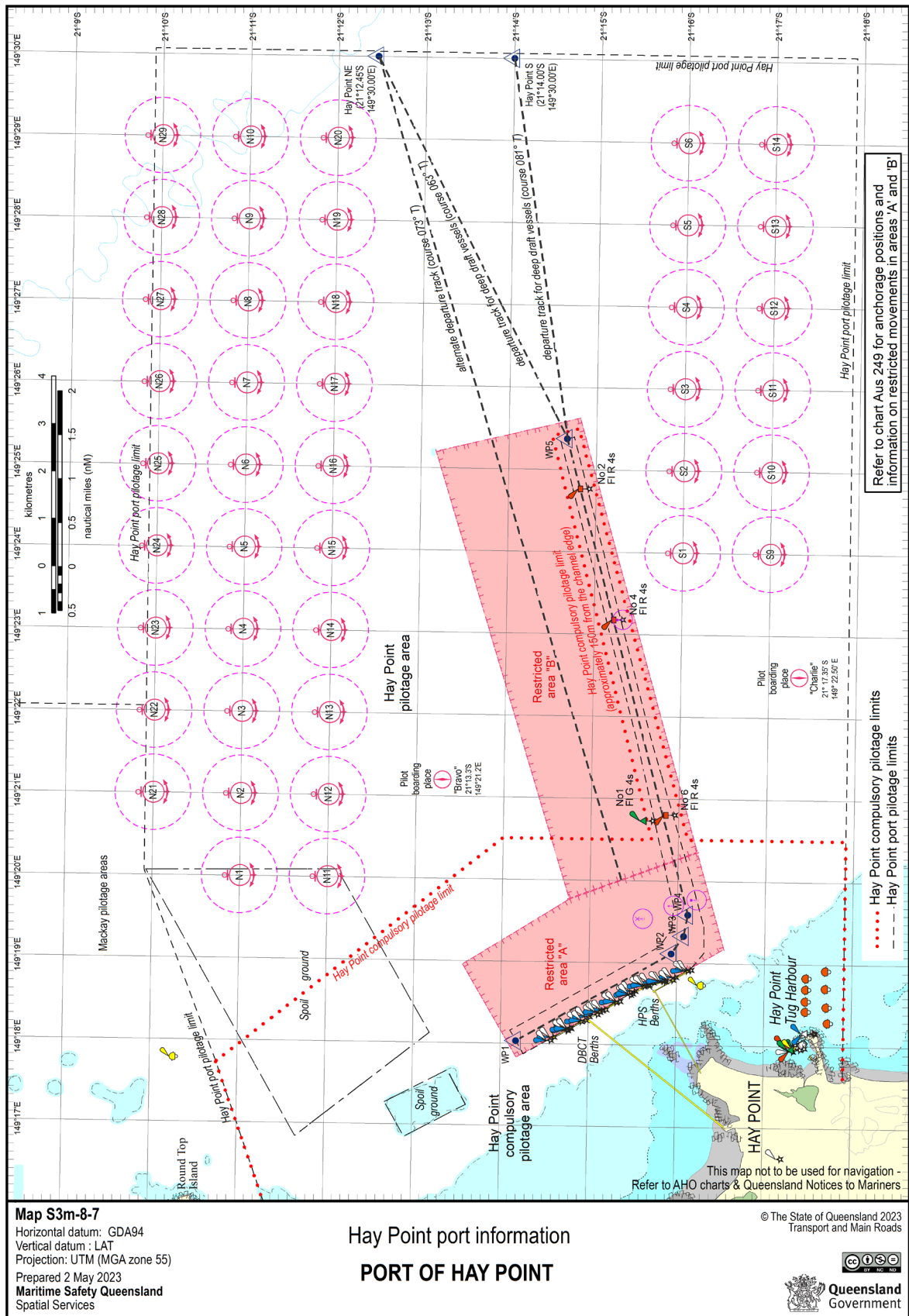


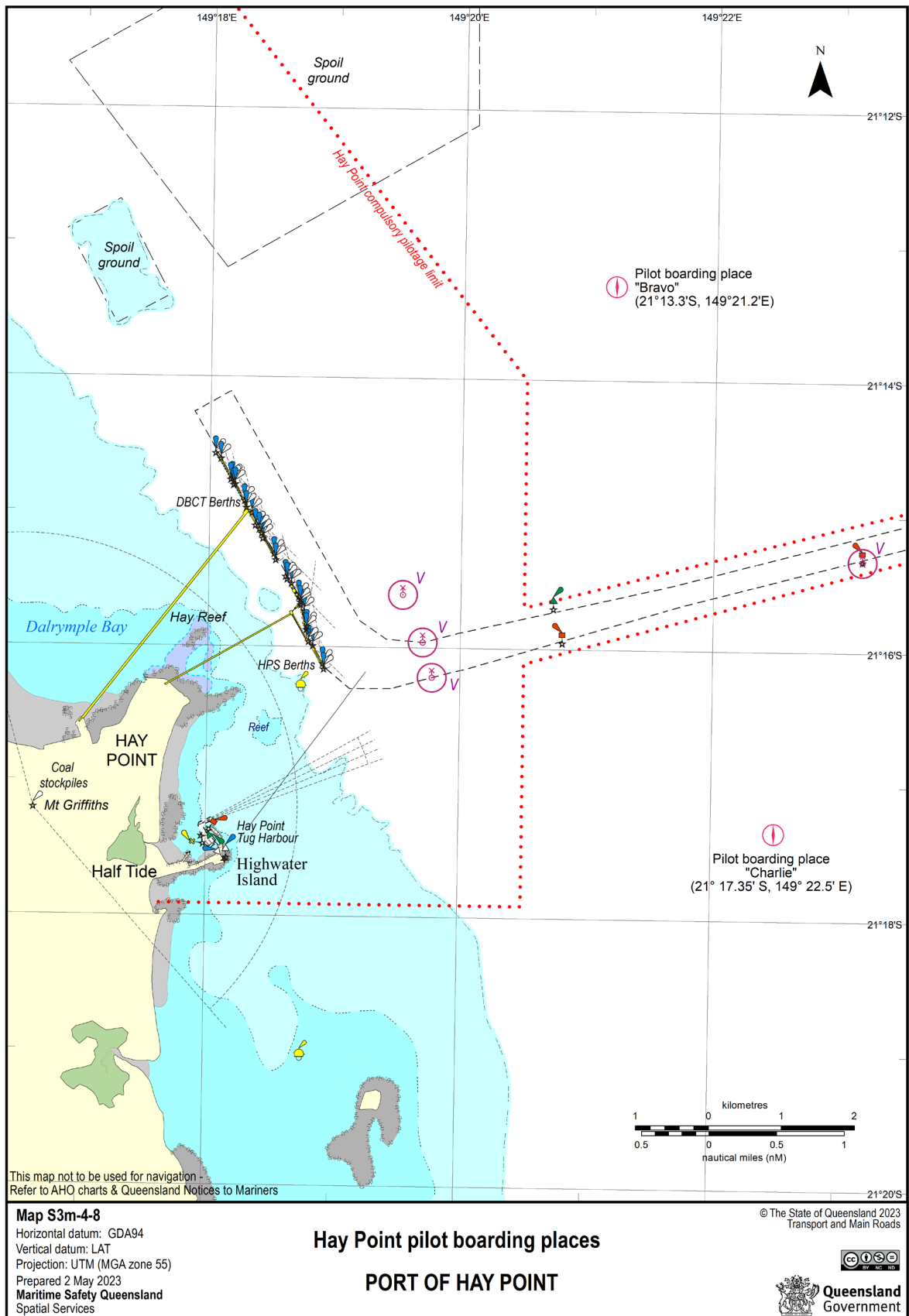
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