

8. Pilotage

8.1 Vessels Greater than 50 metres LOA

Pilotage within Maryborough Pilotage Area for vessels over 50m LOA is not mandatory. However the use of a 'Competent Person' with recognised training, navigational skills and local area knowledge is mandatory for all vessels over 50 metres LOA operating from the Urangan Fairway Buoy through the Great Sandy Straits to the seaward side of the Wide Bay Bar, the approaches to the Mary Rive and the Mary River to the Maryborough Town Reach.

8.2 Pilotage Area

See [Section 13.8](#) Figures 10, 11, 12 and 13 and [4.1 Pilotage Area description](#). The passage plan for the transit from the Fairway Buoy to Kingfisher Bay is at Section 13.8 Figure 14.

8.3 Night Pilotage

The Maryborough Pilotage Area is open 24 hours per day, however prior approval from the Regional Harbour Master is required for night time transits, by vessels greater than 50 metres LOA operating from the Urangan Fairway Buoy through the Great Sandy Straits to the seaward side of the Wide Bay Bar, the approaches to the Mary River and the Mary River to the Maryborough Town Reach.

8.4 'Competent Person'

Vessels greater than 50m operating in a Compulsory Pilotage Area, including tug and tow combinations with total combined ship length greater than 50m, require the services of a licensed Pilot or the master must be a pilot exempt master.

While Maryborough is not a Compulsory Pilotage Area, it is a designated Pilotage Area (Appendix A) and transiting it in a large vessel presents risks due primarily to the shoaling and changing conditions at the Urangan Bar. For this reason, Maritime Safety Queensland (MSQ) require that the services of a 'Competent Person', with recognised training, navigational skills and local area knowledge, be engaged to assist the Masters of all vessels over 50m LOA operating in the pilotage area, from the Urangan Fairway Buoy through the Great Sandy Straits to the seaward side of the Wide Bay Bar, the approaches to the Mary River and the Mary River to the Maryborough Town Reach.

The approval of 'competent persons' will be in writing and at the discretion of the RHM Gladstone. This approval will be contingent on sufficient observations and mentored transits on appropriate vessels as well as check trips overseen by another 'Competent Person' approved by the Regional Harbour Master.

Note that a 'Competent Person' is NOT acting in the capacity of a licensed marine pilot under the *Transport Operations (Marine Safety) Act 1994*.

The Regional Harbour Master maintains a list of approved 'Competent Persons' who may be engaged by vessels intending to enter the Pilotage Area. The 'Competent Person' must

be able to present their letter of appointment from the Regional Harbour Master when requested.

8.5 'Competent Person' Boarding Arrangements

There are no facilities in the Port of Maryborough to cater for 'competent persons' to board at the Boarding Ground and alternative arrangements will have to be made prior to arrival.

The Gladstone Ports Corporation operates a Pilot Transfer Service for the Ports of Gladstone and Bundaberg and may be able to provide a transfer service for 'competent persons' from these Ports. Details of these services are contained in the Port Procedures Manuals for the two Ports.

8.6 'Competent Person' Responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of:

- [Transport Operations \(Marine Safety\) Act 1994](#) (the act);
- [Transport Operations \(Marine Safety\) Regulation 2016](#) (the regulation);
- [Maritime Safety \(Domestic Commercial Vessel\) National Law Act 2012](#);
- [Transport Operations \(Marine Pollution\) Act 1995](#);
- [Transport Operation \(Marine Pollution\) Regulation 2018](#); and
- [Marine Safety \(Domestic Commercial Vessel\) National Law Act 2012](#).

The responsibility of the 'Competent person' is to provide advice and local area knowledge only. The 'Competent Person' does not have the same responsibilities of a qualified pilot under the acts and regulations. The responsibility of the 'Competent Person' does not relieve the master and the owner of a vessel of their responsibility.

Arising from these responsibilities is the obligation of Master of vessels to comply with directions of the Regional Harbour Master. The Duty Vessel Traffic Services Officer (VTSO) is delegated to exercise relevant functions of the Regional Harbour Master.

8.7 Pilotage Requirements for Torres Strait and Great Barrier Reef (GBR)

All merchant vessels 70 metres in length and over and all oil, gas and chemical tankers irrespective of size are required to take a licensed marine pilot when transiting the Torres Strait and Great North East Channel. Pilotage is also required for these vessels transiting the Inner Route from Cape York to Cairns Roads and for transit of Hydrographers Passage

Significant penalties apply for non-compliance.

Full details can be found in Marine Order 54 (located on the [AMSA website](#)). Maximum draft for transit is 12.5 metres. Vessels with a draft >10 metres will be advised of the required tidal window by the pilotage company.