restrictions with navigational and mooring equipment, steering gear and engines including auxiliary engines);
- Draft Forward and Aft;
- Displacement;
- Declaration from Master stating he has assessed the intended manoeuvre and is satisfied with the request; and
- Tug reductions not applicable to passenger ships.

Appendix 16.12 Application for reduction in Tugs contains the appropriate form for requesting a tug reduction.

This form is to be submitted to Cairns VTS via email.

9.4 Vessels with advanced manoeuvring characteristics.

Ships with unusual manoeuvring characteristics and /or fitted with advanced manoeuvring systems will be assessed on a case-by-case basis.

Passenger ships over 240 metres are required to have 2 tugs in attendance on the first arrival to the Port of Cairns.

Tug reductions not applicable to passenger ships.

9.4.1 Arrivals

Tugs are to be configured based on the pilot's assessment of the prevailing conditions and the pilotage SMS.

Wharf	Less than 180 metres	Less than 180 metres	180 -240 metres	180 -240 metres	Greater than 240 metres	Greater than 240 metres
	No swing	Swing	No swing	Swing	No Swing	Swing
C1-C6				1	1	2
C7-8				1	1	2

Table 20 Arrivals

9.4.2 Departures

Tugs are to configured based on the pilot's assessment of the prevailing conditions and the pilotage SMS.

The larger bollard pull tug based in the port is always to be assigned to these ships when required, and be used on the ship's stern when two tugs are required.

Wharf	Less than 100 metres	Less than 100 metres	100-200 metres	100-200 metres	200 - 240 metres	200 - 240 metres	Greater than 240 metres	Greater than 240 metres
	No swing	Swing	No swing	Swing	No swing	Swing	No Swing	Swing
C1-C6				1		1	1	2
C7-8				1		1	1	2

Table 21 Departures

9.4.3 Escort Harbour Towage

At times there may be a requirement for vessels to be escorted from beacon 17 to their berth and outbound from berth to beacon 17. This is due to the narrow channel and location of the Marlin Marina which sits perpendicular to the prevailing winds experienced in Trinity Inlet combined with high windage vessels. If a vessel is considered high risk due to the nature of its operation, cargo, or is defective, then this may be extended to the Fairway. This will be risk assessed with specific requirements provided by the Regional Harbour Master depending on the issue.

9.5 Part Loaded Tankers

Partly loaded tankers of between 100 and 160 meters LOA and fitted with an operational bow thruster will be subject to the following towage requirements

Arrivals

Vessel in ballasted condition – 1 tug

Vessel in part loaded condition – 2 tugs

Vessel in loaded condition – 2 tugs

Departures

Vessel in loaded condition – 1 tug

Vessels with tide astern will require additional towage or as determined by the Regional Harbour Master - Cairns

9.6 Additional Information

9.6.1 Vessels turning in Crystal Swing Basin

Max LOA for Passenger vessels turning in Crystal Swing Basin when C1-3 is occupied is 230 meters.

9.6.2 Bow and stern thrusters

This section is not applicable to passenger ships

A bow or stern thruster of sufficient power may count as one tug. The thruster is to be in working order and effective. An application is to be made to the RHM via VTS for a tug reduction. Vessel on a maiden arrival to the port will not be subject to a reduction of tugs.

Please refer to the form - 16.12 Application for reduction in Tugs

9.6.3 Tug Availability

Two tugs are always to be available within 2 hours in Cairns when an NGF tanker or passenger ship more than 150 meters LOA is berthed.

10. Work Permits

10.1 General

In order to be able to perform certain work on ships in the port masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed. Applications for approval by the harbour master must be submitted via the QSHIPS program and by fax or email to the relevant authorities; the required terms and conditions are completed by the Maritime Safety Queensland regional office and the agent may then print off the completed permit for passing to the master of the applicable vessel. Refer to the port authority port notices for further information.

- Hot works – on or within facilities or ships;
- Bunkering;
- Immobilising a ship;
- Operation of propellers at a wharf;
- Ship to ship/shore transfer operations;
- Life boat drills; and
- Night Fuel Transfers.

Who	To	Permit	When	Comments
All ships	Ports North	Overside work	48 hours prior to arrival	Lodged to Ports North, copy to RHM via email.
All tankers	RHM/ Ports North	Tankers at non tanker berths	48 hours prior to arrival	Lodged to RHM and Ports North via email - must be certified as gas free by an independent chemist on approved form.
All ships	RHM	Lifeboat drill	Prior to event	Lodged to RHM via QSHIPS
All ships	Ports North	Hot work	48 hours prior to arrival	Lodged to Ports North, copy to RHM via QSHIPS
All ships	RHM/ Ports North	Engine trials	Prior to event	Lodged to Ports North on approved form and to RHM via QSHIPS
All ships	RHM/ Ports North	Immobilisation	24 hrs prior to event	Lodged to Ports North on approved form and to RHM via QSHIPS
All ships	RHM	Immobilisation at anchor	24 hrs prior to event	Lodged to RHM via QSHIPS
All tankers	RHM	Gas free declaration	48 hours prior to arrival	Declared by master on approved form, lodged to RHM.

Who	To	Permit	When	Comments
All Ships	Ports North/ RHM	Night Fuel Transfer	24 hours prior to event	Lodged to RHM and Ports North on approved form.

Table 22 Permit requests

The legend refers to the comments section above:

RHM: Regional Harbour Master
FNQPCL: Far North Queensland Ports Corporation Ltd

In addition to the above the port authority requires permits to be obtained for the following activities:

- Fumigation;
- Diving/underwater activities;
- Blasting works;
- Heavy lifts; and
- Hull cleaning.

It is an offence not to obtain a work permit, issued under a port notice, from port authority for certain works on common user land and infrastructure within the port.

The requirements of the port notices do not absolve the need to obtain any approvals, licences or permits which may be required by law.

Ship masters must comply with all requirements specified in the permit.

10.1.1 Diving Operations

Diving operations in Cairns should be conducted with the appropriate safety infrastructure relevant to protect against the threat of Estuarine (saltwater) Crocodiles, which are known to inhabit the area.

10.2 Work Permits Description

10.2.1 Immobilisation Main Engines

Ships wishing to immobilise main engines must lodge an application via QSHIPS, through their agent, to the Regional Harbour Master (Cairns) and to the port authority via email or fax at least 24 hours prior to the requested immobilisation.

Master's wishing to immobilise main engines are to state, when seeking approval, the estimated time to make main engines operational in an emergency. In the event main engines would not be available within a reasonable amount of time the Master is to supply a risk assessment and contingency plan to the Regional Harbour Master (Cairns) for approval.

Ships are not to immobilise main engines until they have received permission from the Regional Harbour Master (Cairns).

Permission may not be given for more than 24 hours during the cyclone season (November to April) or more than 48 hours during the rest of the year

Master's are to contact Cairns VTS on VHF 16/12 prior to commencement and again on completion of immobilisation of main engines.

10.2.2 Hot Work Permit

Ships wishing to carry out repairs and any form of metal work, which includes performing hot work, must lodge an application in writing with the Port Authority, Ports North , via the online web portal.

Once approval has been granted by the relevant port authority, the ship's agent is to lodge some advice via QSHIPS to the Regional Harbour Master (Cairns).

Master's are to contact Cairns VTS on VHF 16/12 prior to commencement and again on completion of any such hot works.

10.2.3 Boat Drills

Ships wishing to put boats in the water for painting, maintenance purposes or to carry out lifeboat drills, must first obtain clearance from the Regional Harbour Master (Cairns) and the Port Authority, Ports North Qld via the online web portal.

This clearance is to be obtained by the vessel's agent.

The ship's agent is to lodge an advice via QSHIPS to the Regional Harbour Master (Cairns)

Master's are requested to contact Cairns VTS on VHF channel 16/12 prior to commencement and again on completion of such drills when the boats have been returned on board and secured

10.2.4 Engine Trials

Ship's wishing to carry out engine trials must lodge an application with the port authority.

10.2.5 Notification of Handling of Bulk Liquids/Night Fuel Transfers

Under the *Transport Operations (Marine Pollution) Act 1995* Maritime Safety Queensland is both the statutory and combat agency for response to all ship sourced oil spills. It is therefore a requirement for owners/agents or masters of vessels to notify Maritime Safety Queensland of the intention to load, unload or transfer any form of bulk liquids to, from or between vessels. Such notification is required to be lodged with Cairns VTS via QSHIPS and the port authority, Ports North Qld, via the online web portal

For the purposes of this notification, it would be deemed that the liquids will be transferred by pipeline to, from or between vessels.

The operations of bunkering and the pumping of sullage/sludge from vessels, by road, barge, or ship transfer, are to be included within this notification.

Masters of vessels conducting bulk liquid transfers, as specified above, are required to notify Cairns VTS on VHF channel 12 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed.

10.2.6 Gas-Free Status

A tanker or products carrier will be regarded as non-gas free unless a gas free declaration has been received at least 48 hours prior to arrival.