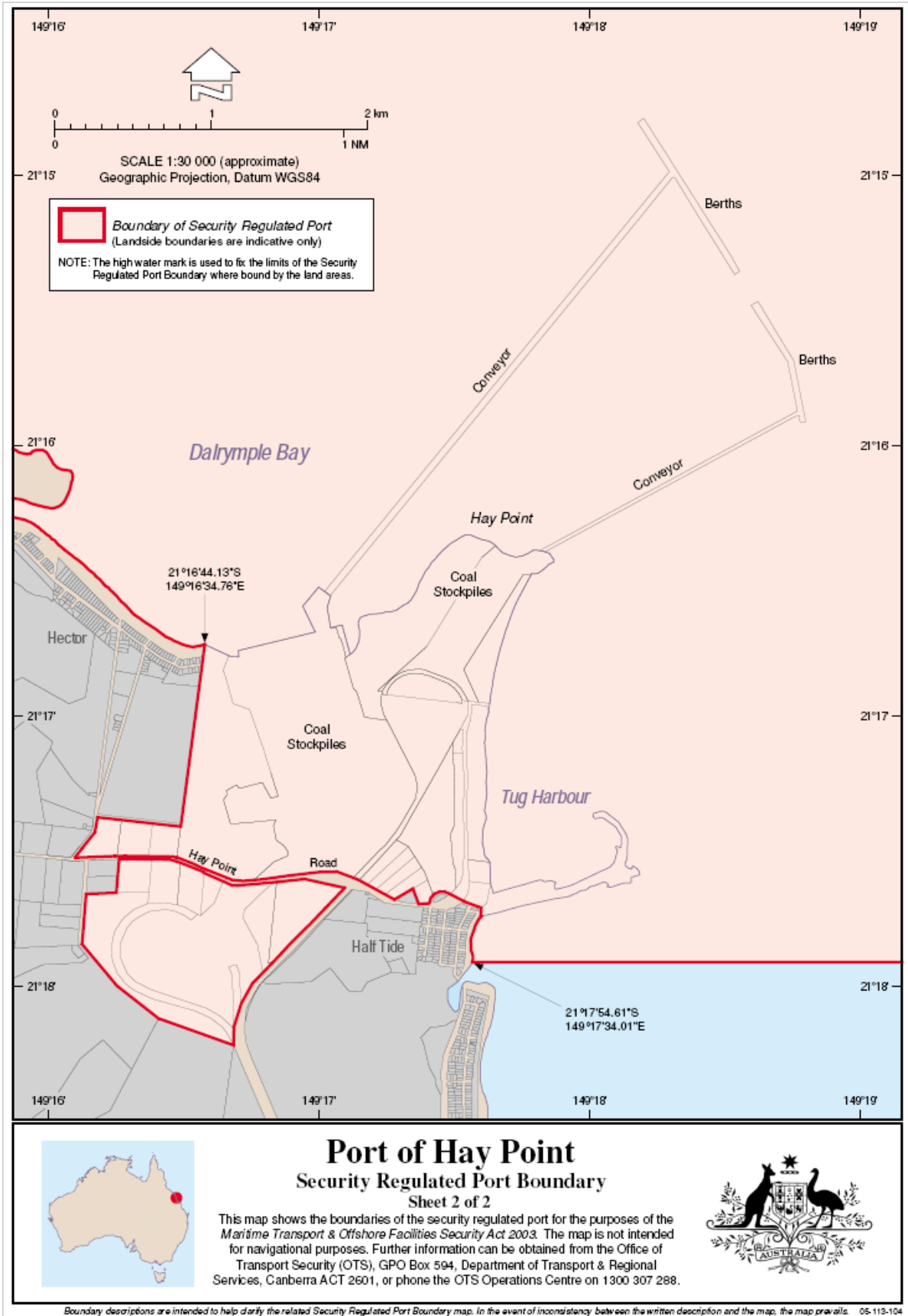
16.1 Internal anchorage sites and arrival limits



