Department of Transport and Main Roads

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Port Procedures and Information for Shipping – Port of Hay Point

September 2024

Queensland Government

Creative Commons information

Table of Amendments

Contact for enquiries and proposed changes. 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
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August 2023	7.7.2, Sect 10	Sect 10 – Scope of works to be uploaded to Qships. NtM for diving ops only required for prolonged operations. 7.7.2 – Reworded to make clear pilot required for large vessels to cross Restricted Area B. Amended links and typos.	Regional Harbour Master
September 2024	16.12	Updated form and formatting	Regional Harbour Master

Contents

List of Tables

1. Introduction

1.1 General

Welcome to the port of Hay Point, one of the largest coal export ports in the world.

Shipping legislation in Queensland is administered by Maritime Safety Queensland (MSQ), a state government agency attached to the Department of Transport and Main Roads.

Maritime Safety Queensland's jurisdiction is divided up into six regions, five of which are controlled by a Regional Harbour Master and the sixth by a manager, these officers report to the general manager and under the *Transport Operations (Marine Safety) Act 1994*, and 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
- 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.

1.2 Port description

Hay Point is situated 40 kilometres south of Mackay and services the central Queensland coal mines. There are two terminals at the port;

- Dalrymple Bay Coal Terminal (DBCT) which is owned by the Queensland State Government and is leased to DBCT Management. This terminal has a current nominal capacity of 94 MTPA.
- Hay Point Services Coal Terminal, which is owned by BHP Mitsubishi Alliance (BMA) and has a nominal capacity 55 MPTA.

1.3 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 on the document control sheet at the start of this manual. 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.

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.

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to:

Contact officer:	Regional Harbour Master (Mackay)
Postal address:	PO Box 58, Mackay Queensland 4740
Phone:	+61 7 4944 3700
Email:	RHMMackay@tmr.qld.gov.au

1.4 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.

1.5 Definitions

1.5.1 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.

1.5.2 Australian Standard — AS 3846 — 2005

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

1.5.3 Exhaust gas cleaning system

As Queensland has not given effect (in TOMPA or other legislation) to MARPOL Annex VI, which includes the operation of and discharge of waste waters from EGCS, there are no provisions to approve or refuse discharge or otherwise regulate the discharge. As such, regulation sits with AMSA and this advice needs be provided by them. AMSA's regulations and requirements apply to coastal waters as well.

AMSA's Marine Notice 12/2022 - Requirements for the use of exhaust gas cleaning systems in Australian waters (amsa.gov.au) and MEPC340(77) 2021 Guidelines for Exhaust Gas Cleaning Systems **have further information**. The AMSA advice is clear in what is allowed and what sections of MARPOL are relevant.

Further to the discharge of wash water withing the Port limits, the Agent should also seek the advice of the Port Authorities, as they may have specific requirements in addition to those of the Federal and State governments. However, as TOMPA applies within Ports Limits, this also applies to Port Authorities.

1.5.4 Local knowledge assessment

An authority issued by the Mackay RHM for masters of vessels less than 50 metres but greater than 35 metres, intending to work in a commercial capacity within the port limit.

Vessels less than 50 metres but greater than 35 metres intending to work in a commercial capacity within the port limit shall be required to conduct a local authority assessment with the Mackay RHM. The RHM may issue specific exemption to a master for specific vessels, or their employment to specific companies, that are only intending to transit port limits to conduct other commercial activities.

1.5.5 Lowest Astronomical Tide (LAT)

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

1.5.6 Manager Pilotage Services

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

1.5.7 Manager Vessel Traffic Services (MVTS)

The MVTS is responsible for the management of the VTS centre.

1.5.8 Maritime Safety Queensland (MSQ)

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

1.5.9 Modernised Australian Ship Tracking and Reporting System (MASTREP)

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 Joint Rescue Coordination Centre (JRCC) Australia in Canberra.

1.5.10 Navigation Act

Refer to the *Navigation Act 2012*.

1.5.11 North Queensland Bulk Ports Corporation Limited (NQBP)

The North Queensland Bulk Ports Corporation Limited (NQBP) is a statutory Queensland government owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure and management of the Pilotage Services. Refer 1.6.3 Port Authority for contact details.

1.5.12 Length overall (LOA)

Refers to the extreme length of a vessel.

1.5.13 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.

1.5.14 Queensland Shipping Information Planning System (QSHIPS)

An internet web-based ship movement booking service that may be accessed by the shipping community 24 hours a day seven days a week.

The programme 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.

1.5.15 REEFREP

The mandatory ship reporting system established by IMO resolution MSC.52 (66), as amended by resolution MSC.161 (78) and specified in Marine Orders Part 63 2019 (REEFVTS).

1.5.16 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.

1.5.17 Regional Harbour Master (RHM)

The person authorised to give direction under the relevant provisions of the *Transport Operations (Marine Safety Act) 1994* and the *Transport Operations (Marine Pollution Act) 1995*.

1.5.18 Sailing Time

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

1.5.19 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*.

1.5.20 Vessel Traffic Service (VTS)

A VTS is any service implemented by a competent authority, designed to maximise the safe and efficient movement of water borne traffic within the jurisdiction.

1.6 Contact information

1.6.1 The Regional Harbour Master

For operational maritime questions, marine incidents, pollution, pilotage, buoy moorings, navigation aids, towage requirements and ship traffic scheduling please contact the Regional Harbour Master's office.

Physical address: .....44 Nelson Street, Mackay Queensland 4740

Postal address: .....PO Box 58, Mackay Queensland 4740

Phone:.....+61 7 4944 3700

Email: .....RHMMackay@tmr.qld.gov.au

1.6.2 Port Control

The port control or Vessel Traffic Services (VTS) centre (call sign Hay Point VTS) is situated at Hay Point. For ship traffic scheduling, pollution incidents

and reporting defective navigation aids please direct initial enquiries to the VTS centre.

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

VHF radio:.....channel 10 and 16

Phone:.....1300 645 022

Email:.....VTSHaypoint@msq.qld.gov.au

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:

1.6.3 Port Authority

The primary function of the North Queensland Bulk Ports Corporation Limited (NQBP) 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.

Contact details for NQBP are:

Address:.....	Level 1 & 2, Waterfront Place, Mulherin Drive, Mackay Harbour Queensland 4740
Shipping enquiries:...	+61 7 4955 8147; or portoperations@nqbp.com.au
General enquiries:....	+61 7 4969 0700; or info@nqbp.com.au

1.7 Rules and regulations

1.7.1 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 International Maritime Organization (IMO), such as the Safety of Life at Sea convention (SOLAS) and its amendments (for example the International Maritime Dangerous Goods Code) and state, national and local port authority regulations are in force in the port of Hay Point.

The NQBP Port Notice outlines the specific regulations for ships in the port for example the carriage of dangerous cargoes.