The declaration must include the following:

- Whether the ship is carrying any IMDG class 3 cargo (flammable liquid or gas cargo on board in bulk);
- Empty cargo tanks have been washed, vented and are free of hazardous residues;
- The atmosphere in each cargo tank or residue space has been tested with an explosimeter and a zero reading has been obtained;
- Slop tanks and pump rooms are free of hazardous residues;
- An explosive gas detector meter is held on board and calibrated correctly;
- A current copy of the ISGOTT manual is held on board; and
- Maintain a zero gas reading for the atmosphere in each pump room, cargo tank or residue space.

The declaration should be forwarded to the Regional Harbour Master via the VTS centre. Once the above requirements have been satisfied the Regional Harbour Master shall determine the ship's gas-free status for movement purposes and forward written confirmation to the agent and the port authority as appropriate. (See Appendix 16.9)

The Regional Harbour Master (Cairns), on receipt of the gas-free declaration, will amend QShips to reflect confirmation of gas-free status. This information is recorded and restrictions on movements of the ship with regard to being non-gas free are lifted. Failure to comply may result in the ship being considered non-gas free until an approved industrial chemist has tested the spaces, declared the ship to be gas free and issued a gas free certificate (see Appendix 16.7).

10.2.7 Overside Maintenance Work

For environmental reasons, the port authority has strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must:

- Comply with the conditions spelt out in the port authority port notice – overside maintenance; and
- Lodge a request, with the port authority, Ports North Qld, via the online web portal for permission to undertake overside work; when granted, masters must comply with the conditions of the permit.

10.3 Maintenance – marina

Only minor repairs and maintenance are to be carried out on vessels in the marina.

No grinding or hot work is to be carried out without an approval or work permit which will only be issued after worksite inspection by port authority staff.

11. Dangerous cargo

11.1 General

The port authority is responsible for the management of dangerous goods in port, including the loading and unloading of ships alongside and movement across the wharf.

Maritime Safety Queensland is responsible for monitoring and managing the safe movement of ships in Queensland waters. The Regional Harbour Master will assist the port authority in controlling traffic movement in the port, maintaining on water safety distances, and responding to any emergency situation.

Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- IMO – IMDG Code;
- International Chamber of Shipping Oil Companies, International Marine Forum;
- Society of International Gas Tankers and Terminals (ISGOTT);
- Australian Standard – AS 3846 2005;
- AMSA – Australian annexe to the IMDG Code, Marine Orders part 41; and
- AAPMA – Dangerous Substances Guidelines.

11.1.1 Notification

Section 90 and 91 of the *Transport Operations (Marine Safety) Regulation* 2016 requires owners or masters to report all proposed handling or carriage of dangerous goods within a pilotage area. Reports are to be made to the Regional Harbour Master at least 48 hours prior to the arrival of the ship. The dangerous cargo report form should be emailed to the Regional Harbour Master and the port authority. The FNQPCL duty officer will issue a permit for the handling of the cargo within the jurisdiction of the port authority.

Accompanying the Dangerous Cargo Report should be a copy of the dangerous cargo manifest, giving the correct technical name as listed in the IMDG Code, the UN number, IMDG class and particulars regarding stowage and marks of each parcel of dangerous goods.

Under no circumstances are security sensitive ammonium nitrate, class 5.1 oxidising substances and explosives as classified in the IMDG Code under the United Nations classification as Class 1 explosives to be brought into the port without first notifying the port authority.

Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	Three hours
Ship to Ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours *(See section 90 &91 TO(MS) Reg 2016)*

Table 23 Dangerous goods notification

11.1.2 Dangerous Cargo Limits

The port authority will promulgate the limits that apply to the class of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for approved berths. Master/owners should check the port authority website regarding the latest limitations.

11.1.3 Dangerous Cargo Events

Section 9 of the *Transport Operations (Marine Safety) Regulation 2016* defines a dangerous cargo event as:

- The loss, or likely loss, of the cargo from a ship into Queensland waters;
- A breach, or danger of a breach, of the containment of the cargo that could endanger marine safety;
- Anything else involving, or that could involve, the cargo that causes risk of explosion, fire, a person's death, or grievous bodily harm of a person; and
- For a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

The master and or the person in charge of a place where a dangerous cargo event has occurred are required to report the event immediately to the VTS centre or relevant authority.

A full written report is to be submitted on form Dangerous Cargo Event Report to the Regional Harbour Master as soon as reasonably practical.

12. Emergency, pollution, marine incidents

The aim of this section is to provide guidance to the port community for initial response procedures in the event of dangerous incidents, emergencies, terrorist acts and disasters.

12.1 Emergency Contact Numbers

Agency	Phone number
Police (Cairns)	000 or +61 7 4030 7000
Ambulance (Cairns)	000
Fire	000
Far North Queensland Ports Corporation Ltd	+61 7 4051 2558 or 0419 657 350 (24 hours)
Pollution reports Port Authority	+61 7 4051 2558
Pollution reports – Cairns VTS	+61 7 4033 3670, Fax: +61 7 4052 7460
Hospital (Cairns Base Hospital)	+61 7 4226 0000
Hospital (Cairns Private Hospital)	+61 7 4052 5200
Regional Harbour Master	+61 7 4052 7400 Fax: +61 7 4069 1351 After hours or emergency: 1300 551 899
Department of Agriculture Fisheries and Forestry (Biosecurity/ Quarantine)	1800 020504
Australian Border Force (Cairns)	+61 7 6275 6413
Maritime Safety Queensland (Cairns)	+61 7 4033 3670, Fax: +61 7 4052 7460
Volunteer Marine Rescue (VMR)	+61 7 4051 2192

Table 24 Emergency contact details

12.2 Authorities

MSQ's emergency procedures are prepared under the provisions of the *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995*. The port authority has published an emergency response plan for the port which details the required response to an emergency. All emergencies should be reported to Cairns VTS on VHF channel 12, who will activate the emergency response plan and by calling the appropriate emergency response service either:

Fire/Police/Ambulance: 000

12.3 Fire

Call the Queensland Fire and Emergency Service (QFES, phone 000) and notify Cairns VTS on VHF channel 12. QFES is the lead agency for ship fires. The Regional Harbour Master (Cairns), in consultation with QFES, the facility operator and the port authority, will make the decision if the vessel is to be removed from the berth for the safety of the port.

There are fire hydrants and hose reels that are located at all berths. Alarm points linked directly to the Queensland Fire and Emergency Service Authority are situated at the rear of

the wharves. The fire alarm at wharf number 10 (NGF berth) is located at the pump house building. This berth is also equipped with its own fire pump and foam monitors.

12.3.1 Wharf/Marina Evacuation Plan

In the event of a fire, explosion, or other emergency follow the evacuation paths as displayed in the local area to an assigned muster area. The master of each vessel is responsible for checking their vessel to ensure that all persons have evacuated the vessel and wharf/marina structure and report to QFES. The area can only be determined safe and all clear for continuation of normal operations by QFES.

12.3.2 Emergency Plans

It is the responsibility of port users/customers and organisations carrying out an operation or activity within the port to develop and manage their own emergency plan and procedure in accordance with relevant legislation, standards and codes. Depending on the nature and size of the operation or activity the authority may request that a copy of this plan/procedure be provided for the authority's perusal. There may also be a requirement to link this plan/procedure with those used by the authority.

It is an offence to fail or to refuse to supply a copy of the emergency plan/procedure to the authority upon request.

12.4 Marine Pollution

The *Transport Operations (Marine Pollution) Act 1995* is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage, and garbage (MARPOL annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ships should dispose of all waste ashore using the waste reception facilities available (see section 15 Port Services).

12.4.1 Reporting

Section 67 of the *Transport Operations (Marine Pollution) Act 1995* requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master. The report should be made via Cairns VTS (24 hours)

The following details should be provided in a report of marine pollution:

- Date/time of incident;
- Location (latitude, longitude, and physical site);
- Report source and contact number;
- Nature, extent, and estimated quantity of spill;

- Type of oil or description;
- Spill source and point of discharge from source;
- Identity and position of nearby ships or name of alleged polluter;
- Nature and extent of spill and movement and speed of spill;
- Local weather/tide/sea conditions;
- Whether a sample of the substance spilled has been collected; and
- Any additional information that relates to the spill.

The Maritime Safety Queensland regional office will complete Marine Pollution Report (F3968) based on the above information and email to the relevant authorities.

The port authority duty officer (24 hours): +61 7 4051 2558

12.5 Marine Incidents

Under the *Transport Operations (Marine Safety) Act 1994*, a marine incident is classified as an event causing or involving:

- The loss of a person from a ship;
- The death of, or grievous bodily harm to, a person caused by a ship's operations;
- The loss or presumed loss or abandonment of a ship;
- A collision with a ship;
- The stranding of a ship;
- Material damage to a ship;
- Material damage caused by a ship's operations;
- Danger to a person caused by a ship's operations;
- Danger of serious damage to a ship; and
- Danger of serious damage to a structure caused by a ship's operations.