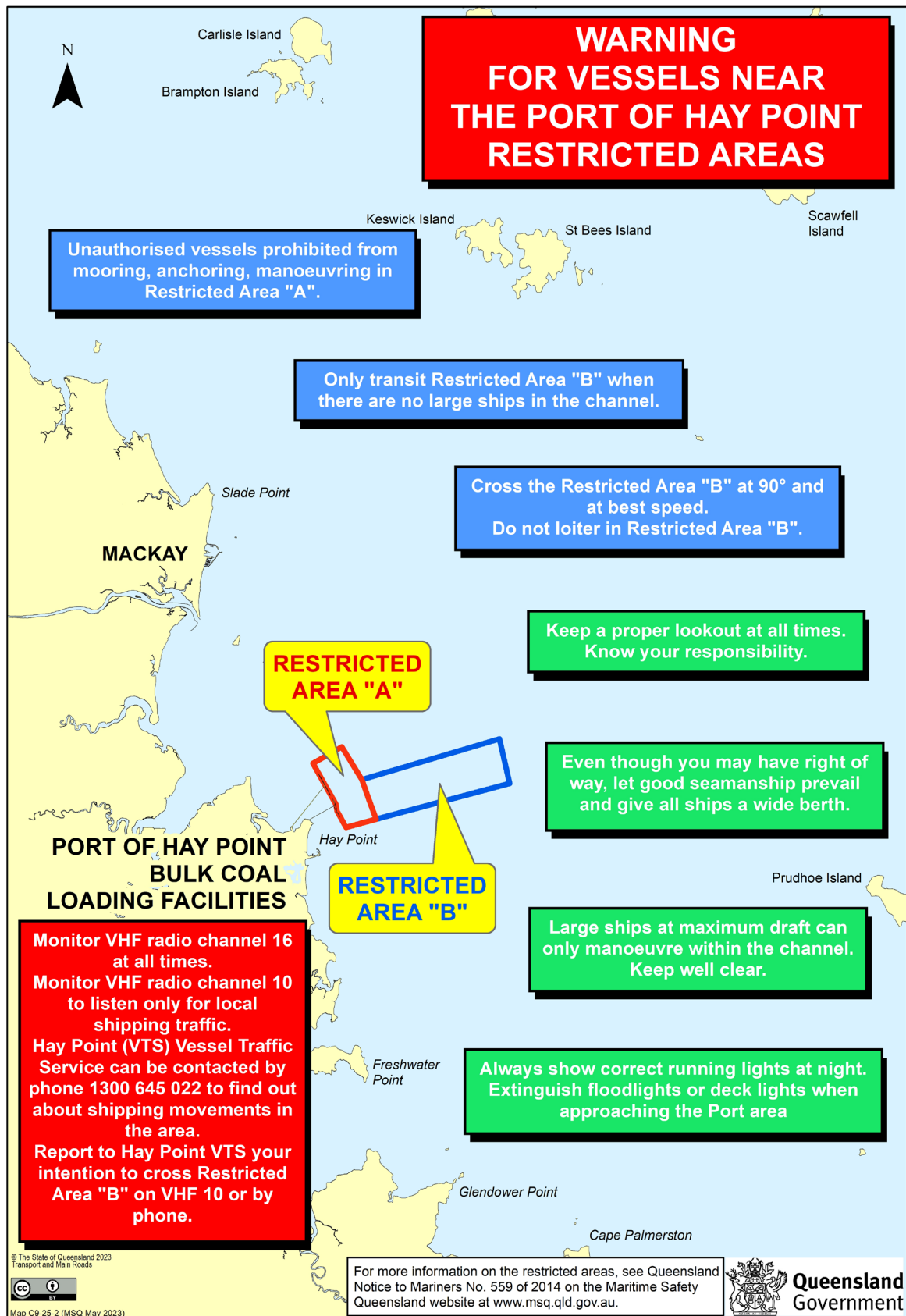
16.2 Pilot boarding places



16.3 Security regulated area and port boundary



16.4 Security — restricted areas



16.5 Gas free status declaration

[Link to fillable PDF](#)



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

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Master / Agent

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

16.6 Permission to immobilise main engines

[Link to fillable PDF](#)

(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 - Mackay Region

Location: Mackay Mackay Anchorage Hay Point Anchorage

Attention: The Master MV

Details of Ship

Agent

Permission is granted to Immobilise Main Engines

From hrs / / 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 Hay Point VTS on VHF Channel 16
2. For vessels alongside, moorings are to be attended throughout
3. For vessels at anchorage, anchored position to be monitored at all times
4. During daylight hours, fly signal letter flags 'R' over 'Y'
5. On completion, advise Hay Point VTS on VHF Channel 16.

*Information to be provided by the Master of the vessel.

For vessels at anchor, this permission is only valid whilst weather conditions are suitable, Hay Point VTS to provide weather forecast to the vessel. Masters are requested not to conduct prolonged engine trials whilst berthed.

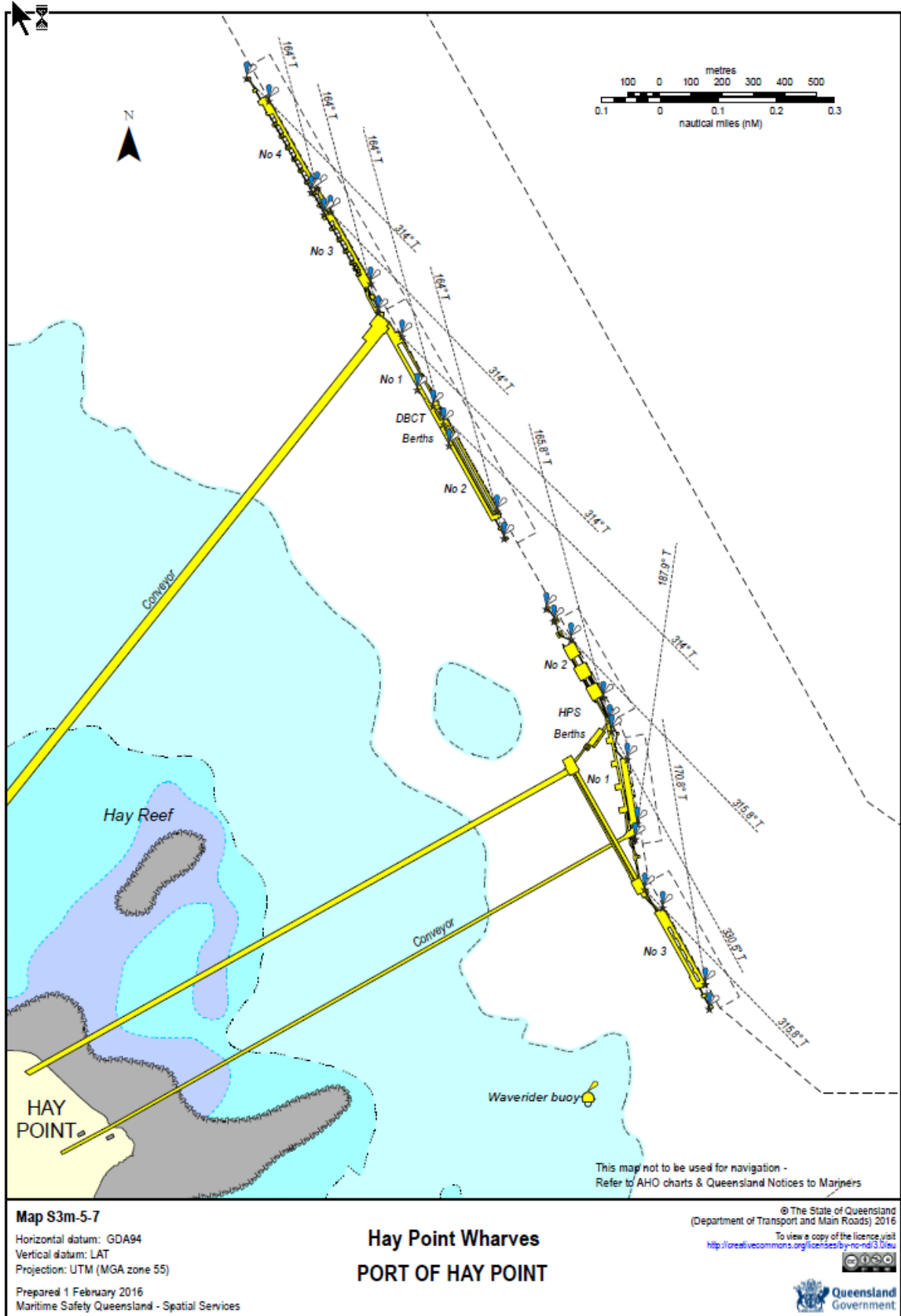
Regional Harbour Master (Mackay)

Distribution: Request: Hay Point VTS Email: VTSHaypoint@msq.qld.gov.au
Reply: Agent; Duty Pilot; Hay Point VTS