1.7.2 Applicable regulations

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

- *Transport Operations (Marine Safety) Act 1994* and *Regulation 2016 (TOMSR)*

- *Transport Operations (Marine Pollution) Act 1995* and *Regulation 2018 (TOMPR)*
- The International Maritime Dangerous Goods (IMDG) Code
- Australian Standard – AS3846 – 2005
- International Ships and Ports Security Code (ISPS Code)
- *Maritime Transport and Offshore Facilities Security Act 2003 and Regulations*.

Additionally, they will also complement the procedures of:

- North Queensland Bulk Ports Corporation Limited (NQBP)
- Mackay City Council (MCC*)*
- Maritime Safety Queensland (MSQ)
- Australian Maritime Safety Authority (AMSA)
- Australian Border Force (ABF)
- Department of Home Affairs
- Royal Australian Navy (RAN).

as they relate to ship movements within the jurisdiction of the Regional Harbour Master, Mackay.

1.8 Standard for Commercial Marine Activities

The Mackay Region - Standard for Commercial Marine Activities has been introduced to enhance the safety of commercial vessel activities in the region.

Compliance with the standard ensures the Regional Harbour Master is aware of the commercial activities that are being undertaken within Mackay and Hay Point, and allows Vessel traffic services (VTS) to monitor the activities and provides visibility of the activities for all users of the region's waterways.

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 utilising the port of Hay Point are obliged to make 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	96 hours before arrival	**Australian Border Force** (2.5 Customs (Australian Border Force))
2	Not more than 96 hours or less than 12 hours before arrival	Quarantine (2.4 Quarantine)
3	48 hours before arrival	Pre Arrival Form to VTS via QSHIPS (3.5.1 QSHIPS (Queensland Shipping Information Planning System)
4	48 hours before arrival	Dangerous goods report to Regional Harbour Master via VTS and NQBE. (11 Dangerous cargoes)
5	48 hours before arrival	Gas free status for tankers (10.2.6 Gas free status and OBOs)
6	24 and 12 hours before arrival update estimated time of arrival	Arrival information update to Regional Harbour Master via VTS
7	24 hours prior to loading / handling dangerous goods (includes bunkers)	Dangerous goods report to Regional Harbour Master, the Australian Maritime Safety Authority and NQBP (2.7 Dangerous Goods)
8	Two hours before arrival pilotage area	Call VTS Hay Point, VHF channel 10 or 16 (3.3 VTS Area)
9	In transit	VTS reporting points (3.3 VTS Area)

Table 1 - Arrival check list

2.3 Departure check list

Sequence	Time	Report
1	24 hours before departure	Confirm departure information to Regional Harbour Master via QSHIPS
2	Three hours before departure	Dangerous goods report to Regional Harbour Master and NQBP (Section 11 Dangerous cargoes)
3	Two hours before departure	Pre entry report to REEFVTS (2.8 MASTREP - Modernized Australian Ship Tracking and Reporting System and 2.9 REEFVTS)
4	In transit	VTS reporting points (3.3 VTS Area)

Table 2 - Departure check list

2.4 Quarantine

Quarantine requirements in Australia are managed by the Department of Agriculture, Fisheries and Forestry who require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival.

Contact and address details in Mackay are:

Street Address: .....Customs House, Mackay Marina Mulherin Drive, Mackay Harbour QLD 4740

Postal Address: .....GPO Box 1517, Mackay QLD 4740

Phone:.....1800 900 090

Website: ..... www.agriculture.gov.au

2.4.1 Ballast water information

Ships with ballast water from ports that are considered a high risk for introduced marine species and do not have an IMO Type Approved Ballast Water Management System or have not exchanged water ballast in mid ocean are forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements, though it is highly recommended this is represented in the Maritime Arrivals Reporting Scheme (MARS)

The Department of Agriculture, Fisheries and Forestry (Biosecurity) provides Ballast Water Management requirements for use by Masters/Agents.

2.5 Customs (Australian Border Force)

(Source: Australian Border Force)

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.

2.6 Pre-arrival form

All agents, owners or masters are required to complete the Pre-arrival Form and upload to QSHIPS 48 hours before a vessel's arrival.

2.7 Dangerous goods

Dangerous goods must not be brought into or handled in the pilotage area until notification has been sent to the Regional Harbour Master and North Queensland Bulk Ports Corporation Limited in the approved form.

The notification of dangerous goods and the dangerous goods manifest must be submitted at least 48 hours prior to arrival in port limits. For further information, refer to section 11 Dangerous cargoes.

2.8 Bulkers with external fuel tanks

Masters/agents are to indicate on the VTS Pre Arrival Form as to what type of bunkers are being used on board the vessel. If any external fuel tanks exist, the Master/agent is to provide plans demonstrating the location to VTS.

2.9 MASTREP - 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 Joint Rescue Coordination Centre (JRCC) Australia in Canberra.

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.
- 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 with domain awareness and responding to Search and Rescue activities.

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

2.10 Reef VTS

Reef VTS is a coastal Vessel Traffic Service (VTS) dedicated to the Great Barrier Reef and Torres Strait mandatory Ship Reporting System (SRS) REEFREP operates under joint federal and state arrangements between Maritime Safety Queensland and the Australian Maritime Safety Authority (AMSA) from the Reef VTS centre at Townsville. The purpose of Reef VTS is to enhance navigational safety in the Torres Strait and the inner route of the Great Barrier Reef which encompasses the Whitsunday region.

Under section 6(2) of Marine Order 63 the following vessels are required to report to Reef VTS:

- all vessels of 50 metres or more in overall length.
- all oil tankers, liquefied gas carriers and, chemical tankers or ships coming within the INF Code regardless of length.
- ships engaged in towing or pushing where it or the ship being pushed or towed is from one of the above categories or where the length of the tow is 150 metres or more.

The ship reporting system applies to all ships in the above categories irrespective of whether they are on overseas, interstate or intrastate voyages. This regulation does not apply to any warship, naval auxiliary or government vessel but they and all other vessels not mentioned above are encouraged to report.

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

2.11 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. Refer to section 13 Security for further information.

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 VTS and pilotage areas.

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

Pilotage Services accepts notification of movements via the QSHIPS system. Pilotage Services requires 24 hours advance notice for all new arrivals, departures and removals.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF10, whilst within the Hay Point VTS area.

3.2 Vessel Traffic Service (VTS)

Vessel Traffic Service 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 Hay Point VTS area.

This service is provided by Maritime Safety Queensland on a 24 hour, seven days a week rotating roster and operates within for the declared Hay Point VTS area, Hay Point Compulsory Pilotage area and the Port of Hay Point Limits. The VTS will operate under with the callsign" Hay Point VTS" and provides this service in accordance with IMO Resolution 1158(32).

VTS is delivered from the VTS centre at Hay Point and is manned by trained and qualified vessel traffic service operators, under the management of the Manager (Vessel Traffic Services) and the Regional Harbour Master (Mackay).

The VTS centre is referred to as Hay Point VTS. Contact details are listed under 3.4.4. Shipping Management Contact Details.

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:

- The provision of timely and relevant information on factors that may influence the ship's movements and assist on-board decision making,
- The monitoring and management of ship traffic to ensure the safety and efficiency of ship movements,
- Responding to developing unsafe situations.