12.5.1 Procedures subsequent to serious Marine Incidents

In the case of a serious marine incident as defined in section 12.5 including a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. The Regional Harbour Master (Cairns) through Cairns VTS is to be immediately advised and advice sought.

The vessel will be surveyed by the appropriate authority (AMSA or classification society) to ensure seaworthiness before it leaves port limits.

12.5.2 Marine Incident Reporting – Maritime Safety Queensland

A marine incident must be reported to a shipping inspector within 48 hours of the incident unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at Maritime Safety Queensland marine operations bases), and officers of Queensland

Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these offices, contact a shipping inspector by phone. They will advise you what to do next.

The reporting form used for recreational vessels is:

- Maritime Safety Queensland - Marine Incident Report (F3071) Recreational Vessels.

The form is available online from Maritime Safety Queensland or from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved. The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident, but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the *Transport Operations (Marine Safety) Act 1994* requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must, to the extent that he can do so without danger to his ship or persons on board his ship:

- Give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident;
- Stay by the other ship until no further assistance is required; and
- Give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

Section 129 of the *Transport Operations (Marine Safety) Act 1994* requires the master of a ship to promptly report dangers to navigation including an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

12.5.3 Marine Incident Reporting – Australian Maritime Safety Authority

AMSA Reports, as required by amsa.gov.au are to be submitted by fax +61 2 6230 6868 or 1800 622 153 or email reports@amsa.gov.au.

Complete details of these requirements are available on the AMSA web site.

12.5.4 GBRMPA Incident Report Form

To report an incident where a breach of GBRMPA regulations is observed witnesses are asked to complete the incident report form – GBRMPA. Urgent matters should be reported by phone to the appropriate number listed on the form.

12.5.5 Environmental Incident Reporting

Incidents with potential to cause or which have caused 'environmental harm' as defined in the *Environmental Protection Act 1994* within the port including land and facilities under the control of the port authority must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Department of Environment and Resource Management and/or Cairns Regional Council where the incident is of the nature that requires notification under the *Environmental Protection Act 1994* and environmental protection policies.

12.6 Port Community Responsibilities

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the Maritime Safety Queensland regional office (VTS) and/or the emergency response agencies of Police, Fire, or Ambulance.

AMSA requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

13. Security

13.1 General

The Department of Home Affairs is responsible for administering maritime safety legislation for the Australian Government. Australia's primary framework for maritime safety is established under the Navigation Act 2012 (Navigation Act) and the Marine Safety Domestic Commercial Vessel) National Law Act 2012 (National Law Act).

The *Navigation Act 2012* establishes Australia's regulatory framework for international ship and seafarer safety, shipping aspects of protecting the marine environment, and the actions of seafarers in Australian waters. The Navigation Act also gives effect to international conventions and treaties developed by the International Maritime Organization, the International Labour Organization and United Nations Conferences to which Australia is a signatory.

The Australian Government regulates the security of the Australian maritime transport through the *Maritime Transport and Offshore Facilities Security Act 2003* (MTOFSA) and the Maritime Transport and Offshore Facilities Security Regulations 2003. This legislation was introduced to meet obligations in response to Chapter XI-2 of the *International Convention for the Safety of Life at Sea 1974* (SOLAS) and the *International Ship and Port Facility Security Code 2003* (ISPS).

The MTOFSA sets out a regulatory framework which centres on maritime industry participants assessing their operations for security risks and preparing a security plan which sets out measures to counter these identified risks. Under this framework, security regulated ships, port operators, port facility operators, offshore facilities and offshore service providers are regulated.

The department is responsible for administering the Act and regulations, while maritime industry participants are responsible for delivering security on a day-to-day basis.

Far North Queensland Ports Corporation Limited has an approved Maritime Security Plan as required under the Maritime Transport and Offshore Facilities Security Act 2003.

A ship's master, prior to entering the port must report directly to the port authority or via their respective ship agency the following:

- ISPS compliance number;
- Current ship security level or any change to the ship security level while in port;
- Ship security officer contact details;
- List of expected visitors/contractors;
- Nominated provedore; and
- Crew list and identification.

Any security incident (as defined under the ISPS Code or maritime transport security legislation) while in port.

Refer to the Ports North website for complete details

13.1.1 Security Levels

The federal government determined, and will declare when necessary, three maritime security levels (MarSec levels).

- MarSec Level 1 – minimum appropriate protective security measures will be maintained at all times;
- MarSec Level 2 – appropriate additional protective security measures will be enacted because of heightened risk of a security incident; and
- MarSec Level 3 – further specific protective security measures maintained for limited times when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Unless otherwise advised the port will operate on **MarSec Level 1**.

In addition to normal security measures undertaken, additional security measures on the land and water may be implemented:

- if directed by officers of Department Home Affairs; and
- the current ship security level is higher than security MarSec Level 1 or the port/port facility security level.

Responsibility for the implementation of the additional security measures will be agreed via a declaration of security between the ship and the port authority or the port facility operator. If between the ship and the port facility operator, the port security officer must be consulted and agree with the security measures proposed to be implemented.

13.1.2 Maritime Security Zones

Dependent upon the security level in force, these zones will apply in particular areas of the port. Zones which will typically apply are:

- Landside restricted zone – an area of land, to which access is controlled, within the boundaries of a port facility or of land under the control of a port service provider; and
- Waterside restricted zone – an area of water within the port where a ship may berth, anchor or moor, and access to the area is controlled. It extends below the water level to the seabed and under any wharf adjacent to the zone.

Zones established at maritime security Level 1 are as follows:

- Waterside restricted zone – 50m from any wharf or the outside face of a security regulated fuel or cruise ship; and
- Landside restricted zones – areas defined by security fences and signage on all berths.

All zones will be clearly identified, and conditions must be observed by all port users.

Access to the zones is controlled and entry into the zones is not permitted unless authorised by the ship and/or port authority, as required. To do so is an offence under the

Maritime Transport and Offshore Facilities Security Act 2003 (the MTOFSA) and subject to significant penalties.

13.1.3 Security measures

Security of individual vessels or property is the responsibility of the vessel owner. When landside security zones are in operation these zones will be secured in accordance with the Cairns maritime security plan.

13.1.4 Reporting of incidents

All port users are expected to exercise a high level of security awareness. Any threat of, or actual, unlawful interference with maritime transport must be reported as specified in part 9 of the MTOFSA to the port authority and other parties as appropriate.

13.1.5 Refuse ship entry – no International Ship Security Certificate

The port authority reserves the right to refuse entry to the port, any vessel that is unable to provide to the port security officer, a current International Ship Security Certificate.

13.1.6 Shore access to ships and port facilities

It is an offence to enter or leave the port area by any means other than a designated entrance or exit. All security breaches, or potential activities that may breach security or cause harm, should be immediately reported to the port authority duty officer on:

Direct line: +61 7 4051 2558
Mobile: 0419 657 350

13.1.7 Port Security Contacts

Seaport Operations Officer:

Phone: +61 7 4051 2558
Mobile: 0419 657 350 (24 hours)

13.2 National Security

In line with the federal government's recent publications to do with the reporting of any possible terrorist activity then these procedures are to be followed.

Contact the National Security 24-hour Hotline if you have any information of possible terrorist activity or have seen or heard something suspicious that may need investigating by the security agencies.

24-hour National Security Hotline: 1800 123 400

Email: hotline@nationalsecurity.gov.au

Suspicious activities reporting: Border Watch (homeaffairs.gov.au)

14. Port State Control in Australia

Select the link below to view the current Fact Sheet issued by the Australian Maritime Safety Authority.

Port State control | Australian Maritime Safety Authority (amsa.gov.au)

15. Port Services

15.1 Bunkering

Bunker fuel oil facilities are available at number 10 berth for quantities over 30,000 litres.

Agents are required to submit a dangerous cargo report to VTS Cairns prior to commencement of operations.

Road tankers are used to bunker smaller quantities at other berths. Permission must be obtained from the port authority prior to commencement.

Fuel Transfer Notification to be completed by Road tanker operator and vessel operator (Master or Engineer)

15.2 Fresh Water

Fresh water is available at all berths – contact the Seaport operations office on:

Phone: +61 7 4051 2558

15.3 Waste

It is an offence for a person to discard, dispose of, or leave rubbish, refuse, sewage, waste of any kind (including galley waste), waste water or other liquid waste in the port unless it is in a controlled manner in authorised and designated areas or through approved services.

15.3.1 Waste – Quarantine

Ships moored to a commercial wharf must engage port quarantine waste services for the disposal of waste at least once per day, unless exempted by the Department of Agriculture. Quarantine waste from ships moored to commercial wharves must be kept in sealed plastic bags on board the vessel until the arrival of the collection vehicle. It is an offence to fail to comply with the above procedures.

Facilities are available at Cairns for the collection of tank washing slops, oily mixtures containing chemicals, oily bilge water, oil sludge and sewage. The service is provided by the port authority.