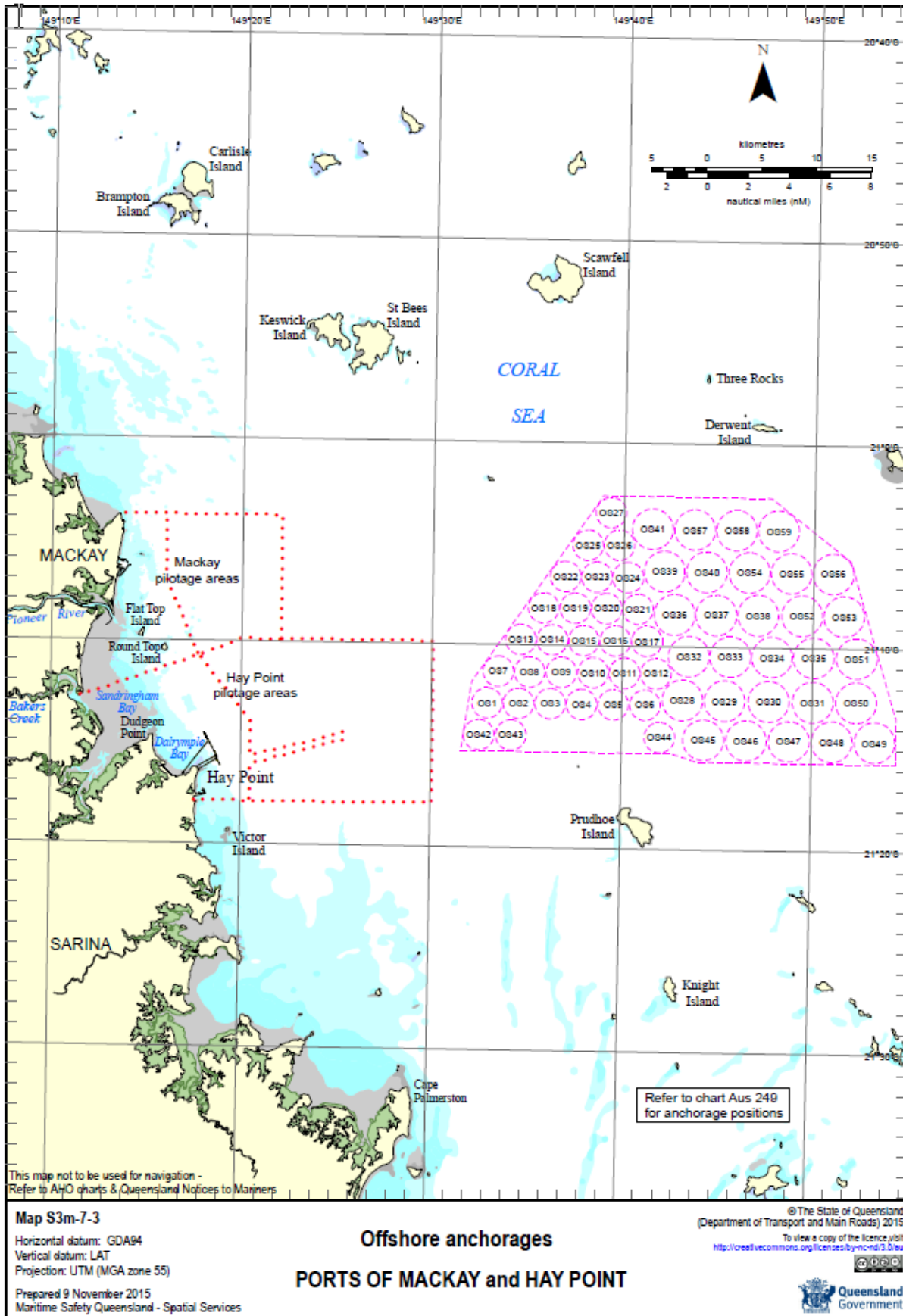
Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities.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

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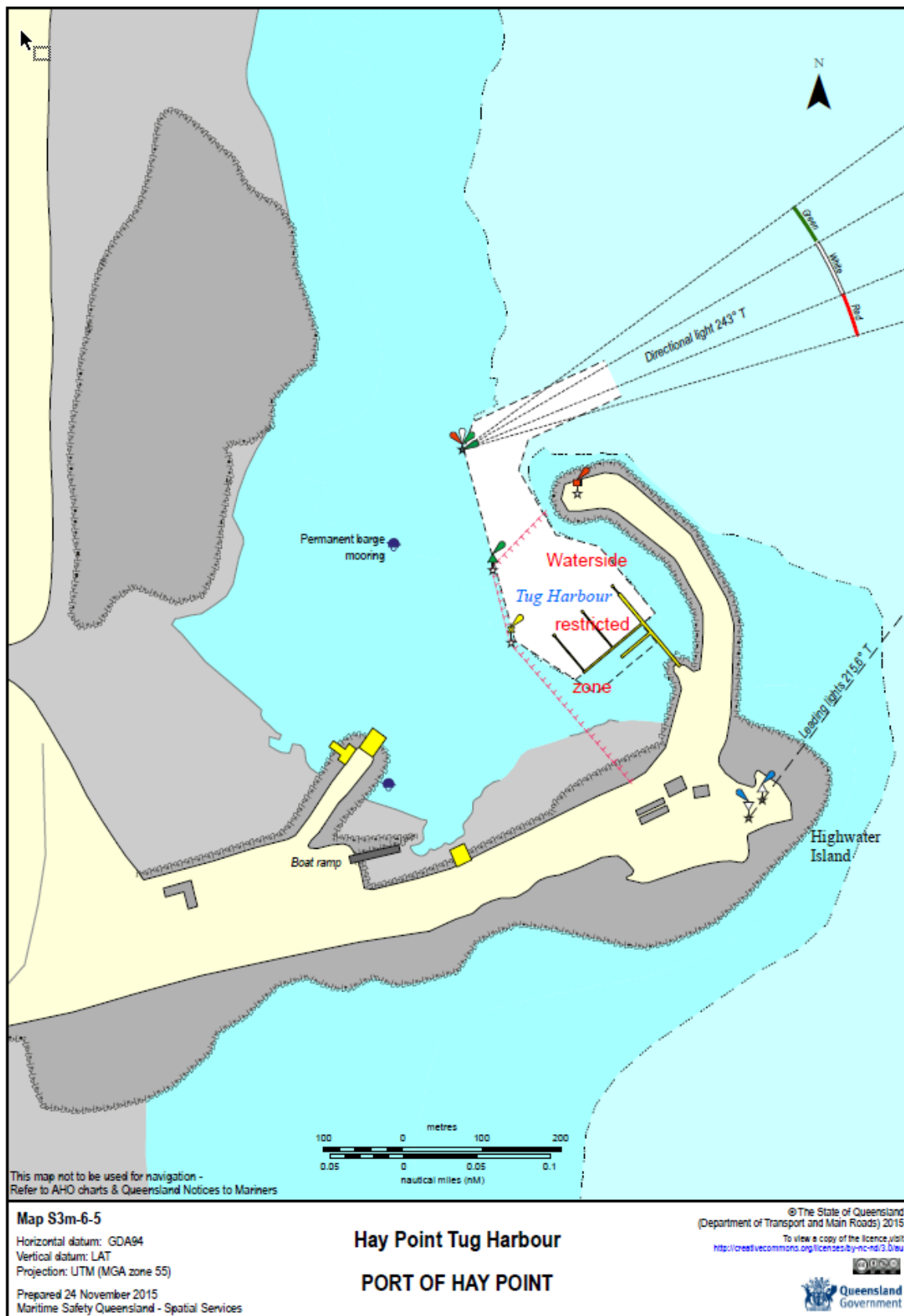
16.7 Hay Point port details