In discharging this role, VTS will, within the declared VTS area provide a vessel traffic service that includes:

Timely Information

Hay Point 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 management of ship traffic

Hay Point 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

Hay Point VTS may provide navigational support to an individual vessel, at the request of the vessel or when deemed necessary by the VTS, to assist the decision-making process on board the vessel concerned. This service consists of navigational matters relating to a specific vessel and may include information, warning, advice and instruction subject to the authority of the VTS. There may be occasions where Hay Point VTS will be unable to provide navigational assistance and the requesting vessel will be advised of this information.

3.3 VTS area

Hay Point VTS will interact with inbound shipping two hours prior to arrival at:

- the outer boundary of the Hay Point VTS Area.

Hay Point VTS Area

The Hay Point VTS Area follows the established Pilotage area and port limits of the Port of Hay Point. Adjacent to the Hay Point VTS Area is the Mackay VTS Area which is administered by the same VTS Centre. A map of Hay Point VTS area is available in 16.11 Mackay Region VTS Area.

The Hay Point VTS area is the area of the waters bounded by an imaginary line drawn:

- starting at the high–water mark at the southern extremity of the north head of Bakers Creek entrance.
- then generally north-easterly to latitude 21° 10.760' south, longitude 149° 17.730' east,
- then generally north-easterly to latitude 21° 09.910’ south, longitude 149° 20.060' east,
- then east along the parallel to latitude 21° 09.910' south, longitude 149° 22.060' east,
- then north along to latitude 21° 02.963’ south, longitude 149° 22.060' east,
- then east north east to Bailey Islet,
- then east along the parallel to 21° 01.850’south, longitude 149° 50’000 east,
- then south east to latitude 21° 06.580’ south, longitude 149° 55.000’ east,
- then south to latitude 21° 20.000’ south to longitude 149° 55.000’ east,
- then west to the high-water mark on the mainland at 21° 20.000’ south, longitude 149° 17.918’ east,
- then generally in a northerly direction following the shoreline back to the starting point encompassing all navigable water ways of rivers and creeks.

3.4 VTS role

MSQ provides VTS as a traffic organisation service in accordance with IMO guidelines.

Hay Point VTS will;

- Wherever possible interact with vessel traffic by VHF radio
- interact with port services in Hay Point
- inform participating vessels of current traffic and safety information pertaining to the pilotage area
- where necessary communicate the directions of the Regional Harbour Master (Mackay) or delegate
- monitor compliance with the *Transport Operations (Marine Safety) Act 1994* and *Transport Operations (Marine Safety) Regulation 2016*
- record the details of shipping movements in the QSHIPS programme in real time
- maintain a situational awareness of traffic in the pilotage area to the extent of the available information
- participate in emergency procedures; and

- provide a navigation assistance service to pilots on demand.
    - Hay Point VTS will provide:
        - vessel position in relation to channel centreline and distance run
        - ship's heading.

3.4.1 Language

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

3.4.2 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. Access to the recordings is controlled by the Regional Harbour Master.

The VTS centre records external communications. For example: 'All voice communications with the VTS Centre and all radio communications on the channels monitored are recorded against a date and time stamp'.

3.4.3 Distress and Emergency

Hay Point 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 and 67 when VMR is not operational for emergency and distress calls only. A distress call should, in the ordinary course of events, be referred to VMR 448 Mackay.

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

VHF radio: channel 10 or 16

Phone: 1300 645 022

3.4.4 VTS communications

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

Ships are required to establish two-way radio communications with the VTS Centre on VHF channel 16 or VHF channel 10. The designated port VHF channel is to be used for the communication of all routine operational and safety information.

The VHF channels used in the port are:

Hay Point Vessel Traffic Services (VTS)		
VTS area	**Yes**	
Level of VTS Service	**IALA level IV: Traffic Organisation Service**	
Communications	**Call sign**	**Service**
VHF Ch 16	User	Emergency and initial calling
VHF Ch 10	Hay Point VTS	Mandatory reporting, vessel traffic management, helicopter, port working
VHF Ch 11	Reef VTS (Townsville)	Coastal ship reporting system
VHF Ch 12	User	Port operations Dalrymple Bay
VHF Ch 08	User	Port operations Hay Point Services

Table 3 - Vessel Traffic Services

The VTS centre has telephone and email services for administrative and emergency purposes. Any marine incident, for example a collision, grounding or fire, and pollution occurring within the port should be reported immediately to Hay Point VTS on **VHF channel 10.**

3.5 Shipping management contact details

Organisation	Telephone	Email
VTS Centre	1300 645 022	vtshaypoint@msq.qld.gov.au
Regional Harbour Master	+61 7 4944 3700	RHMMackay@msq.qld.gov.au
North Queensland Bulk Ports Corporation Limited - *General Enquires*	+61 7 4969 0700	info@nqbp.com.au
North Queensland Bulk Ports Corporation Limited - *Port Operations*	+61 7 4955 8147 +61 417 761086	portoperations@nqbp.com.au
Dalrymple Bay Terminal	+61 7 4943 8444	shipping@dbct.com.au
Hay Point Services	+61 7 4943 5220	dl-col-bma-hpt-productioncoordinators@bhp.com

Table 4 - Shipping Management Contact Details

3.6 Prior notification of movements

Sections 168 to 169 of the *Transport Operations (Marine Safety) Regulation 2016* require that all ship movements for vessels 35 metres in length or more are reported according to the following table:

Action	Minimum notice	Approved form
Prior notification of movement in pilotage area	48 Hours prior to entry	Notification via QSHIPS/VTS Pre-arrival form
	24 hours prior to removal or departure	
Transport of dangerous goods in pilotage area	48 hours prior to entry	Dangerous cargo report
	3 hours prior to departure	
Loading, removal or handling of dangerous cargo alongside (includes bunkering)	24 hours prior to handling	Dangerous cargo report
Ship-to-ship transfer of dangerous cargo	24 hours prior to cargo transfer	Dangerous cargo report
Gas-free status (bulk liquid cargo ships)	48 hours prior to entry, departure or removal	Declaration by Master if vessel is gas-free for movement purposes.

Table 5 - Prior notification of movements

3.7 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of LOA 35 metres or more arriving at Hay Point is recorded in an internet-based programme known as QSHIPS.

The programme 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 notifications should be submitted online and to the respective agencies if required (10 Work notifications).

Since the programme 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.

3.7.1 Booking a vessel movement

When an agent is advised by his principals that a ship is bound for Hay Point then that agent should book in the ship via the QSHIPS programme at least 48 hours prior to the movement as required under *Transport Operations (Marine Safety) Regulations 2016* section 169. Request for the supply of a pilot and tugs 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 Pre-arrival Form must be emailed to the VTS centre.

Details of any berthing (arrival), removal movement and departure information are to be submitted at least 24 hours prior to the start time in a similar manner to the above.

Request for the supply of a pilot and tugs shall also be made via QSHIPS. In addition the VTS Pre Arrival Formand the Helicopter Suitability form must be uploaded to QSHIPS.

