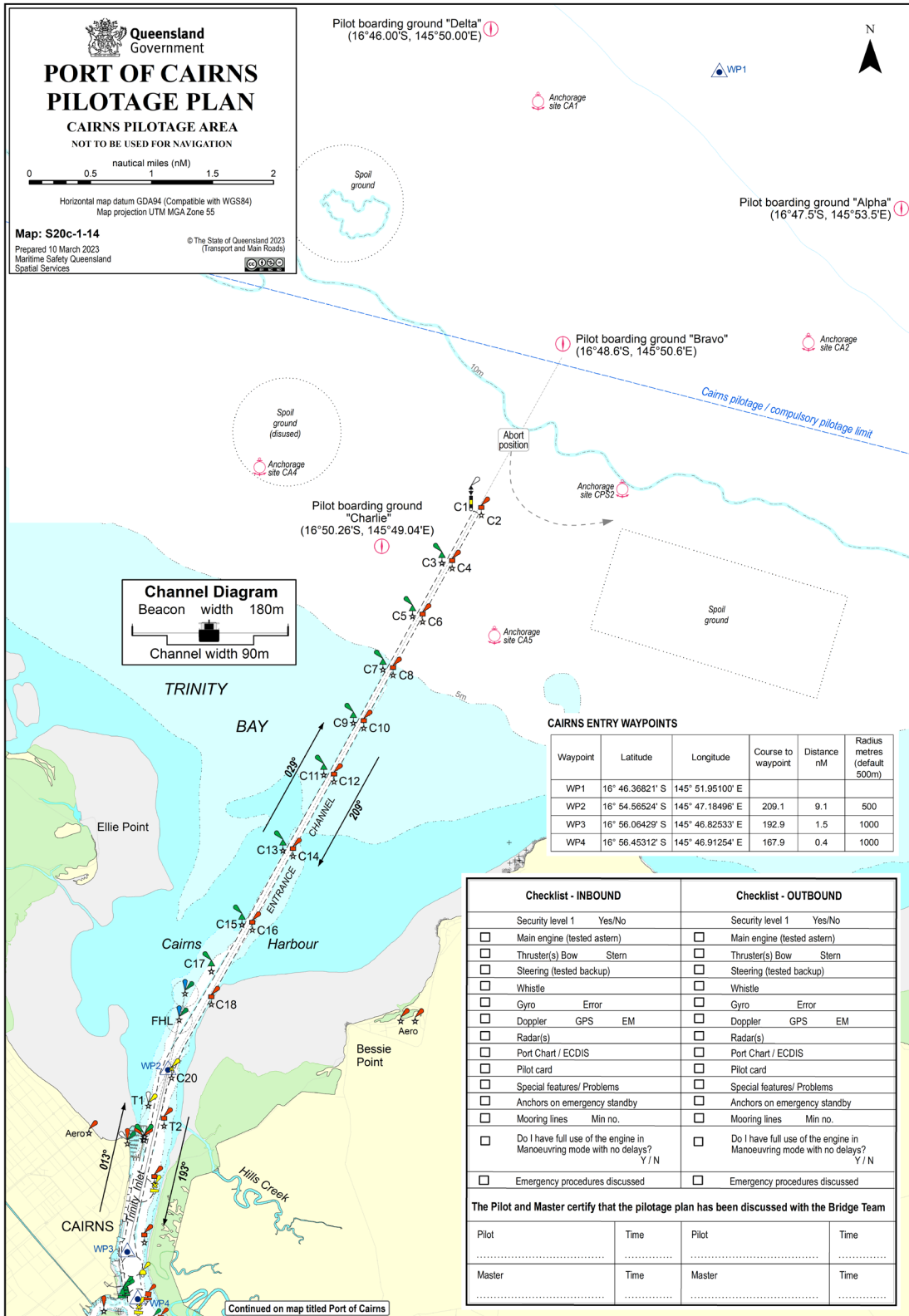


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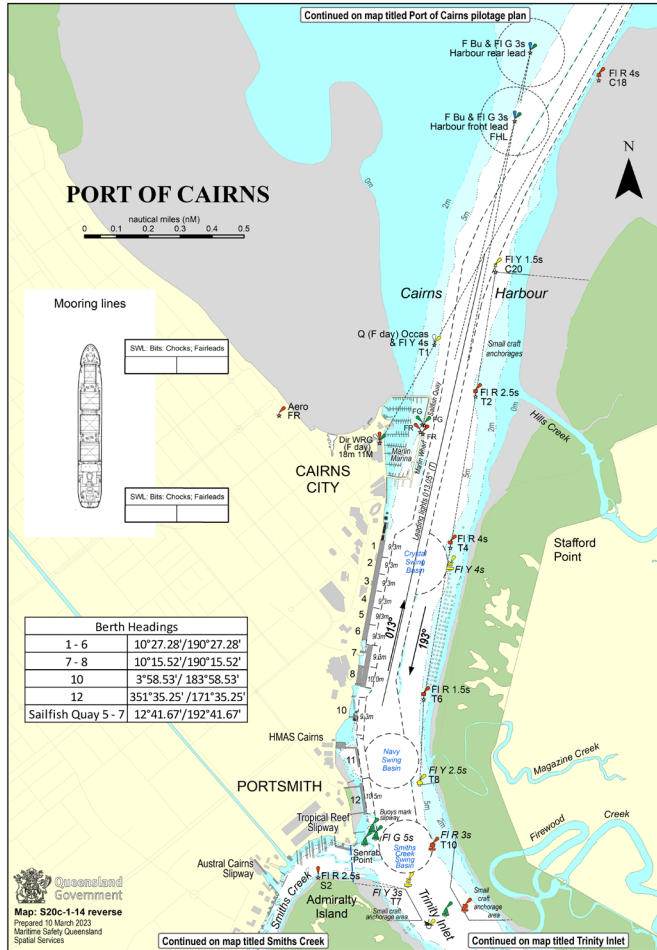
16.1 Port of Cairns Pilotage Plans

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	yes	no		
Passage	Tugs		Bollard pull	Propulsion	Position		LAT + Tide	
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.			
Berth			Wajarn	50T	Az.D.		Avl Water - Draft	
Draft	in metres F A		Gabo	47T	Az.D.			
Tide	Time Height		Woonna	47T	Az.D.			
Tide	Time Height		Minimum UKC					
Wind	DIR	SP	Vessels over 9000GRT		2.0m		UKC	
Remarks:			Vessels over 4000GRT		1.5m			
			Vessels up to 4000GRT		1.3m			
			Vessels up to 3000GRT		0.9m or			
			10% of draft if it is greater					
		Swing Basin		0.6m				