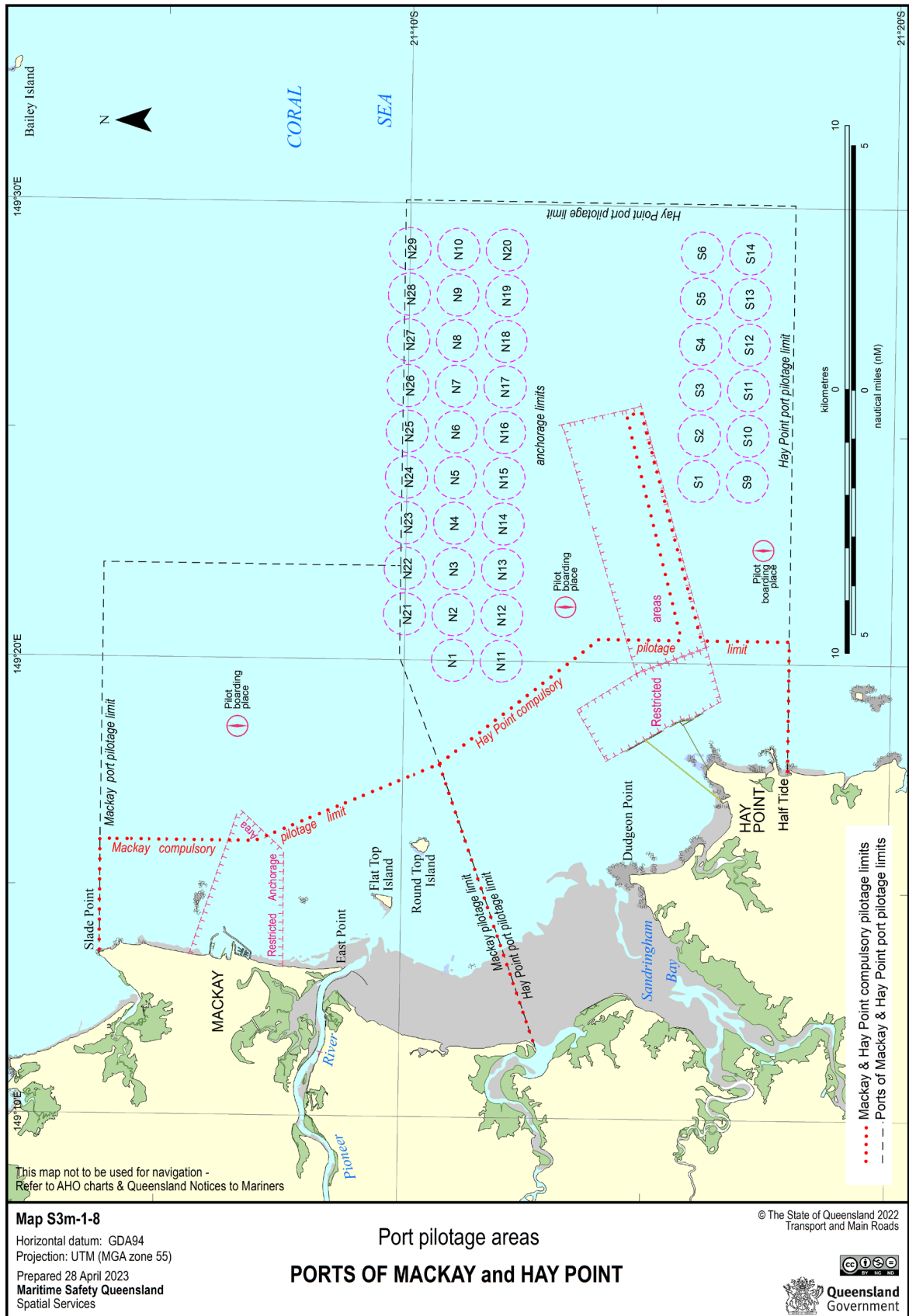
16.8 Offshore anchorages



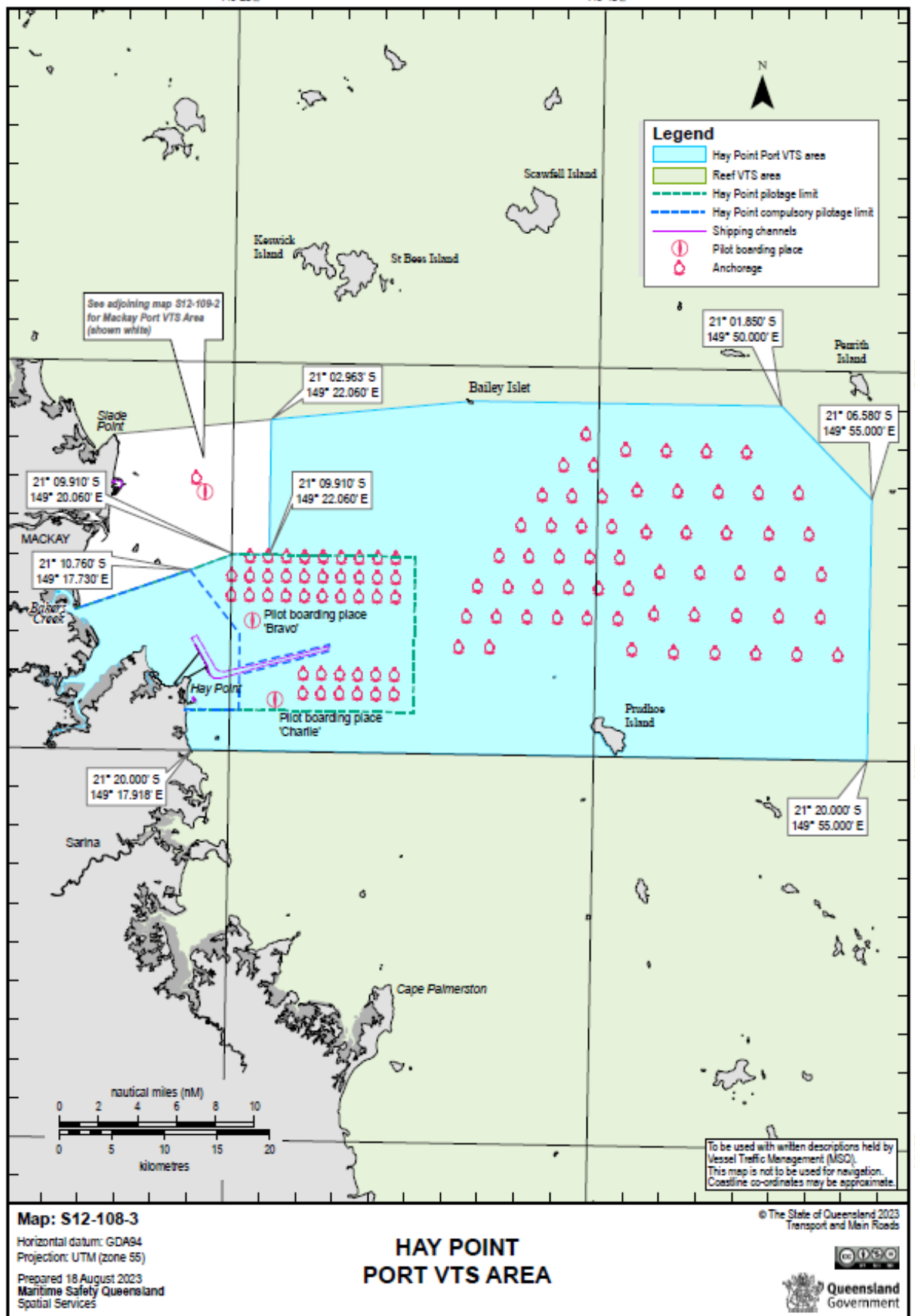
16.9 Hay Point Tug Harbour



16.10 Port and pilotage limits



16.11 Hay Point VTS area



16.12 VTS Pre Arrival Form – Port of Hay Point/Mackay

[Link to fillable PDF](#)