15.4 Electric Power

Shore power for both single phase and three phase power connections are available at all berths. Contact the Seaport operations Office.

15.5 Miscellaneous Contacts

Company	Telephone
Australian Volunteer Coastguard	+61 7 4051 2192
Cairns Water Police	+61 7 4057 3577
Cairns Regional Council	+61 7 4044 3044
Environment and Resource Management	1300 130 372
Great Barrier Reef Marine Park Authority (GBRMPA)	+61 7 4051 7132
GBRMPA – cruise ship anchorage bookings	+61 7 4750 0775
Auriga	+61 7 3026 2660
Torres Pilots P/L	+61 7 4055 2368

Table 25 Miscellaneous contacts

15.6 Shipping Agencies

Name – company/agent	Telephone	Fax/mobile	Address
Carpentaria Marine Services	+61 74035 3264		cmsadmin@carpentariacontracting.com
Carter Marine Agencies	+61 74051 1046	+61 7405 11056	PO Box 319, Westcourt Qld 4870 ops@cmaaust.com
Coral Expeditions	+61 74040 9999	+61 74040 9944	PO Box 2093, Cairns Qld 4870
Gulf Agency Company (Townsville)	+61 74721 0421	+61 74721 2053	PO Box 6041, Cairns Qld 4870 Suite 10/61 McLeod St, Cairns shipping.cairns@gacworld.com
Inchcape Shipping Services	+61 74051 5211	+61 74051 5082	PO Box 621, Cairns Qld 4870 cairns@iss–shipping.com.au
Lind Vlad Expeditions Pty		+61 404601171	Level 2/26 Ridge Street, North Sydney NSW 2060

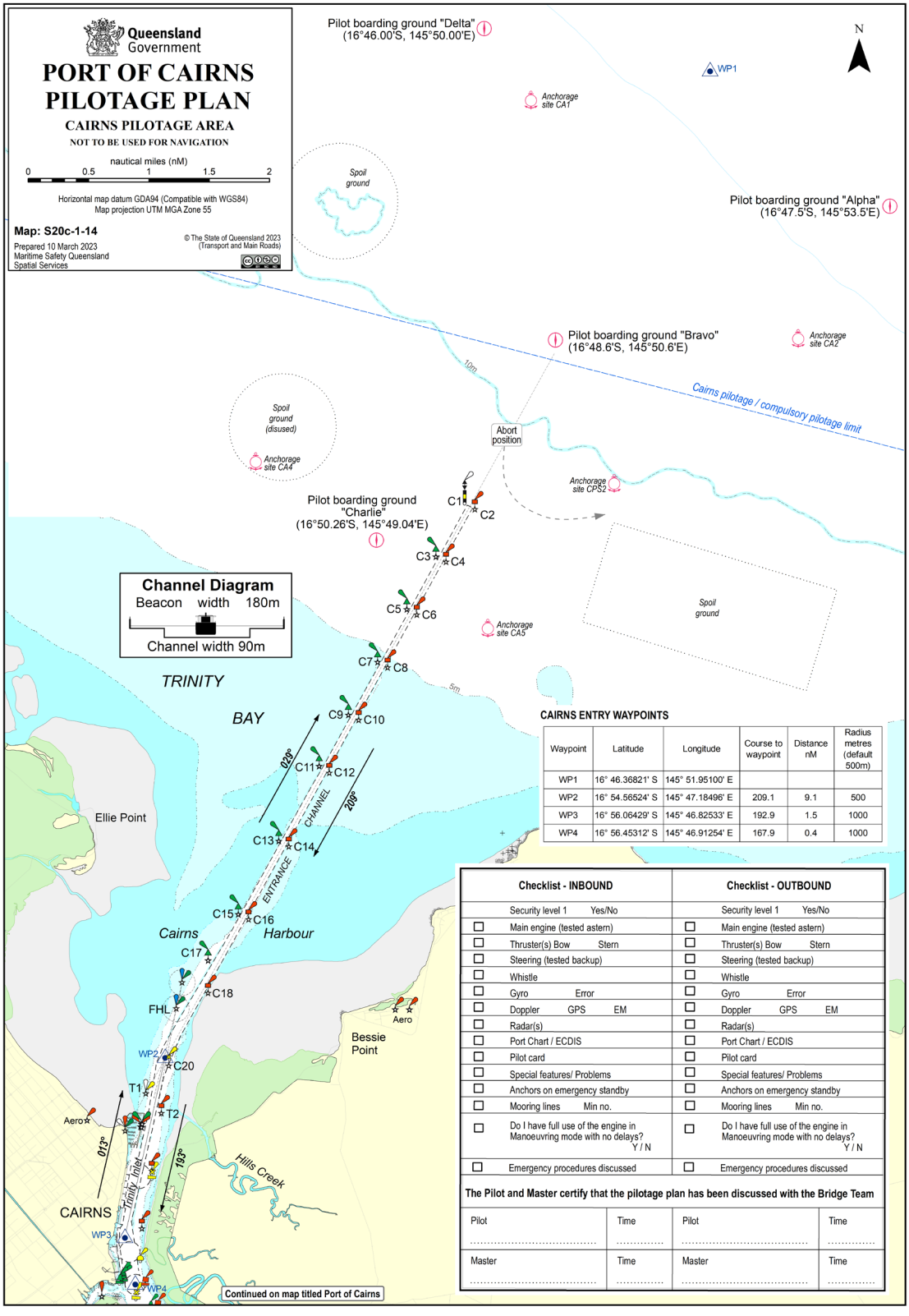
Ltd National Geographic			
Pacific Marine Group	+ 61 74724 2200	+61 74724 2208	PO Box 1155, Townsville Qld 4810 info@pacificmarinegroup.com.au
Sea Swift Pty Ltd/ Dartstone	+61 74035 1234	+61 74035 1239	PO Box 6755, Cairns Qld 4870 admin@seaswift.com.au
Sturrock Grindrod Maritime (Townsville)	+61 74721 1140	+61 74721 1635	PO Box 1409 Townsville Qld 4810 townsville@hksa.com.au
TOLL Marine Logistics (Darwin – Administration Office) (Cairns Depot) (Weipa Depot)	+61 8 8984 4886 +61 7 4241 980 +61 7 4069 7309	+61 8 8941 0991 +61 7 4035 1413 +61 7 4069 7233	GPO Box 1019, Darwin NT 0801 TollMarineLogistics-Cairns@tollgroup.com TollMarineLogistics-Weipa@tollgroup.com
Wave Shipping (Brisbane)	+61 7 3630 0438		ops@wave-shipping.com.au
Wilhelmsen (Townsville)	+61 7 4721 4955		PO Box 1140 Townsville QLD 4810, wss.townsville@wilhelmsen.com

Table 26 Shipping agencies

16. Appendices

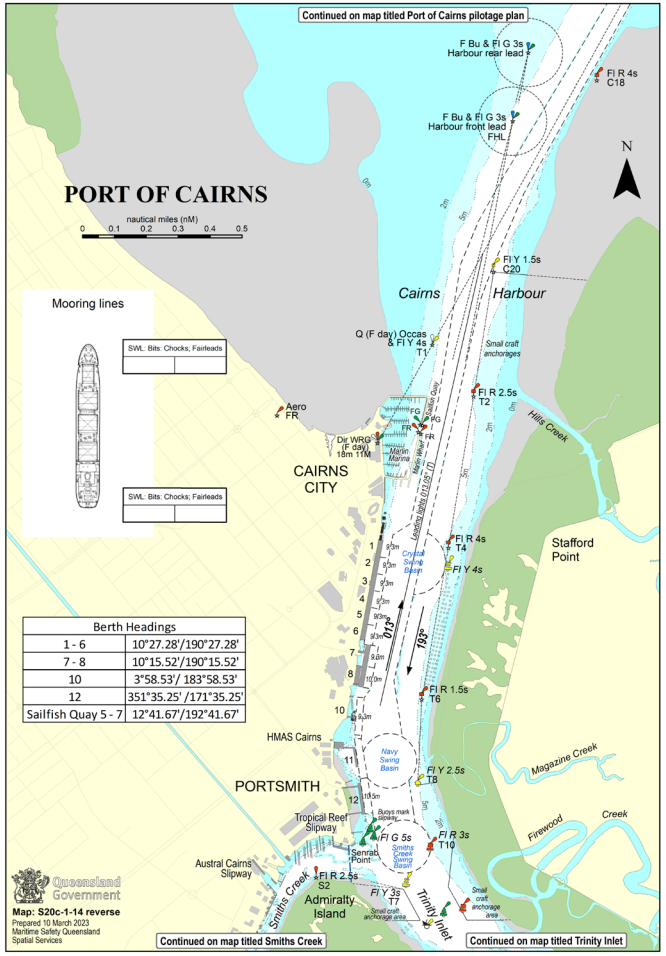
16.1 Port of Cairns Pilotage Plans

For a high resolution map please see [Section 16.1 - Port of Cairns Pilotage Plans - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]



16.2 Port of Cairns Pilotage Plans Reverse and Pilot boarding grounds

For a high resolution map please see [Section 16.2 - Pilot boarding grounds - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]



PORT OF CAIRNS

Vessel .....