PORT OF CAIRNS

Vessel

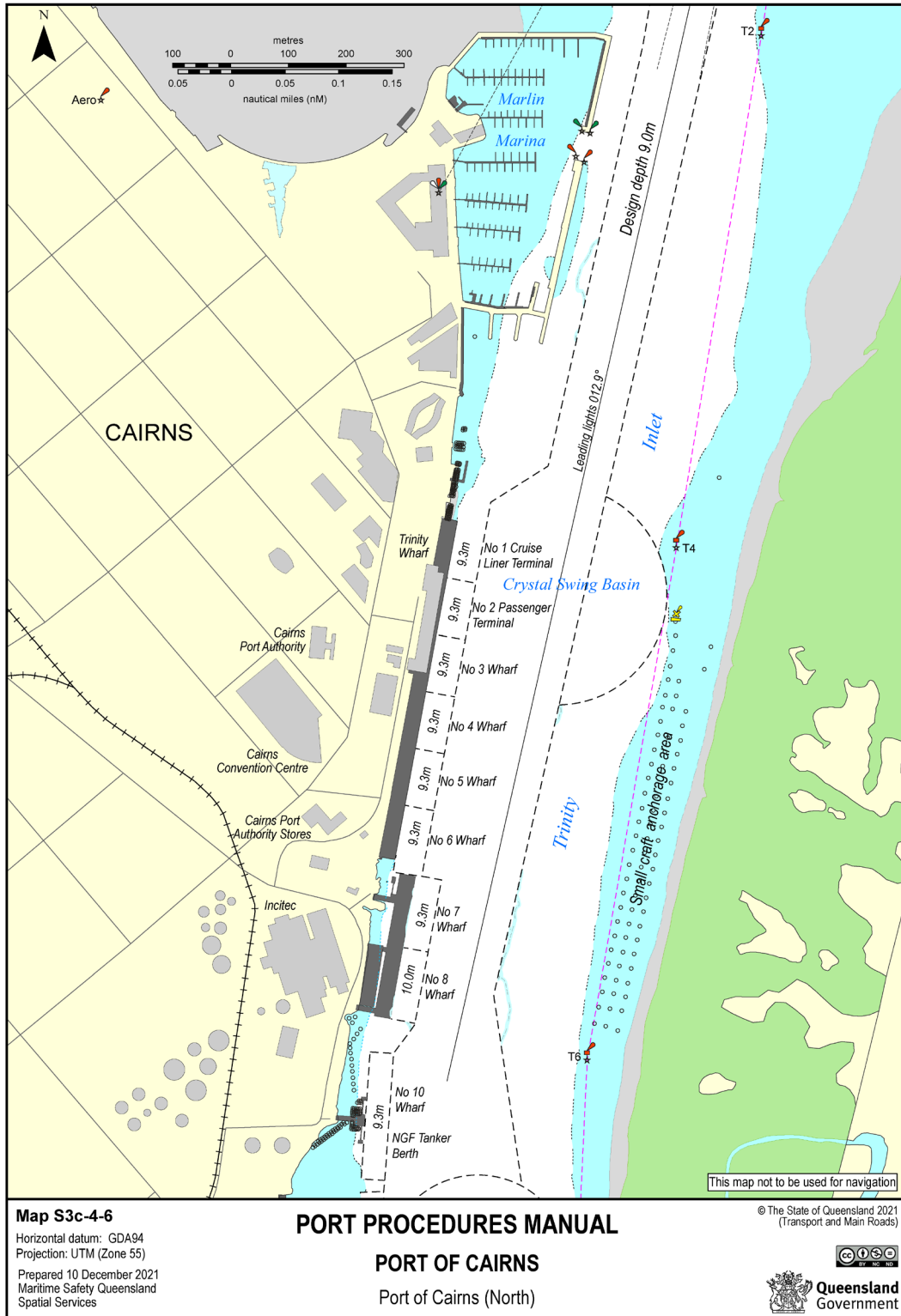
PILOTAGE PLAN - REMOVAL/DEPARTURE

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	yes	no		
Passage	Tugs		Bollard pull	Propulsion	Position		LAT + Tide	
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.			
Draft	in metres F A		Wajarn	50T	Az.D.		Avl Water - Draft	
Tide	Time Height		Gabo	47T	Az.D.			
Tide	Time Height		Woonna	47T	Az.D.			
Wind	DIR	SP	Minimum UKC					