The shipping agent shall enter initial movement bookings into QSHIPS. The movement is to be entered as a “Planned Movement” with a time of 00:00 of the anticipated day of the movement.

The terminal operators (BMA/DBCT) will send their requests for vessel movement times to VTS by 1000 and 1630 daily for their respective terminals. VTS will determine the best schedule to allow for safe and efficient movements in consolation with both terminals.

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

This section applies to all ships entering the Hay Point pilotage area that are of LOA 35 metres and greater and all vessels that require a pilot including those ships whose master holds a pilotage exemption certificate for the Hay Point pilotage area.

3.8 Reporting defects

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 VTS via the QSHIPS programme and the Australian Maritime Safety Authority using Form AMSA 355 – Defects Report (report of suspected non-compliance with Navigation Act or safety/pollution conventions).

3.9 Pilotage delays and cancellations

The following will apply to all piloted vessels when arriving, departing or being removed within the Hay Point pilotage area:

- Delay fees will apply if a vessel departs after the programmed or booked departure time:
    - If the pilotage service for the vessel is delayed for longer than 30 minutes but not longer than 1 hour a single fee unit will be charged as per Schedule 6 Part 2 Div 3.
    - If the pilotage service for the vessel is delayed for longer than 1 hour but not longer than 2 hours than two fee units will be charged as per Schedule 6 Part 2 Div 3.

- If the delay exceeds two hours, then pilotage is deemed to have been cancelled and a full cancellation fee applies as per Schedule 6 Part 2 Div 2. When a cancellation fee is applied then the hourly delay fees are not applicable.
- A delay exceeding two hours may necessitate a rescheduling of the ship

A delay fee will not be charged if the cause of the delay is:

- Weather affecting a ship's ability to be safely navigated.
- When the ship is ready to commence the movement, however is unable to because to do so would be unsafe (for example, where there is port congestion; or the required port services are unavailable).

Equipment and mechanical failures will constitute a delay and attract a delay fee or cancellation fee as described above.

In determining the delay time the following criteria will be used:

- Inbound – delay fees will be incurred if the pilot boards a vessel more than 30 minutes after the programmed estimated time of arrival of the vessel at the pilot boarding place or the agreed boarding place.
- Outbound or removal – delay fees will be incurred if the vessel departs the berth or anchorage more than 30 minutes after the programmed estimated time of departure. The actual time of departure will be taken as ‘last line’ or ‘anchor aweigh’ as these times are recorded in QSHIPS and are the acknowledged and accepted time of departure.

MSQ will not enter into any debate on responsibility for delays and cancellations.

Agents would be aware that some vessels take longer to let go all lines and this fact should be taken into consideration when nominating sailing times.

Full details of the regulations and fees are contained in Schedule 6 Part 2 Division 3 of the Transport Operations (Marine Safety) Regulation 2016.

3.10 Tug and tow requirements

Tug and unpowered tow combinations are classified as a 'small ship' as detailed in section 163(1)(b) of the *Transport Operations (Marine Safety) Regulation 2016.*

For combinations of ships over 50 metres (total length of ships) operators/Masters are to refer to the Mackay Region - Standard for Commercial Marine Activities.

3.10.1 Operational conditions

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

- Open water pilot boarding daylight hours only. If night boardings required safety analysis to be conducted to the satisfaction of RHM and Pilot Manager.
- All tugs and tows (of over 50 metres as per definition in 3.10) will be required to engage a licensed pilot (8 Pilotage);
- Any tow greater than 250 metres 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, and
- Master to confirm with VTS tow line and ship/barge fixed equipment is in survey, in good condition and suitable for port of entry.

Any tow that is in a damaged condition will not be granted entry into the Hay Point pilotage area until the RHM 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 or lashed and secured alongside is deemed a tug and tow when entering or exiting the harbour. In addition, this combination may be required to be allocated tugs (9 Tug Procedures).

3.10.2 Notification

For any tug and tow movements within the port of Hay Point, notification to VTS via QSHIPS is required. A visit for the towing vessel will need to be created in QSHIPS and then the details of the tow added by using the 'add convoy' tab.

If an agent is unable to submit a booking by QSHIPS, the agent must complete the VTS Tug and Tow Booking Request form.

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

3.11 Movement scheduling

3.11.1 Confirmation of schedules

On receipt of a movement booking Hay Point VTS will cross check tug and pilot bookings and other movements whilst verifying draft restricted vessels requirements when putting the schedule together.

3.11.2 Schedule changes

Maritime Safety Queensland may make changes to the approved schedule of ship movements up to two hours prior to the commencement of the movement to ensure the safe and most efficient movement of shipping.

Changes requested by the master/agent to scheduled movements must be made via QSHIPS greater than 24 hours prior to scheduled time. Changes inside 24 hours are via a phone call to VTS.

Changes to movements at the Port of Hay Point will be requested by the terminal to VTS. If the terminal requests a change in a ship’s departure time, it is not to impede the scheduled time of any other movements that have not

changed from their initial requested time unless in the interest of safety or port efficiency as determined by the RHM or their delegate. Once movement changes have been approved, affected stakeholders will be notified by VTS in accordance with the Hay Point Scheduling Standard Operating Procedure.

3.12 Prioritising of ship movements

3.12.1 Deep draft ships

Where a ship is at maximum draft or restricted thereby to a narrow tidal/time window it will usually be given priority. Advice on draft restrictions can be obtained from the VTS centre.

3.12.2 Other commercial activities other than coal export trade

Refer Standards for Commercial Marine Activities Mackay Region

3.12.3 Movement priority of arrivals, removals and departures

Refer section 3.14.1.1 for prioritisation of arrival movements and section 3.14.1.1 for prioritisation of removal and departure movements.

3.13 Movement clearance information

All ships **require a clearance** from the VTS centre to enter, depart or move within the pilotage area. It is the responsibility of the master or pilot to contact the VTS centre to obtain the necessary clearance and information prior to the movement.

3.13.1 Clearance for externals/arrivals

The master is to report to Hay Point VTS to obtain clearance and arrival information two hours before the estimated time of arrival to the VTS area.

3.13.2 Clearance for removals

The master is to report to Hay Point VTS to obtain a clearance and removal information prior to commencement of the movement within the pilotage area.

3.13.3 Clearance for departures and testing engines

The ship should be ready for departure, with all documentation completed and marine services in attendance not less than 30 minutes prior to the scheduled departure time. Lines are not to be released until clearance has been obtained to depart the berth. Lines are not to be slacked down and let go unless instructed by the master or pilot. The Master is to seek approval from the terminal and VTS for the engine to be tested, 30-60 minutes prior to departure.

The master or pilot is to obtain VTS clearance, prior to the scheduled departure time. Ships at anchor prior to departure from the pilotage area require clearance before departure from anchorage to continue, which is to be obtained two hours before the estimated time of departure from the anchorage area.

For ships that stop loading for low water at berth, the Master must seek approval from the terminal to test engines during the low water delay prior to the scheduled departure time. This requirement is in addition to testing engines on completion of loading.

If there are any issues identified during engine testing, the terminal and VTS must be notified immediately.