PILOTAGE PLAN - ARRIVAL

Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 for assistance.
The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by VTS Cairns.

Pilot			Pilot card	yes		no				Fairway	Harbour	
Date			Defects	yes		no						
Passage			Tugs	Bollard pull	Propulsion	Position			LAT + Tide			
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.							
Berth			Wajarri	50T	Az.D.							
Draft in metres	F	A	Gabo	47T	Az.D.				Avl Water - Draft			
Tide	Time	Height	Woona	47T	Az.D.							
Tide	Time	Height	Minimum UKC									
Wind	DIR	SP	Vessels over	90000GRT		2.0m						
Remarks:			Vessels over	40000GRT		1.5m						
			Vessels up to	40000GRT		1.3m						
			Vessels up to	30000GRT		0.9m or			UKC			
			10% of draft if it is greater									
			Swing Basin			0.6m						

PORT OF CAIRNS

Vessel .....

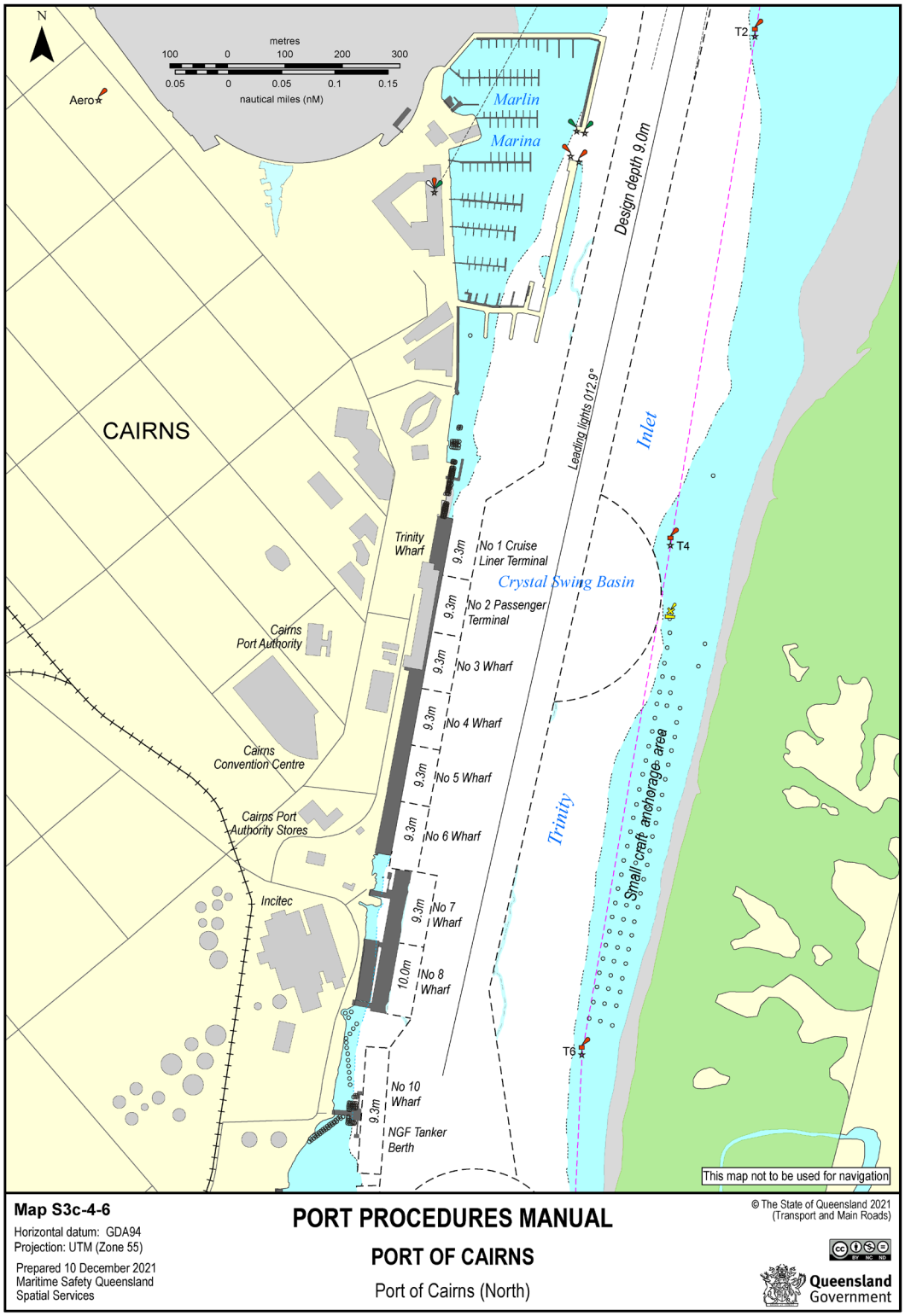
PILOTAGE PLAN - REMOVAL/DEPARTURE

Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 for assistance.
The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by VTS Cairns.

Pilot			Pilot card	yes		no				Harbour	Fairway	
Date			Defects	yes		no						
Passage			Tugs	Bollard pull	Propulsion	Position			LAT + Tide			
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.							
Draft in metres	F	A	Wajarri	50T	Az.D.							
Tide	Time	Height	Gabo	47T	Az.D.				Avl Water - Draft			
Tide	Time	Height	Woona	47T	Az.D.							
Wind	DIR	SP	Minimum UKC									
Remarks:			Vessels over	90000GRT		2.0m						
			Vessels over	40000GRT		1.5m						
			Vessels up to	40000GRT		1.3m						
			Vessels up to	30000GRT		0.9m or			UKC			
			10% of draft if it is greater									
			Swing Basin			0.6m						

16.3 Cairns Berth Layout (North)

For a high resolution map please see [Section 16.3 - Cairns Berth Layout (North) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

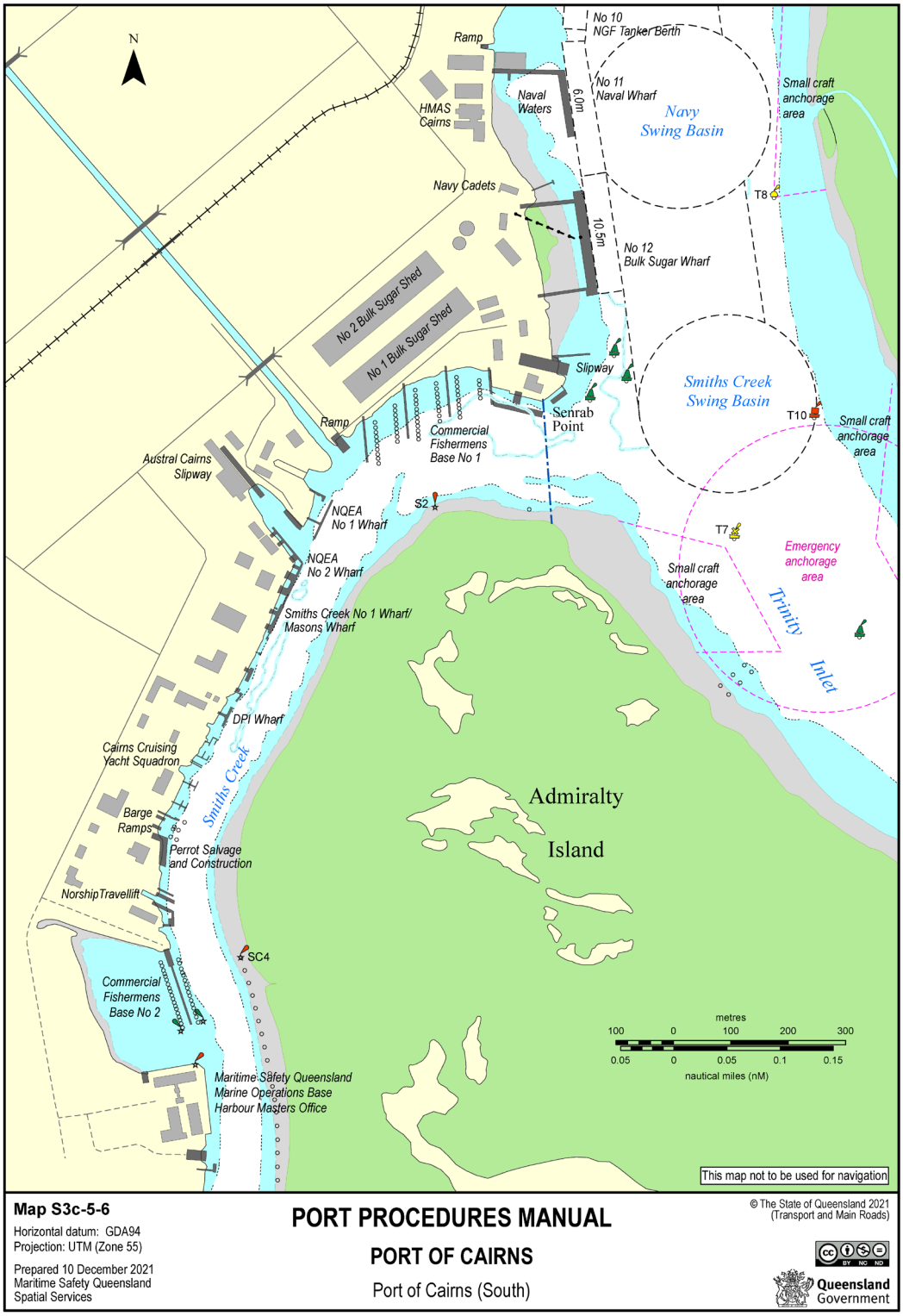


16.4 Port and Pilotage Areas

For a high resolution map please see [Section 16.4 - Port and Pilotage Areas - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