Remarks:			Vessels over 9000GRT		2.0m		UKC	
			Vessels over 4000GRT		1.5m			
			Vessels up to 4000GRT		1.3m			
			Vessels up to 3000GRT		0.9m or			
			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)

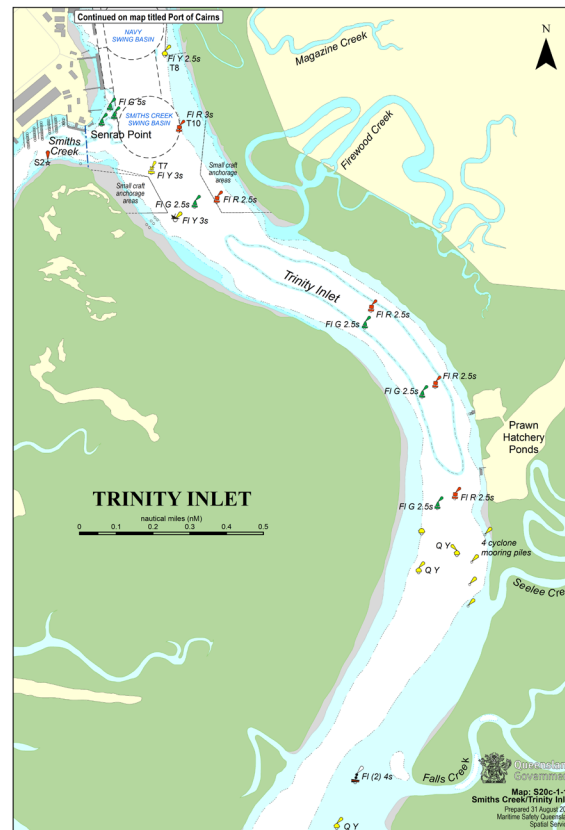
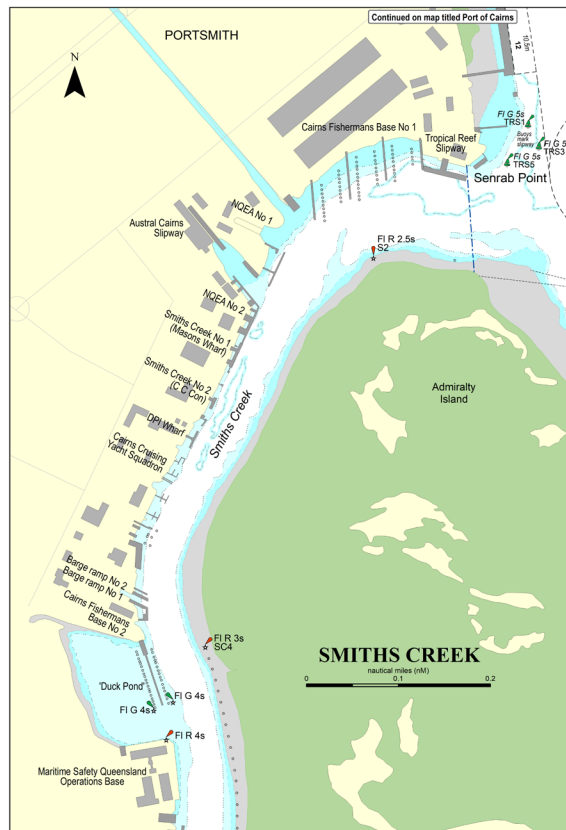
For a high resolution map please see [Section 16.5 - Cairns Berth Layout \(South\) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