3.14 Anchoring

Ships are only to anchor in the area designated by Hay Point VTS. Upon anchoring, ships are to advise Hay Point VTS of their anchoring time. Ships at anchor in the VTS area are to maintain a continuous listening watch on VHF channel 16, 10 and any other channel as instructed. Ships are not permitted to immobilise engines without the written approval of the Regional Harbour Master (10.2.1 Immobilisation of Main Engines) and are to **immediately** report to VTS if dragging their anchor.

Vessels are to advise VTS **prior to any change** to draft so as VTS can assess UKC safety margins for the anchorage.

3.15 Reporting requirements

3.15.1 Arrivals

The master of a ship entering the pilotage area must report to 'Hay Point VTS' by VHF radio according to the following table:

	Report	Information to report
1	Ship Master to Hay Point VTS Two hours prior to entry into the pilotage area	Ship's name, position, fore and aft draft, changes to ship details, defects, estimated time of arrival to port limits. Any further information requested by VTS as required.
2	Ship Master to Hay Point VTS Arrival at VTS Limits	Ship's name and time of arrival at VTS limits
3	Ship Master to Hay Point VTS On anchoring	Ship's name, anchorage position and time of anchoring
4	Ship Master to Hay Point VTS Heaving Anchor	Ship's name and heaving anchor time
5	Ship Master to Hay Point VTS Departing anchorage	Ship's name and anchor aweigh time

	Report	Information to report
6	Hay Point VTS to Ship Master Pilot Boarding Instruction	Time of boarding and transfer method, confirmation of berthing drafts and propeller immersion
7	Pilot to Hay Point VTS Upon Pilot Boarding	Ship's name, pilot onboard time, defects, drafts, berth & side to, permission to proceed, request traffic information
8	Hay Point VTS All Ships call When pilot is safely aboard	Ship's name, intentions and arrival berth
9	Pilot to Hay Point VTS When secure in berth	Ships name, first line time, and pilot disembark time. Changes to ship details. Confirmation of breast line status if vessel size 220-240m and beam >34m.

Table 6 - Inbound Reporting Requirements

The following restrictions and rules are for arrivals at HPCT and DBCT:

1. Exempt masters must obtain clearance from Hay Point VTS before entering the compulsory pilotage area. Exempt masters must report to Hay Point VTS the time of first line and the time the vessel is secure alongside the berth.

2. A minimum under keel clearance of 1.5m is to be maintained at all times for arrivals to DBCT and Hay Point terminals. POB times are as follows:
    - On the flood tide – when the UKC reaches 1.5m
    - On the ebb tide - no later than 2 hours before the UKC reaches 1.5m

3. Manoeuvring parameters for all arrivals are as follows:
    - The propeller is to be fully immersed
    - The trim is to be no more than 2.5m by the stern
    - Trim by the head is not permitted

4. Where there is a Strong Wind Warning, or the wind is consistently 26kts or above for more than 30 minutes then the following is to occur:
    a. VTS will inform the terminals of the strong wind warning
    b. The terminal will arrange for the lines boat to assess the conditions prior to the POB time for the arrival movement
    c. The lines boat is to contact VTS on VHF Ch 10 or by phone to inform VTS of the conditions and the feasibility of them safely conducting the berthing
    d. VTS is to inform the pilot for the arrival movement of the lines boat's assessment prior to the pilot departing

e. If an arrival is cancelled by the lines boat or allocated pilot at night and due to weather, then the arrival is to be rescheduled for daylight hours and on the ebb tide except in the following exception.

f. If the weather is forecast to abate during the night and both the allocated pilot and the lines boat deem that it would be safe to attempt to berth the vessel, then the terminal may then request to re-schedule the arrival prior to daylight and only on the ebb tide.

5. Table 7 below illustrates the deadweight, displacement and current restrictions upon arrival for each berth:

	HP1	HP2	HP3, DB 1-4
Maximum DWT Ships in excess of Max. DWT to be approved on a case by case by the terminal. RHM, MVTM & Duty Pilot to be informed	180,000 tonnes	200,000 tonnes	220,000 tonnes
Maximum berthing displacement *Ships in excess of Max. disp. to be approved on a case by case by the terminal. RHM, MVTM & Duty Pilot to be informed. Duty pilot to assess whether additional tug is required*	100,000 tonnes	110,000 tonnes	110,000 tonnes
Berthing side to (subject to UKC)	Ships ≥ 240m LOA Must berth SST For ships berthing SST the following restrictions will apply: The earliest POB will not be earlier than when the flood current reduces to 0.1kt at the end of the flood tide. The latest POB will be 90 minutes hour before the ebb current reduces to 0.1kt	May berth either side	May berth either side

Table 7 - Hay Point and DBCT arrival restrictions

3.15.1.1 Priority of arrivals

Priority of arrivals will be determined according to the following rules:

- Departures will generally have priority over arrivals except as determined by the RHM for safety and or port efficiency.

- Arrival ships that will be loading on completion of berthing will have priority over arrival ships that will not be commencing loading on completion of berthing.
- If there is insufficient time for a planned arrival to complete berthing ahead of a channel departure that will pass the arrival berth, then the arrival is to be scheduled after the channel departure. See section 3.11.2 for exceptions.

3.15.2 Alongside

The DUKC system will calculate the maximum draft a ship may safely have at a low tide. If the DUKC is unavailable, a static UKC calculation will be used with an UKC of 1.5m.

In the interest of safety, when a ship is alongside the Port of Hay Point, the ship's Master and/or Chief Mate must be contactable, at all times by a reliable means of communication. The form of communication used must be in addition to the ship's VHF radio and must be capable of providing two-way communication with the ship's agent, the terminal, VTS and emergency services.

The minimum loading and ballast conditions when alongside the berths at the Port of Hay Point are as follows.

Less than 26kts wind strength

- Propeller is to be no less than 90% immersed
- Trim is not to exceed 3.5m

If a Strong Wind Warning or above is in force:

- The propeller is to be immersed to the Master's satisfaction for emergency use
- Trim not to exceed 3.5m

3.15.3 Removals and departures

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

	Report	Information to report
1	Ship Master/pilot to Hay Point VTS Ship ready to depart (5 to 15 minutes prior to estimated time of departure)	Ship's name, radio check, destination port/anchorage, departure drafts, permission to proceed, request for traffic information
2	Ship Master to Hay Point VTS Unassisted removal along the berth	• ship's name, time of commencement of movement • ship's name, time of completion of movement
3	Hay Point VTS All Ships call	Ship's name, departure berth and ships intentions

	Report	Information to report
	Upon release of last line	
4	Pilot to Hay Point VTS Shortly after departure, before pilot disembark	Ship's name, last line time and request for traffic information
5	Ship Master to Hay Point VTS Departing anchorage Hay Point VTS	Ship's name, anchor aweigh time, destination and request for traffic information

Table 8 - Outbound reporting requirements

The following restrictions and rules are for departures at Hay Point from BMA and DBCT terminals:

1. Once a ship has berthed, the terminal is to request a nominated departure draft and a nominated departure tide. The scheduler is to use the DUKC system to plan the departure for the requested tide and draft, and notify the terminal if the requested draft cannot be achieved for that tide. The scheduler will issue the terminals and agents a DUKC report for vessels alongside at one hour past high water.