16.5 Cairns Berth Layout (South)

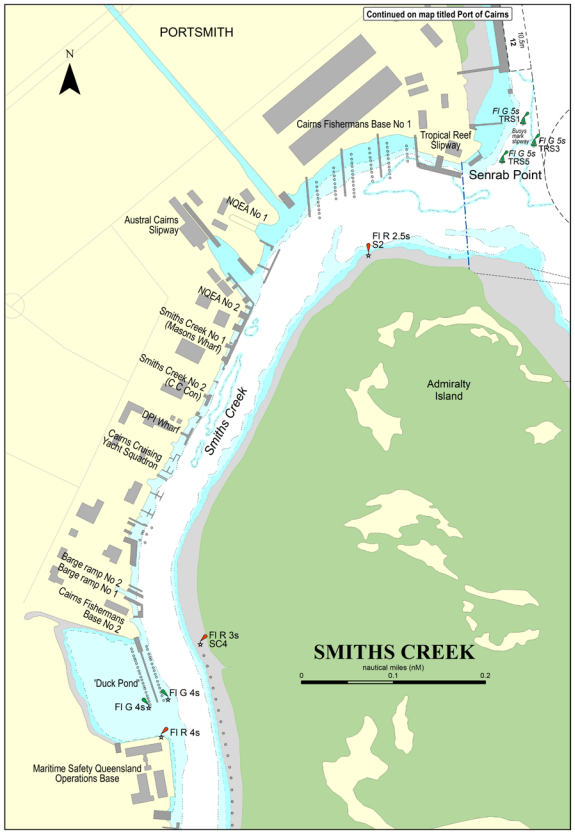
For a high resolution map please see [Section 16.5 - Cairns Berth Layout (South) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

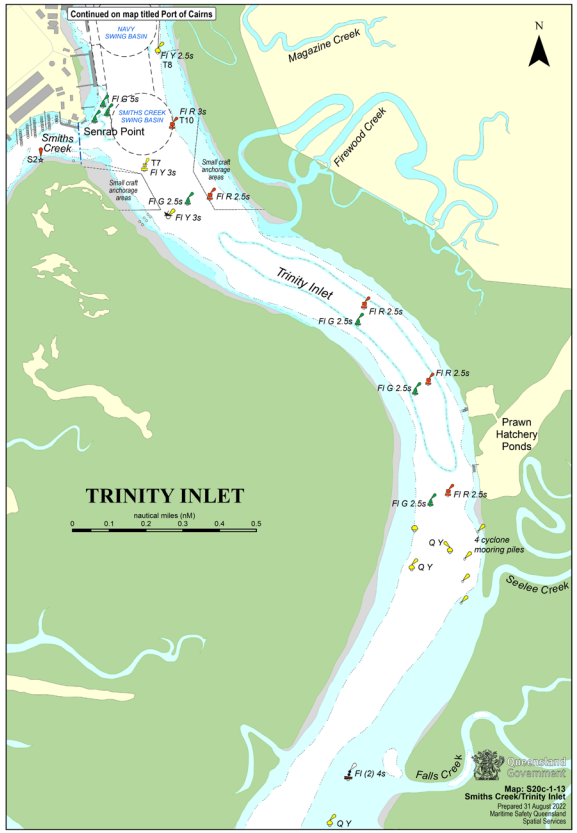


16.6 Smith's Creek and Trinity Inlet

For a high resolution map please see [Section 16.6 - Cairns Berth Layout (South) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

Trinity Inlet displays the Small Craft Anchorage





16.7 Smith's Creek and Trinity Inlet Reverse

For a high resolution plan please see [Section 16.7 - Small Craft Anchorage - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

Checklist - INBOUND		Checklist - OUTBOUND	
Security level 1	Yes/No	Security level 1	Yes/No
☐	Main engine (tested astern)	☐	Main engine (tested astern)
☐	Thruster(s) Bow Stern	☐	Thruster(s) Bow Stern
☐	Steering (tested backup)	☐	Steering (tested backup)
☐	Whistle	☐	Whistle
☐	Gyro Error	☐	Gyro Error
☐	Doppler GPS EM	☐	Doppler GPS EM
☐	Radar(s)	☐	Radar(s)
☐	Port Chart / ECDIS	☐	Port Chart / ECDIS
☐	Pilot card	☐	Pilot card
☐	Special features/ Problems	☐	Special features/ Problems
☐	Anchors on emergency standby	☐	Anchors on emergency standby
☐	Mooring lines Min no.	☐	Mooring lines Min no.
☐	Do I have full use of the engine in Manoeuvring mode with no delays? Y / N	☐	Do I have full use of the engine in Manoeuvring mode with no delays? Y / N
☐	Emergency procedures discussed	☐	Emergency procedures discussed
The Pilot and Master certify that the pilotage plan has been discussed with the Bridge Team			
Pilot	Time	Pilot	Time .....
Master	Time	Master	Time .....

Tug and Barge operations

Barge must be able to deploy and recover its anchor using onboard equipment at all times.

Duck Pond
- Slack water (zero tide movement)
- No vessels on the Maritime Operations Base Wharf 0-35m when vessels over 50m are entering or departing.
- 0.3m UKC
- Workboats must be fit for purpose and manned by a trained, competent operator.

Smiths Creek
- Workboats to be in attendance in Smiths Creek
- Slack water is defined as 20cm or less movement of tide.
- Tug and barge operations are not to occur when 2 barges are rafted up at either SC1 or SC2.

Admiralty Island
- All tug and barges proceeding to and from anchorages/moorings shall have a workboat in attendance

Queensland Government
Map: S20c-1-13 reverse
Prepared 31 August 2022
Maritime Safety Queensland
Spatial Services

PORT OF CAIRNS

Vessel .....

PILOTAGE PLAN - ARRIVAL

Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 for assistance.
The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by VTS Cairns.

Pilot			Pilot card	yes		no			Fairway	Harbour		
Date			Defects	yes		no						
Passage			Tugs	Bollard pull	Propulsion	Position	LAT + Tide					
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.							
Berth			Wajarri	50T	Az.D.							
Draft in metres	F	A	Gabo	47T	Az.D.							
Tide	Time	Height	Woona	47T	Az.D.		Avl Water - Draft					
Tide	Time	Height	Minimum UKC									
Wind	DIR	SP	Vessels over	90000GRT		2.0m						
Remarks:			Vessels over	40000GRT		1.5m						
			Vessels up to	40000GRT		1.3m						
			Vessels up to	30000GRT		0.9m or	UKC					
			10% of draft if it is greater									
			Swing Basin			0.6m						

PORT OF CAIRNS

Vessel .....