[Print Form](#) [Reset Form](#)



Queensland Government

VTS Pre Arrival - Port of Hay Point/Mackay

Ship details

Vessel name

IMO MMSI Summer Draft m

Beam m LBP m LOA m

DWT t Gross Tonnage (GT) t Displacement (Berthing) t

Vessel's expected berthing displacement.
If this figure increases, notify VTS on VHF10.

Navigation

Navigation charts
Is the vessel carrying current paper charts AUS249 and AUS250 or dual ECDIS with ENCs AU422149 and AU5250P0?
Yes No

Navigation equipment
Is your navigation equipment in good working order?
Yes No Enter remarks below

Propulsion
Are your engines available for full manoeuvrability?
Yes No Enter remarks below

Fuel
Please list the type of fuel used on the vessel. (Tick appropriate box/es)

Heavy fuel oil LNG Methane

Low sulphur fuel oil LPG Coal/steam

Low sulphur diesel/gas oil Hydrogen Other

If any external fuel tanks exist please provide plans demonstrating the location to VTS.

Bow Thruster (Port of Mackay only)
Does your vessel have a serviceable bow thruster?
No Yes Enter details below

Defects or Deficiencies
Please list any defects or deficiencies on your vessel. For example, X-band radar unserviceable

Arrival (Berthing) Details

Draft Fwd m Draft Aft m Displacement GM(F) KG

Departure Details

Draft Fwd m Draft Aft m Displacement GM(F) KG

Vessel's expected sailing displacement.
If this figure increases, notify VTS on VHF10.

Page 1 of 2 LTSR Forms Area Form F5373 CFD V01 Sep 2024

VTS Pre-Arrival - Port of Hay Point/Mackay ... continued page 2 of 2

Note: All documentation is to be submitted to VTS via Agent.

Additional remarks/information:

16.13 Tug and Tow advice form

[Link to fillable PDF](#)

[Print Form](#) [Reset Form](#)



VTS Tug and Tow Booking Request

Port name

Arrival

Ship's name	LOA	Voyage number	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
IMO Number	Exempt Master		
<input type="text"/>	<input type="text"/>		
Invoicing body	Contact details	Ship's defects	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Pilot to board:		ETA berth:	
Date	Time	Date	Time
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Last port	Next port		
<input type="text"/>	<input type="text"/>		
Berth code	Direction		
<input type="text"/>	<input type="text"/>		
Draft Fwd	Draft Aft		
<input type="text"/>	<input type="text"/>		
Support Tug(s) Request number	Tug company		
<input type="text"/>	<input type="text"/>		
Dangerous Goods: Yes <input type="checkbox"/> No <input type="checkbox"/>			

Departure

ETD:			
Date	Time	Berth code	Voyage number
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Exempt Master	Contact details		
<input type="text"/>	<input type="text"/>		
Support Tug(s) Request number	Tug company		
<input type="text"/>	<input type="text"/>		
Draft Fwd	Draft Aft		
<input type="text"/>	<input type="text"/>		
Dangerous Goods: Yes <input type="checkbox"/> No <input type="checkbox"/>			

Barge details

Name		
<input type="text"/>		
LOA	Beam	Type
<input type="text"/>	<input type="text"/>	<input type="text"/>
Draft Fwd	Draft Aft	
<input type="text"/>	<input type="text"/>	
Length of tow:		
Sea	Shortened up	
<input type="text"/>	<input type="text"/>	

continued page 2... Page 1 of 2 LT&R Forms Area Form F5363 CFD V01 Mar 2023

VTS Tug and Tow Booking Request continued... page 2 of 2

Remarks

--

Other information

16.14 Required Boarding Arrangements for Pilot Launch

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

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

NOI

- NOI** no shackles, knots or splices
- NOI** The steps must be equally spaced
- NOI** The steps must be horizontal and checks under the steps must be tightly secured
- NOI** Spreaders must not be lashed between steps
- NOI** Side ropes must be equally spaced
- NOI** The steps should not be greasy, dirty or slippery
- NOI** The steps must be kept free of oil, paint and frost

A PILOT LADDER WINCH REEL

B

All pilot ladder winch reels should have a means of prevention from being accidentally operated. The brake and lock must be operative on manually operated winches. Power winches must have an operative safety device to lock the winch in position.

C

Ship's side doors used for transfer should not open forward.

Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version. Port Procedures and Information for Shipping – Port of Hay Point, September 2024 105

16.15 Pilot Helicopter (Landing) Operations (Primary Helicopter – EC135)

[Link to fillable PDF](#)



**Queensland
Government**

Pilot Helicopter (Landing) Operations (Primary Helicopter - EC135)

Region:

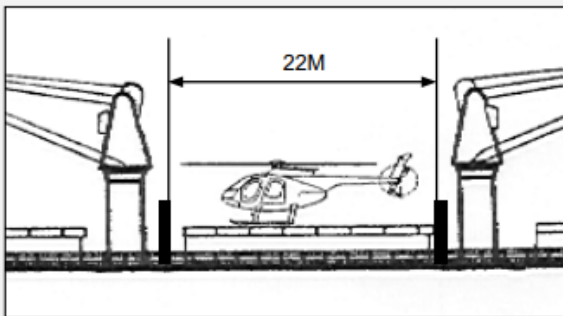
Hay Point Gladstone

Name of ship

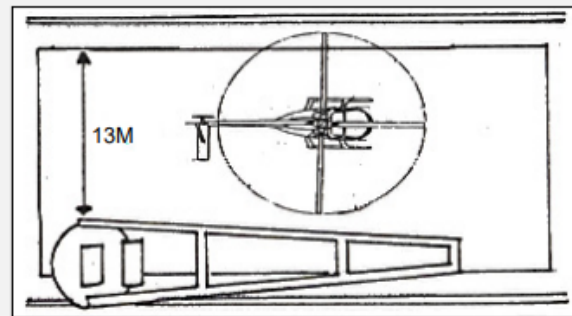
Agent

1. Do you understand that all helicopter communications will be on VHF Channel 10?
Yes No
 2. Do you understand that any helicopter transfer during the hours of darkness will require your ship to switch on all deck and accommodation lighting?
Yes No
 - 3a. Does your ship have a minimum clear area of 22m diameter for the helicopter landing, and a clear approach/ departure flight path of 22m or more across the ship? (see diagram 3(a) below)
Yes No
- or
- 3b. If your ship has offset cranes - does it have 13m clear space between the crane and landing hatch side? (see diagram 3(b) below)
Yes No