2. Multiple channel departures are to be scheduled as such as to have a minimum separation at the channel beacons of 30 minutes.

3. A third tug may be required for vessels greater than 270m in length if a Strong Wind Warning is issued by the Bureau of Meteorology. Further details can be located in section 9.3 Strong Wind Warning & Engagement of Third Tug.

4. The table below illustrates the displacement and tidal flow restrictions upon departure for each berth:

	HP1	HP2 & 3, DB 1-4
Port side to (PST)	< 240m LOA – any time (subject to UKC)	≤ 110,000t disp Anytime (subject to UKC > 110,000t disp Anytime on the flood tide, and no later than when the current reaches 0.5kts on the ebb tide (subject to UKC)
Starboard side to (SST)	≤ 110,000t disp Anytime (subject to UKC > 110,000t disp Anytime on the flood tide, and no later than when the current reaches 0.3kts on the ebb tide (subject to UKC)	Anytime (subject to UKC)

Table 9 - Hay Point and DBCT departure restrictions

3.15.3.1 Priority of departures

Priority of departures will be determined according to the following rules:

- Departures will generally have priority over arrivals except as determined by the RHM for safety and or port efficiency.
- Ships that have low water restrictions for the following low tide have priority over all other departures.
- Channel restricted departures have priority over paddock departures.
- When multiple ships are requesting to depart on the same tide the priority will be allocated on the order of berthing, subject to the following.
    - Safety and port efficiency.
    - If a ship has moved from the original requested tide, then the ship will lose its priority on the new requested departure tide. See Schedule Changes 3.11.2 for further details.
    - If the ship cannot sail at the time allocated by the scheduler for the requested tide, then the terminal may elect to reduce the draft to meet the allocated time or elect to sail on a different tide (subject to low water restrictions).
- Ships with known engine issues are to be scheduled such that they do not impede the departure of other ships.

3.16 Small ships reporting requirements

All ships require a clearance from the VTS centre to enter, depart or move within the pilotage area. It is the responsibility of the Master or pilot to contact Hay Point VTS to obtain the necessary clearance and information prior to the movement.

1. All ships greater than 35m must obtain approval from VTS prior to entering, departing or manoeuvring with the Hay Point pilotage area.
2. A small ship that is less than 35m and;
    - is combined with another vessel where the combined ships are greater than 35m or;
    - the vessels master asks for the services of a pilot or;
    - the master is directed by the Harbour Master to use the services of a pilot or;
    - is carrying dangerous cargo

    must obtain approval from VTS prior to entering, departing or manoeuvring within the Hay Point Pilotage area.
3. A small ship that is less than 35m operating in Restricted Area A must be authorised or obtain approval from VTS prior to entering or departing the area.

4. A small ship that is less than 35m transiting through restricted area B must advise VTS prior to entering and departing the area. Vessels are to cross restricted area B at 90°, at best speed, and are not to loiter in the restricted zone.

4. Port description

4.1 General

The Port of Hay Point is situated 40 kilometres south of Mackay. The port is managed by the North Queensland Bulk Ports Corporation Limited, a statutory Queensland Government owned Corporation, who maintain the dredging, security, berths and operations at the port. There are currently two terminals that operate 24 hours a day seven days a week, BHP Billiton Mitsubishi Alliance and the Dalrymple Bay Coal Terminal (DBCT). Total nominal throughput is 140 million tonnes per annum. (16.7 Hay Point port details)

BMA consists of three berths with a loading capacity of 4,500-10,000 tph.

Dalrymple Bay Terminal consists of four berths, serviced by three gantries with a loading capacity of 7,200-8,650 tph.

The pilotage limits for the port of Hay Point are divided between a Pilotage Area and a Compulsory Pilotage Area. Vessels may anchor within the designated Pilotage Area without utilising the services of a pilot.

4.2 Port Environment

The berths at Port of Hay Point are located up to 4 km offshore and are exposed to the SE trade winds that blow for most of the year. The winds produce a short sharp sea and swell which has a long fetch up the Capricorn Channel to the SE.

In addition, the area experiences a large tidal range with king tides reaching heights of 7m above LAT. With this large tidal range comes strong currents, with the Ebb tide setting to the NNW and the flood tide to the SSE on about 150º. To facilitate berthing operations, the berths (except HP1) have been aligned with the 150/330º to minimise the effect of current.

In inclement weather when the wind rises above 25 knots, shipping operations, particularly berthing becomes difficult and operations are often suspended, particularly on a flood tide when the current is running against the prevailing wind and sea.

In more severe conditions ship movement alongside the berths can lead to broken mooring lines, hull damage and damage to wharf infrastructure (fenders). Hay Point VTS maintains a close weather eye on sea and wind conditions and is supported by a sea condition analysis program, Berth Alert System (BAS) to provide advance warnings.

4.3 Port limits

Port Limits defines the area of jurisdiction of the North Queensland Bulk Ports Corporation Limited.

The **port** of Hay Point consists of the area covered by waters, including tidal waters, of the sea or waters connecting with the sea within the following boundary:

- starting at the high-water mark at the southern extremity of the north head of Bakers Creek entrance
- then generally north-easterly along the geodesic to latitude 21° 10·76'S, longitude 149° 17·73'E
- then generally north-easterly along the geodesic to latitude 21° 09·91'S, longitude 149° 20·06'E
- then east along the parallel to latitude 21° 09·91'S, longitude 149° 30·06'E
- then south along the meridian to latitude 21° 17.91'S, longitude 149° 30·06'E
- then west along the parallel to the intersection of the high-water mark on the mainland with latitude 21° 17·91'S
- then generally northerly along the high-water mark on the mainland to the starting point; and
- includes the area covered by waters of navigable rivers and creeks flowing directly or indirectly into waters within the boundary.

4.4 Pilotage area limits

The pilotage limits for the port of Hay Point are divided between a Pilotage Area and a Compulsory Pilotage Area. Vessels may anchor within the designated Pilotage Area without utilising the services of a pilot.

Hay Point Pilotage Area defines the area of jurisdiction of the Regional Harbour Master.