PILOTAGE PLAN - REMOVAL/DEPARTURE

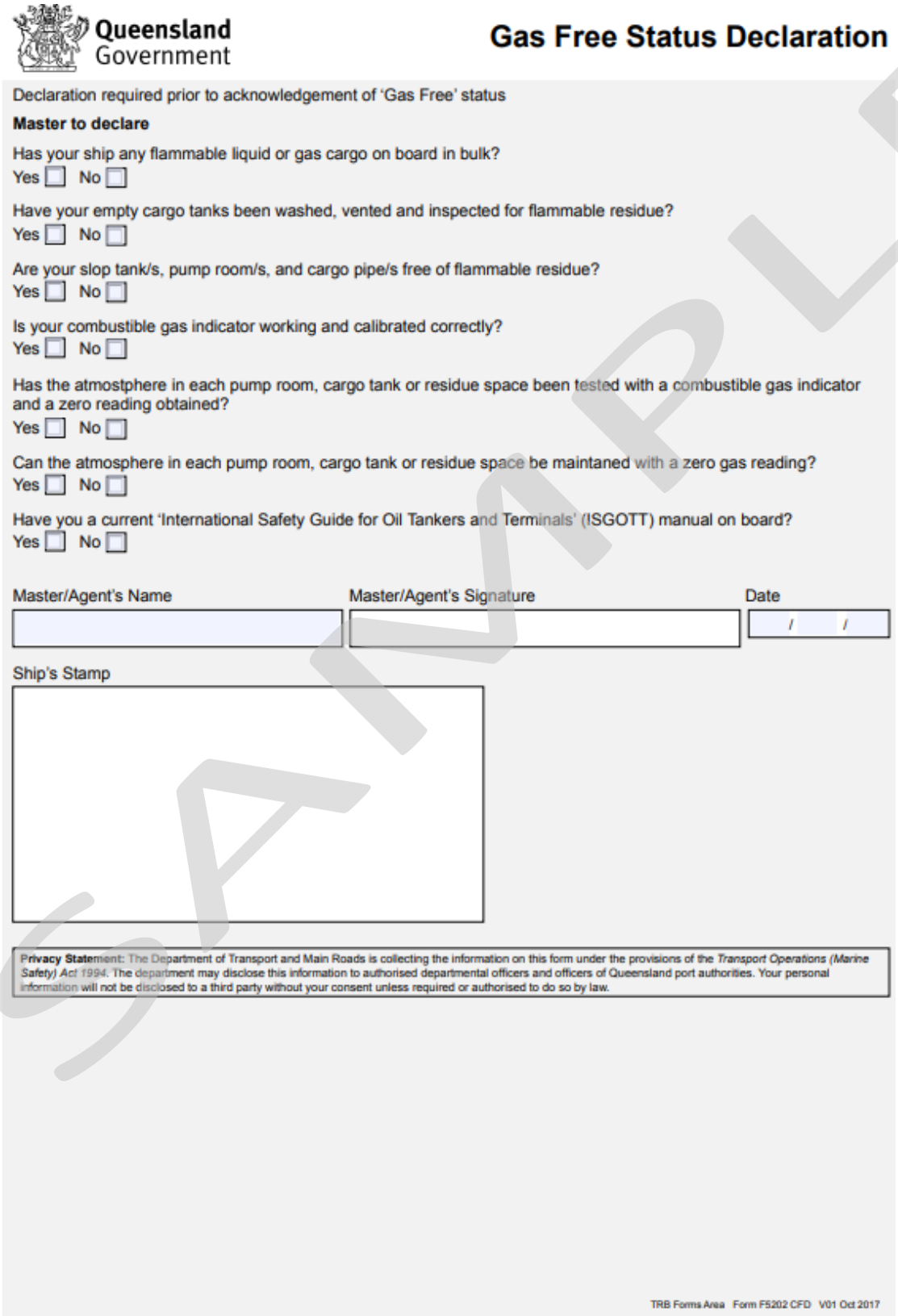
Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 for assistance.
The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by VTS Cairns.

Pilot			Pilot card	yes		no			Harbour	Fairway		
Date			Defects	yes		no						
Passage			Tugs	Bollard pull	Propulsion	Position	LAT + Tide					
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.							
Draft in metres	F	A	Wajarri	50T	Az.D.							
Tide	Time	Height	Gabo	47T	Az.D.							
Tide	Time	Height	Woona	47T	Az.D.		Avl Water - Draft					
Wind	DIR	SP	Minimum UKC									
Remarks:			Vessels over	90000GRT		2.0m						
			Vessels over	40000GRT		1.5m						
			Vessels up to	40000GRT		1.3m						
			Vessels up to	30000GRT		0.9m or	UKC					
			10% of draft if it is greater									
			Swing Basin			0.6m						

16.8 Gas-free status declaration

Please follow this link to access the official fillable PDF form: F5202 - Gas Free Status Declaration

This is a replica of the form and is not intended to be used.



Queensland Government

Gas Free Status Declaration

Declaration required prior to acknowledgement of 'Gas Free' status

Master to declare

Has your ship any flammable liquid or gas cargo on board in bulk?
Yes ☐ No ☐

Have your empty cargo tanks been washed, vented and inspected for flammable residue?
Yes ☐ No ☐

Are your slop tank/s, pump room/s, and cargo pipe/s free of flammable residue?
Yes ☐ No ☐

Is your combustible gas indicator working and calibrated correctly?
Yes ☐ No ☐

Has the atmostphere in each pump room, cargo tank or residue space been tested with a combustible gas indicator and a zero reading obtained?
Yes ☐ No ☐

Can the atmosphere in each pump room, cargo tank or residue space be maintaned with a zero gas reading?
Yes ☐ No ☐

Have you a current 'International Safety Guide for Oil Tankers and Terminals' (ISGOTT) manual on board?
Yes ☐ No ☐

Master/Agent's Name | Master/Agent's Signature | Date / /

Ship's Stamp

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

TRB Forms Area Form F5202 CFD V01 Oct 2017

16.9 Example – Chemist's Certificate of Compliance

To be lodged to the VTS Centre at least 48 hours prior to ship's ETA pilotage area:

Far North Queensland Ports Corporation Ltd

Port Operations Officer..... Fax: +61 7 4052 1493 ..... Ph: +61 7 4052 3888

Maritime Safety Queensland

Manager (VTM) .....Fax: +61 7 4052 7460 ..... Ph: +61 7 4033 3670

Tankers Operating without Inert Gas

- *tankers operating without inert gas may only berth at a non tanker berth provided all cargo tanks, slop tanks, cargo lines and associated pipe work are certified gas free by an independent chemist. That is, that the vessel is in a completely gas free condition*
- *tankers Operating with Inert Gas:*
- *the vessel's inert gas system must be fully operational so as to maintain a positive pressure in inerted tanks at all times. If work is to be carried out on the ship's inert gas installation or boiler or other sections of plant or piping which affect inert gas supply, an independent supply of inert gas is to be put into place and fully operational prior to repair work commencing*
- *any tank, including slop tanks, containing high flash point cargo or residues, must have the ullage space maintained in an inert condition unless otherwise authorised by the port authority*
- *all empty tanks that last carried a low flash cargo must be washed and/or gas free and not have a vapour test reading in excess of the equivalent to 1% hydrocarbon as referenced to Hexane*
- *any empty tank that last carried a low flash cargo and has not been gas freed must not have a hydrocarbon content exceeding 2% by volume*
- *special conditions apply to slop tank(s) that contain low flash point slops/products*
    - wherever possible slops should be confined to a single designated slops tank
    - if the flash point is <60°C then the tank must be tested and certified that the content of low flash product within the slops does not exceed 5% of the tank's volume
    - the ullage space of the slop tank must be inerted
- positive inert gas pressure on tanks is to be maintained at all times and the oxygen content of the inert gas must not exceed 5%
- if a vessel's inert gas system were not operational, then she would be classed as a "tanker operating without inert gas" and is to follow the requirements as per a vessel of this type.

DECLARATION

I _____ of

_____ an independent chemist hereby declare that I have examined the vessel_____ and it has met all of the conditions as stated above at _____hrs on / / .

Proposed Berth: _____ Proposed berthing details:

Arrival time/date at berth: _____ Departure time/date at berth:_____

Signed _____ (an independent chemist)

Return Fax Number:_____

If the ship's tank contents status changes for any reason, a new "Chemist's Certificate of Compliance" must be issued and approved. Permission is granted for the vessel to berth in accordance with the details outlined in this declaration:

_____ _____/_____/_____

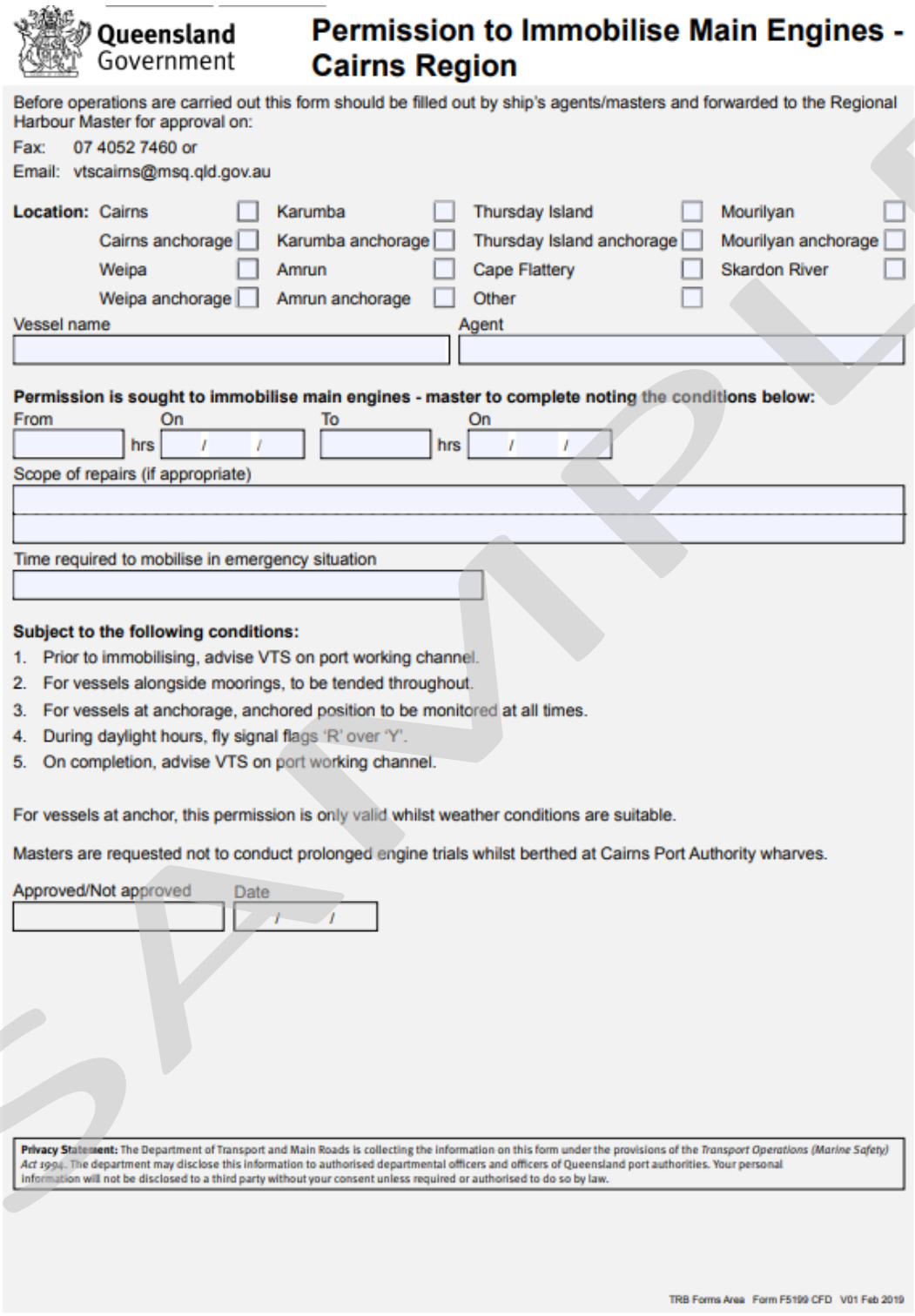
Authorised Officer Date

16.10 Permission to Immobilise Main Engines (at berth or anchor)

Please follow this link to access the official fillable PDF form: F5199 - Permission to Immobilise Main Engines - Cairns Region

This is a replica of the form and is not intended to be used.

(THIS FORM IS ONLY TO BE USED IF THE REQUEST CANNOT BE SUBMITTED BY THE AGENT WITHIN QSHIPS)



Queensland Government

Permission to Immobilise Main Engines - Cairns Region

Before operations are carried out this form should be filled out by ship's agents/masters and forwarded to the Regional Harbour Master for approval on:

Fax: 07 4052 7460 or

Email: vtscairns@msq.qld.gov.au

Location:

Cairns	☐	Karumba	☐	Thursday Island	☐	Mourilyan	☐
Cairns anchorage	☐	Karumba anchorage	☐	Thursday Island anchorage	☐	Mourilyan anchorage	☐
Weipa	☐	Amrun	☐	Cape Flattery	☐	Skardon River	☐
Weipa anchorage	☐	Amrun anchorage	☐	Other	☐		

Vessel name

Agent

Permission is sought to immobilise main engines - master to complete noting the conditions below:

From ____ hrs On __/__/__ To ____ hrs On __/__/__

Scope of repairs (if appropriate)

Time required to mobilise in emergency situation

Subject to the following conditions:

1. Prior to immobilising, advise VTS on port working channel.
2. For vessels alongside moorings, to be tended throughout.
3. For vessels at anchorage, anchored position to be monitored at all times.
4. During daylight hours, fly signal flags 'R' over 'Y'.
5. On completion, advise VTS on port working channel.

For vessels at anchor, this permission is only valid whilst weather conditions are suitable.

Masters are requested not to conduct prolonged engine trials whilst berthed at Cairns Port Authority wharves.

Approved/Not approved

Date __/__/__

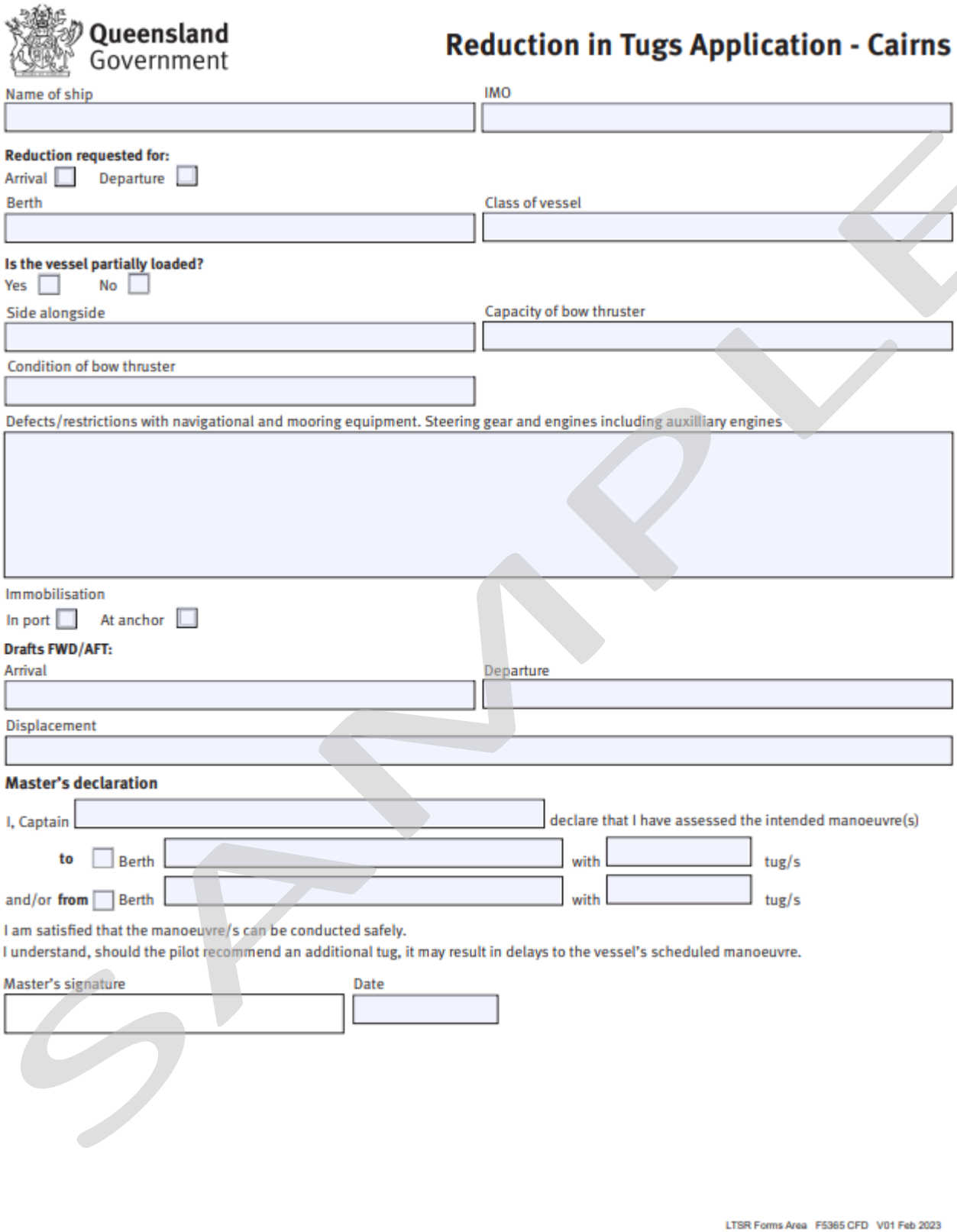
Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

TRB Forms Area Form F5199 CFD V01 Feb 2019

16.11 Application for Reduction in Tugs

Please follow this link to access the official fillable PDF form: F5365 - Reduction in Tugs Application - Cairns

This is a replica of the form and is not intended to be used.



Queensland Government

Reduction in Tugs Application - Cairns

Name of ship

IMO

Reduction requested for:

Arrival ☐ Departure ☐

Berth

Class of vessel

Is the vessel partially loaded?

Yes ☐ No ☐

Side alongside

Capacity of bow thruster

Condition of bow thruster

Defects/restrictions with navigational and mooring equipment. Steering gear and engines including auxilliary engines

Immobilisation

In port ☐ At anchor ☐

Drafts FWD/AFT:

Arrival

Departure

Displacement

Master's declaration

I, Captain _____ declare that I have assessed the intended manoeuvre(s)

to ☐ Berth _____ with _____ tug/s

and/or **from** ☐ Berth _____ with _____ tug/s

I am satisfied that the manoeuvre/s can be conducted safely.

I understand, should the pilot recommend an additional tug, it may result in delays to the vessel's scheduled manoeuvre.

Master's signature

Date

LTSR Forms Area F5365 CFD V01 Feb 2023

16.12 Cairns Vessel Traffic Service Area