3(a) Centreline cranes



3(b) Shiplside cranes



4. Is the landing hatch clear for helicopter operations without raising any cranes or derricks?
Yes No
5. Will the landing hatch and adjacent hatches be closed and washed clean?
Yes No
6. Do you understand there is to be no loose equipment or ship's crew standing on or surrounding the landing hatch?
Yes No
7. Will a fire party with charged hoses, foam equipment, proximity suits and rescue equipment be on station clear and upwind of the landing hatch? (equipment as per SOLAS Ch 11.2 Reg 18)
Yes No
8. Will a rescue boat be ready for immediate lowering?
Yes No
9. Will there be a safe means of access from the landing hatch to the deck?
Yes No
10. Do you and your crew understand that crew members are not to approach the helicopter, unless in an emergency?
Yes No

Pilot Helicopter (Landing) Operations (Primary Helicopter - EC135) continued... page 2 of 2

11. Can your ship's landing hatch accept a helicopter of 489kgs per square metre (dynamic load) and or maximum weight 2910kgs (static load)?
Yes No The vessel is not helicopter suitable.
12. Do you have documents to confirm your ship's landing hatch can accept a helicopter of 489kgs per square metre (dynamic load) and or maximum weight 2910kgs (static load), as per Marine Order 57?
Yes No The vessel is not helicopter suitable.
13. Is the landing hatch flat?
Yes No
14. Are the obstructions higher than 30cm on the landing hatch?
Yes No
15. Will your ship comply with the *International Chamber of Shipping Guide to Helicopter-Ship Operations*, as per Marine Order 57?
Yes No

Effective date 4 September 2017

Master's signature


Master's printed name

Date

Ship's stamp

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16.16 NQBP Pilot Helicopter Safety Sheet Hay Point




NQBP PILOT HELICOPTER SAFETY SHEET

HAY POINT and MACKAY HARBOUR

(Information for Ships Masters)

The information on this sheet only applies to helicopters contracted to NQBP Pilots.

Pilot Helicopter



	EC 135	Bell 222	Bell 430
Make/Model	EC 135	Bell 222	Bell 430
Clearance Required	20.4 m	25.6 m	25.6 m
Maximum Weight	2835 Kg	3700 Kg	4200 Kg

NOTE: EC135 Helicopter will be used unless otherwise advised

General Information

- For all transfers the helicopter will land on the hatch cover. **NO WINCHING.**
- Corrugated hatch covers are not a suitable HLS.
- Ships not suitable for helicopter will use pilot launch.

Communications

- Helicopter will contact ship on VHF channel 16 and advise working channel.
- Master to advise helicopter of hatch number and confirm emergency party is standing by.
- Ship to remain on working channel until pilot arrives on bridge.

Preparation of Landing Site

For all Helicopter Operations at this port please arrange the following.

- All hatches must be closed
- Access rigged to hatch on fwd or aft end
- Remove loose objects
- Secure cranes
- Hoist pennant or windsock at least 50m away from landing hatch
- Two fire hoses coupled together with foam nozzle and foam ready
- Crew member in fireman's suit
- Dry powder extinguisher
- Rescue party with equipment to stand-by UPWIND and FWD or AFT of hatch
- At night all deck lights on
- All crew to remain clear of hatch top and clear of manoeuvring zone
- Wash down Helo hatch before departure

Helicopter Landing Site (HLS) Requirements

- HLS should have a non-slip surface.
- HLS should have clear white or yellow markings to indicate the touchdown and manoeuvring zones.
- Any obstructions (lugs vents etc) should be clearly painted for maximum visibility.

CORRECTLY MARKED and WELL LIT with any obstructions (lugs vents etc) clearly painted.

HATCH COVER

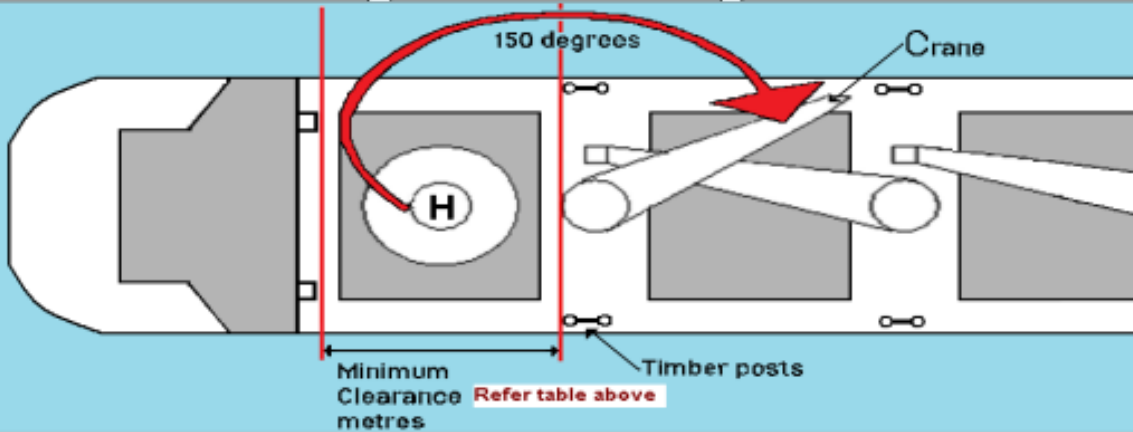
Helicopter Landing Site - (HLS)

Helicopter will APPROACH FROM DOWNWIND. Keep all crew and equipment (including fire hoses) clear of approach and departure paths. Crew must stay clear of hatch top and must not approach helicopter.

CRANES must be stowed in normal sea position or swung clear of HLS by at least 150° so that the crane end jib is within the confines of the ship. Crane block must be secured to deck.

Rig ACCESS on FWD or AFT side of hatch.

All HATCHES must be CLOSED.



Minimum Clearance metres Refer table above

For more detailed information please refer to the **ICS Guide to Helicopter Operations**

16.17 Rivotow tugs factsheet

Rivotow have three tugs in operation. Bulgu and Baladha both have the same bollard pull and dimensions. PSA Marvel specifications are listed separately below.


BULGU SHIPS TECHNICAL, OWNER, OPERATOR, CREW DETAILS

Ship Profile

BULGU is a 32.7m, 65 tonne bollard pull ASD Tug based and operated out of the Port of Hay Point. She provides towage services primarily on behalf of BMA for the Hay Point Coal Terminal along with other 3rd party towage work as required.

The Tug is fitted with two Caterpillar 3516C HD+ TA/D capable of generating 4200kw of power combined.