The Hay Point pilotage area is the area of-

(a) Waters bounded by an imaginary line drawn:

- starting at the high-water mark at the southern extremity of the north head of Bakers Creek entrance
- then generally north-easterly along the geodesic to latitude 21° 10.759'S, longitude 149° 17.730'E
- then generally north-easterly along the geodesic to latitude 21° 09.909S, longitude 149° 20.060'E
- then east along the parallel to latitude 21° 09.909'S, longitude 149° 30.060'E
- then south along the meridian to latitude 21° 17.909'S, longitude 149° 30.060'E
- then west along the parallel to the intersection of the high-water mark on the mainland with latitude 21° 17.909'S

- then generally northerly along the high-water mark on the mainland to the starting point; and

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

4.4.1 Compulsory pilotage area

The Compulsory Pilotage Area defines that part of the Pilotage Area where a vessel of LOA 50 metres or more must use the services of a pilot The Hay Point Compulsory Pilotage Area is described in Schedule 3 of the *Transport Operations (Marine Safety) Regulation 2016* as the part of the Hay Point pilotage area that is the area of:

(a) Waters bounded by an imaginary line drawn-

- starting at the high-water mark at the southern extremity of the north head of Bakers Creek entrance
- then generally north-easterly along the geodesic to latitude 21° 10·76'S, longitude 149° 17·73'E
- then generally south-easterly along the geodesic to latitude 21° 14·00'S, longitude 149° 20·50'E
- then south along the meridian to latitude 21° 15·69'S, longitude 149° 20·50'E
- then generally north-easterly along the geodesic to latitude 21° 14·49'S, longitude 149° 25·41'E
- then generally south-easterly along the geodesic to latitude 21° 14·80'S, longitude 149° 25·50'E
- then generally south-westerly along the geodesic to latitude 21° 16·11'S, longitude 149° 20·50'E
- then south along the meridian to latitude 21° 17·91'S, longitude 149° 20·50'E
- then west along the parallel to the intersection of the high-water mark on the mainland with latitude 21° 17·91'S
- then generally northerly along the high-water mark on the mainland to the starting point; and

(b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a) Internal anchorage sites and arrival limit.

Mapping of both the Pilotage Area and the Compulsory Pilotage Area are available in section 16.10 Port and Pilotage Limits.

4.5 Load lines

Hay Point is in the Tropical Load Line Zone. The area outside the Great Barrier Reef is in the South Pacific Seasonal Tropical Zone.

Tropical: .....From 1 April to 30 November; and

Summer: .....From 1 December to 31 March.

4.6 Maximum vessel size

There are no restrictions on length. Refer to individual berth information for maximum vessel size.(5.1 Berth information).

A Departure channel has been established with a least design depth of 14.7 metres above port datum (LAT). Please refer to the latest Queensland Notices to Mariners for up-to-date port depth information.

4.7 Mooring Line Management

The bulk-loading berths at both terminals at Hay Point, BMA and DBCT, are exposed offshore facilities and are impacted by wind, current, sea and swell waves. These environmental conditions can cause vessels secured alongside to roll, heave and yaw and can result in damage to ship's mooring lines though abrasion (chaffing). This can cause lines to fail at much lower tensions than typically expected and much lower than their certificated holding capacity.

The emphasis on ensuring continuous safe mooring practices whilst berthing, alongside and sailing from any terminal in Hay Point should not be undervalued. It is expected that the Master understands and accepts their leadership role in promoting safe mooring operations, enhanced through additional training and discussions with their crew prior to arrival. It is recommended that prior to berthing at any Hay Point terminal the Master arranges for a discussion about safe mooring operations/practices and the requirement for continuous monitoring of mooring lines with all officers and crew (including additional environmental considerations such as expected large tidal ranges, wave/swell action and possible fresh winds), to assist in the prevention of parting lines.

Masters are expected to ensure their vessel presents at the Port of Hay Point with all mooring equipment in working order as per the machinery design specifications, with all mooring lines and fairleads maintained in good condition with negligeable abrasion damage. Failure to inform Hay Point VTS on arrival, or as soon as discovered, of any mooring equipment failure or damage, resulting in the inability of the vessel to make fast in accordance with the terminal's accepted mooring requirement, may result in the Regional Harbour Master directing the vessel to remain, or return to anchor until satisfied safe mooring may occur. It is recommended that any mooring equipment failure be reported to the Regional Harbour Master and the Australian Maritime Safety Authority via their agent (AMSA form 18) and Hay Point VTS soonest, to allow an assessment to mitigate/manage risk to occur. It is recommended that master's conduct a serviceability check of their mooring equipment before arrival at anchorage to prevent delays and allow sufficient time for repair or rectification of any issue.

The Master is reminded of their responsibility to ensure their vessel remains safely moored at all times, this includes taking adequate action subsequent to the event of a parted or lost mooring line. Any parted or lost

Head and Stern lines, or failures of multiple concurrent mooring lines, will initiate an immediate port emergency response action. These actions have been agreed to by both bulk-loading terminals, the Port Authority and MSQ and a vessel's Master accepts these as a pre-condition for calling at the port. The emergency response action will involve the activation of pilots and tugs. Any costs incurred during the emergency response for tugs or pilotage will be borne by the vessel. These actions are based on historical events where ships have continued to part lines as wind and tide take effect, departing the berth pocket resulting in a port emergency.

To prevent mooring lines parting, Masters of ships berthed at the Port of Hay Point are reminded of their requirement to ensure an effective deck watch for continuous mooring line maintenance from first line on berthing to last line at departure. An effective deck watch would include, but not be limited to, ship's mooring lines being regularly checked by an appropriate number of experienced officers or crew and adjustments conducted when required to ensure the correct and equal tension is maintained through all lines. Adjustments may also be required for any mooring line protection sleeves, placed to prevent chaffing. It is highly recommended that Officers of the Cargo watch are aware of the change of tide times and inform their deck watch when rising or falling tide so it is understood lines may be required to be slackened or tightened and ensuring that the mooring system remains adequately tensioned, excess tension should be avoided. As matter of good seamanship practices the Master should consider, as an additional check in supporting the deck crew mooring rounds, a deck officer conduct a mooring lines inspection either at commencement or completion of their watch duty and an entry made into the ships logbook when this is conducted. Failure to effectively and safely manage ships lines may result in the Regional Harbour Master directing the ship to depart the berth until satisfied the Master, Officers and Crew are fully aware of their responsibility to be vigilant with mooring lines.

The Master is to contact the terminal via the provided UHF radios if the vessel is unable to maintain a safe mooring position, with all lines of equal tension, and the vessel secured such that the shoreside gangway can reach the ship.

The Master is to contact Hay Point VTS on VHF Channel 10 if any line parts so that the port emergency action plan can be considered or activated. Failure to inform VTS of a parted line may result in the Regional Harbour Master directing the ship to depart the berth until satisfied the Master is fully aware of their responsibility to report failures immediately.

For parted Head and Stern lines or multiple concurrent parted lines, the emergency action plan will be activated, with tugs sent to assist the vessel remain alongside and a pilot dispatched to assist the Master deal with resecuring lines and communicating with tugs or lines staff. Should tugs arrive on station prior to a pilot, the Master is reminded of their legal responsibility to take positive action in dealing with any situation, that is considered by the port as an emergency event. The Master is reminded that the action plan was engaged due to the failure of their ship's line, and hence to promote the safety of their ship in the port they are recommended to engage with the tugs if necessary before the arrival of a pilot. Tug costs will be incurred due to the emergency response activation

regardless of whether they are engaged or not, therefore it is highly recommended the Master take appropriate action to prevent a worsening of the situation. The Master is always reminded of their continuous legal responsibility for the safe operation of the vessel and take positive actions to prevent any unsafe action or a worsening of an unsafe situation. Failure to take appropriate action in any emergency event may result in the Regional Harbour Master directing the ship to depart the berth until satisfied the Master is fully aware of their legal responsibility to take positive action to ensure the safety of their ship and crew.

