

## 7. Port navigation and movement restrictions

### 7.1 General

Draft figures are related to a draft in salt water of density 1025 kg/m<sup>3</sup>.

Unless the Regional Harbour Master has given prior approval all ships over 80 m LOA are required to swing on arrival and are berthed port side alongside, head out for departure thus the depth in the swing basin will control the arrival draft.

### 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 6 knots when within 30 m of any wharf, boat-ramp or pontoon, a vessel at anchor or moored or made fast to a jetty.

### 7.3 Channel depths

Table 10 Channel design depths

Channel	Design depth	UKC
Arrival channel	8.1 m	0.9 m**
Swing basin	8.6 m	0.6 m
Departure channel	9.6 m	0.9 m**
Alongside berth	10.1 m	0.3 m

\*\* For drafts greater than 10 m refer section 7.6.

Please refer to the [Notices to Mariners](#) for the latest depth information.

#### 7.3.1 Swing basin

The swing basin is adjacent to the main wharf, extending west approximately 180 m, extending south approximately 300 m and is bordered on the southern side by three special marks.

### 7.4 Approaches to Mourilyan

The natural harbour of Mourilyan is at the mouth of the Moresby River which connects to an extensive area of mangrove swamp. The narrow entrance between two hills is not easily distinguishable from seawards. From the inner route of the Great Barrier Reef steer west to the pilot boarding place, in position 17° 35.55 S 146° 10' E, approximately two miles from the entrance on the line of the leads.

Masters with no local knowledge of this port should not attempt to enter without the services of a pilot.

## 7.5 Tidal restrictions

Due to the strength and set of the currents, and the confined swinging basin, large ocean going ships 175m LOA and greater, should only berth and sail at high or low water slack.

Vessels 175m LOA or less may be berthed on either a flood or ebb tide if the tidal range is 1.2m or less.

## 7.6 Under keel clearance

A vessel is 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 it is clear of the pilotage area.

The required UKC for the inner and departure channels is 0.9m for drafts less than 10m and 10% of draft thereafter.

A minimum UKC of 0.3m must be maintained alongside the berth.

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

## 7.7 Adverse weather conditions

The prevailing south east trade winds may blow strongly at times making it difficult to maintain the leads without excessive leeway at slow speed. In these conditions it is prudent to wait until the wind has eased in strength before attempting the narrow entrance.

Heavy summer rains may reduce visibility such that the leads are obscured, even close in, and berthing may be delayed.

Weather conditions do not normally affect departure. Port operations may also be affected by tropical cyclone systems in the summer months.

## 7.8 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

## 7.9 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.

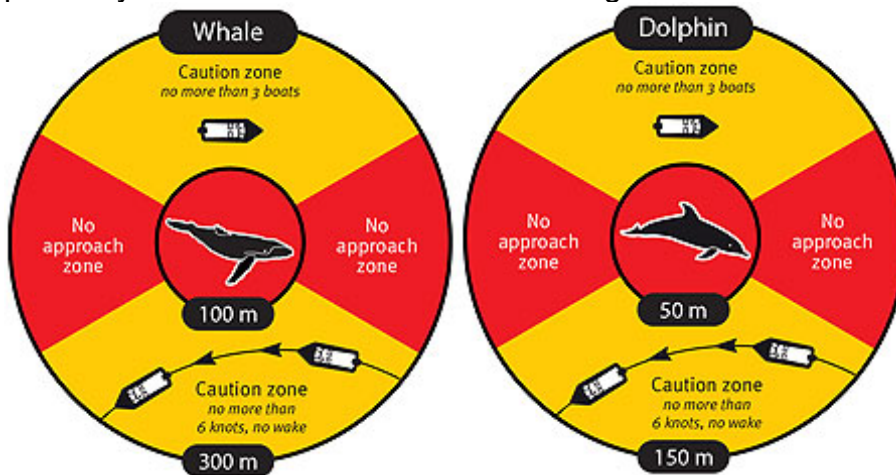


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

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 Department of Environment and Science **1300 130 372**

[Marine wildlife strandings | Environment, land and water | Queensland Government](#)