 RIVTOW MARINE			
TITLE: Bulgu Ships Technical, Owner, Operator, Crew Details			
DOCUMENT CONTROL	RVTQ_QHSE_GDE_L3_02_REV_0523_Electronic_Copy		
AUTHORISED BY	Nick Cheong - General Manager	PAGE NO.	2 of 3

Technical Details

Vessel/Structure Type	ASD Terminal Berthing Tug
Main Use	Harbour/Terminal Towage
Survey Class	2B - Within 200NM offshore
Flag	Australia
UVI	859964
IMO Number	9606522
Maritime Mobile Service Identity (MMSI)	503743000
Call Sign	VJN3946
Length (m)	32.7
Breadth (m)	12.8
Maximum Draft (m)	5.5
Displacement (tonnes)	800 approx
Engine kW	4200 kw combined
Minimum Crew	3
Year Constructed	2012


PSA MARVEL SHIPS TECHNICAL, OWNER, OPERATOR, CREW DETAILS

Ship Profile

PSA Marvel is a 32.00 m , 80 tonne bollard pull ASD Tug based and operated out of the Port of Hay Point. She provides towage services primarily on behalf of BMA for the Hay Point Coal Terminal along with other 3rd party towage work as required.

The Tug is fitted with two Caterpillar 3516C engines capable of generating 5050 kw of power combined.



 RIVTOW MARINE			
TITLE: PSA Marvel Ships Technical, Owner, Operator, Crew Details			
DOCUMENT CONTROL	RVTO_QHSE_GDE_L3_18_REV_0523_Electronic_Copy		
AUTHORISED BY	Nick Cheong- General Manager	PAGE NO.	2 of 3

Technical Details

Vessel/Structure Type	ASD Terminal Berthing Tug
Main Use	Harbour/Terminal Towage
Survey Class	2B - Within 200NM offshore
Flag	Australia
UVI	459894
IMO Number	9869605
Maritime Mobile Service Identity (MMSI)	503000182
Call Sign	9V9605
Length (m)	32.00 m
Breadth (m)	12.00 m
Maximum Draft (m)	5.53 m
Displacement (tonnes)	915.67 approx
Engine kW	5050 kw combined
Minimum Crew	3
Year Constructed	2020

16.18 Daltug tugs factsheet

Daltug have 3 tugs in operation, Kalarka, Karloo and Kolijo. All essentially have the same bollard pull and dimensions.



DAMEN ASD TUG® 3111
"KALARKA"

GENERAL

YARD NUMBER	511309
DELIVERY DATE	August 2010
BASIC FUNCTIONS	Towing, pushing and mooring operations
CLASSIFICATION	Lloyds Register ● 100 A1 Tug Australian Coastal ● LMC UMS Service up to 50 nm from the coast
FLAG	Australia
OWNER	Half-Tide Marine Pty. Ltd.

DIMENSIONS

LENGTH O.A.	30.60 m
BEAM O.A.	11.24 m
DEPTH AT SIDES	5.00 m
DRAUGHT AFT	4.58 m
DISPLACEMENT	574 ton

TANK CAPACITIES

FUEL OIL	89.7 m ³
WATER BALLAST	94.7 m ³
FRESH WATER	28.7 m ³
BILGE WATER	7.3 m ³
SEWAGE	5.0 m ³
DIRTY OIL	2.5 m ³
HYDRAULIC OIL	0.9 m ³
LUBRICATION OIL	0.9 m ³

PERFORMANCES (TRIALS)

BOLLARD PULL AHEAD	68.4 ton
BOLLARD PULL ASTERN	63.2 ton
SPEED AHEAD	13.6 knots
SPEED ASTERN	13.1 knots

PROPULSION SYSTEM

MAIN ENGINES	2x Caterpillar 3516B TA HD/D
TOTAL POWER	4180 bkW (5600 bhp) at 1600 rpm
AZIMUTH THRUSTERS	Rolls Royce US 255
SLIPPING CLUTCHES	Twin Disc MCD 3000 6-HD
PROPELLER DIAMETER	2600 mm

AUXILIARY EQUIPMENT

GENERATOR SETS	2x Caterpillar C4.4 TA, 240/ 415V, 107kVA, 50 Hz
BILGE PUMPS	2x Sterling AKHA 6101 each 34 m ³ /hr
FUEL PUMPS	3x Sterling R35/40 each 3.4 m ³ /hr
FUEL OIL SEPARATOR	2x Westfalia OTC 2-02-137
COOLING SYSTEM	Boxcooling + anti marine growth system
SEWAGE TREATMENT PLANT	Hamworthy STD
PRESSURE SET	Freshwater SIHI AOHA 1202
LUBRICATION OIL PUMP	Sterling R 35/40 3.4 m ³ /hr
HYDRAULIC SYSTEM	2x Main engine driven pump, 1x electrically driven pump

DECK LAY-OUT

ANCHOR	430 kg Pool (High Holding Power) + one spare anchor Ridderinkhof, hydraulically driven 27.2 ton at 22.5 m/min, reduction pull up to 65 m/min, 185 ton brake
ANCHOR/TOWING WINCH	Ridderinkhof, 5 ton at 15 m/min, electrically driven Ridderinkhof, hydraulically driven 27.2 ton at 22.5 m/min, 175 ton brake
CAPSTAN	Heila HLM 10-2S + 1 PM
AFT WINCH	2x RFD 6 persons each
HYDRAULIC CRANE	
UPERAFT	

ACCOMMODATION

Accommodation for 6 persons, completely insulated and finished with durable modern linings, acoustical Dampa ceiling in the wheelhouse and floating floors. Air-conditioned accommodation with a Captain's cabin, Chief Engineer's cabin and two double crew cabins, galley, mess/dayroom, workshop and sanitary facilities.

NAUTICAL AND COMMUNICATION EQUIPMENT

RADAR SYSTEM	Navnet Furuno-1934C
COMPASS	Magnetic, Cassens & Plath, Kotter type
SATELLITE COMPASS	Furuno SC-50
AUTOPILOT	Simrad AP-50
VHF	Sailor RT4800 + Sailor RT5022
VHF HAND-HELD	2x JotronTR 20
SSB	Furuno FS-1570
AS	Furuno FA-150

16.19 Notice to Mariners Request form

[Link to fillable PDF](#)

[Print Form](#) [Reset Form](#)



**Queensland
Government**

Notice to Mariners Request for Queensland

Requested by Date Time

Notice information

The following information is generally required when preparing a Notice to Mariners for work activity.

Region where activity will take place Start Date Time End Date Time

Note: The notice will be cancelled after the end date supplied. It is the organisation's responsibility to notify VTS if the activity will extend past the notice end date.

Will weather affect duration of activity? Yes No

Activity being undertaken

Approximate working times Location Latitude 'S Longitude 'E

Vessel name/s

Will vessel be flying flags/shapes? No Yes Please indicate type

Please include any other relevant details

All vessels need to maintain listening watch on VHF 16. If in a pilotage area then maintain listening watch on the appropriate VHF channel.

Contact person Company/organisation name

Email address

Office phone number Mobile phone number

LTSR Forms Area Form F5383 CFD V01 Apr 2023