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
<input type="checkbox"/> Main engine (tested astern)		<input type="checkbox"/> Main engine (tested astern)	
<input type="checkbox"/> Thruster(s) Bow Stern		<input type="checkbox"/> Thruster(s) Bow Stern	
<input type="checkbox"/> Steering (tested backup)		<input type="checkbox"/> Steering (tested backup)	
<input type="checkbox"/> Whistle		<input type="checkbox"/> Whistle	
<input type="checkbox"/> Gyro Error		<input type="checkbox"/> Gyro Error	
<input type="checkbox"/> Doppler GPS EM		<input type="checkbox"/> Doppler GPS EM	
<input type="checkbox"/> Radar(s)		<input type="checkbox"/> Radar(s)	
<input type="checkbox"/> Port Chart / ECDIS		<input type="checkbox"/> Port Chart / ECDIS	
<input type="checkbox"/> Pilot card		<input type="checkbox"/> Pilot card	
<input type="checkbox"/> Special features/ Problems		<input type="checkbox"/> Special features/ Problems	
<input type="checkbox"/> Anchors on emergency standby		<input type="checkbox"/> Anchors on emergency standby	
<input type="checkbox"/> Mooring lines Min no.		<input type="checkbox"/> Mooring lines Min no.	
<input type="checkbox"/> Do I have full use of the engine in Manoeuvring mode with no delays? Y/N		<input type="checkbox"/> Do I have full use of the engine in Manoeuvring mode with no delays? Y/N	
<input type="checkbox"/> Emergency procedures discussed		<input type="checkbox"/> 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



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			
Channels (VHF)	16 - 12 - 6	Tarcoola	50T	Az.D.		+ Tide			
Berth		Wajarri	50T	Az.D.					
Draft <small>in metres</small>	F	A	Gabo	47T	Az.D.				
Tide	Time	Height	Woona	47T	Az.D.	Avi Water			
Tide	Time	Height	Minimum UKC			- Draft			
Wind	DIR	SP	Vessels over 9000GRT	2.0m					
Remarks:			Vessels over 4000GRT	1.5m	UKC				
			Vessels up to 4000GRT	1.3m					
			Vessels up to 3000GRT	0.9m or					
			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			
Channels (VHF)	16 - 12 - 6	Tarcoola	50T	Az.D.		+ Tide			
Draft <small>in metres</small>	F	A	Wajarri	50T	Az.D.				
Tide	Time	Height	Gabo	47T	Az.D.				
Tide	Time	Height	Woona	47T	Az.D.	Avi Water			
Wind	DIR	SP	Minimum UKC			- Draft			
Remarks:			Vessels over 9000GRT	2.0m	UKC				
			Vessels over 4000GRT	1.5m					
			Vessels up to 4000GRT	1.3m					
			Vessels up to 3000GRT	0.9m or					
			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 atmosphere 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 maintained 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.

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: vtsc Cairns@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 / / To hrs / /

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

16.12 Cairns Vessel Traffic Service Area