Masters are to ensure all officers and crew involved in deck operations have a good understanding of the risks associated with parted or snagged lines, in particular the unexpected release of stored energy through mooring line snapback, they are to ensure that crewmembers remain in safe locations away from snapback zones whenever possible during mooring and deck operations.

The below are tug communications standard terminology:

PUSH UP ORDERS **All orders preceded by:** **"TUG forward PUSH…." or** **"TUG aft PUSH…." or** **"TUG forward and aft PUSH…."**	**MEANING** **Tugs will push on the hull at indicated power setting.**	**APPROX B.P (t)**
No Weight	*Tug off the hull*	
Minimum	*Resting on hull (minimum power)*	5
Bare Weight	*Pods inline 650 RPM (40% power)*	10
Quarter	*Pods inline 800-900 RPM (55% power)*	15
Half	*Pods inline 1100-1250 RPM (78% power)*	30
Three Quarter	*Pods inline 1450 RPM (90% power)*	45
Full	*Pods inline 1600 RPM (100% power)*	60

In the event that a vessel has come away from the berth and tugs are used to bring the vessel back alongside or hold it in a safe position it is recommended that power settings on tugs are gradually increased to ensure that the vessel does not close the berth too hard resulting in damage to the vessel and terminal.

4.8 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 to have an even keel or trimmed by the stern with a maximum trim of 2.5 meters and the propeller fully immersed.

Vessels trimmed by the head or listing are not permitted. Ships not meeting trim requirements may experience considerable delays until the problem is rectified.

Vessels are to advise VTS of any change to draft so as VTS can assess UKC safety margins for the anchorage.

4.9 Preparedness for putting to sea at short notice

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 — 1st November to 30th April inclusive.

4.10 Time zone

UTC + 10 hours throughout the year.

4.11 Working Hours

Port Service providers are available 24 hours per day seven days per week.

4.12 Charts and Books

Masters shall have the latest edition charts (paper and electronic) with temporary and permanent corrections not exceeding three months. For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian Hydrographic Office and Admiralty Sailing Directions NP15 (Australian Pilot Volume III/V).

4.13 Shipping announcements

4.13.1 Notices to Mariners

Maritime Safety Queensland promulgates marine safety information to mariners, organizations and other interested parties, in the form of Queensland 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),
- Any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

The Australian Hydrographic Office of the Royal Australian Navy is the Commonwealth authority responsible for national chart production known as AUS Charts and the circulation of Australian Notices to Mariners that are distributed nationally and internationally. Information contained in the Queensland notices is regularly reproduced in the Australian Notices. These notices are recognised as being an authoritative, accurate guide on marine charts.

4.13.2 Request to issue Notice to Mariners

A Notice to Mariners Request form is available to organisations or individuals who wish to apply for a Notice to Mariners or Advice Notice to be issued. Once the form is complete it should be emailed to VTS for consideration.

- A Notice to Mariners is issued for the purpose of providing permanent navigation information – generally this information will result in a chart correction.
- A Notice may be marked Temporary (T) if the information will remain valid only for a limited time
- Advice notices will cover short term navigation advice and may include information on fireworks displays, aquatic events or similar.

5. Port infrastructure

5.1 Berth information

Berth	Design Depth[1]	Length Berth Face	Berth Pocket Dimensions	Maximum Air Draft at LAT[2]	Maximum DWT[3]	Maximum Fender Load[4]
Hay Point 1	16.6 m	203.6 m	342.9x60.96x16.6 m	27.8 m	180,000 t	150,000 t
Hay Point 2	16.7m	188.7 m	365.7x60.96x16.7 m	24.3 m	200,000 t	180,000 t
Hay Point 3	19.0m	255.65 m	460.0x70.0x19.0 m	30.9m	220,000 t	180,000 t
Dalrymple Bay 1 & 2	19.6 m	662 m (combined)	838.0x65.0x19.6 m	31.14 m	220,000 t	220,000 t
Dalrymple Bay 3 & 4	19.0 m	676 m (combined)	890.0 x65.0x19.0 m	31.14 m	220,000 t	220,000 t

Table 10 - Berth Information

Notes:

- Depths are subject to change; consult the Queensland Notices to Mariners for latest information.
- The actual air draft must consider the vessel's draft and the tide height.
- Terminal approval is required for DWT in excess of these figures on a case by case basis.
- Fender design based on Port of Hay Point maximum displacement berthing limits which can be found in section 3.15.1.

5.2 Coal loading gantries

For berthing a ship, the terminal must have the loader parked out of the way at its designed securing site for berthing.

Berthings/sailings at DBCT are permitted with the boom retracted at least 60 degrees above the horizontal with the gantry secured at the strong point adjacent the vessel's bow.

Shipping officers are to ensure that there is sufficient clearance prior to sailing the vessel.

When there is no vessel alongside the berth and any such equipment is required to have the main boom or structure down for maintenance etc, and it protrudes out from the berth, the Terminal Operator is required to notify the Regional Harbour Master or his delegate of the times that the particular piece of equipment will be in this condition. The equipment must be adequately lit during night hours.

5.3 Anchorage areas

The pilotage limits for the port of Hay Point are divided between a Pilotage area and a Compulsory Pilotage area. Vessels may anchor within the designated Pilotage area without utilising the services of a Pilot.

Vessels arriving off the Port of Hay Point will be assigned either an offshore anchorage position (section 16.8) or a 'port limit' anchorage position (section 16.10) in the Northern or Southern anchorages by VTS, whilst awaiting berthing instructions. These 'port limit' anchorages are shown on chart AUS 249 and are identified by both a northern or southern prefix and a numeral. Anchoring is prohibited in the restricted area shown on chart AUS 249.

5.3.1 Anchoring off Australian ports

Masters should apply the basic tenets of good seamanship and common sense when anchoring in offshore and exposed anchorages.

There are 41 gazetted anchorages within port limits and 59 gazetted offshore anchorages. More details on these anchorages can be found in 16.8 Offshore anchorages and chart AUS 249.

Mariners are advised that anchor positions have been established within port limits. These anchor positions, numbers and swing circles are as follows:

Anchorage Sites within Port Limits (WGS84)			
Name	**Latitude**	**Longitude**	**Diameter (Nm)**
N01	21˚ 11.000’ S	149˚ 20.000’ E	0.864
N02	21˚ 11.000’ S	149˚ 21.000’ E	0.864
N03	21˚ 11.000’ S	149˚ 22.000’ E	0.864
N04	21˚ 11.000’ S	149˚ 23.000’ E	0.864
N05	21˚ 11.000’ S	149˚ 24.000’ E	0.864
N06	21˚ 11.000’ S	149˚ 25.000’ E	0.864
N07	21˚ 11.000’ S	149˚ 26.000’ E	0.864
N08	21˚ 11.000’ S	149˚ 27.000’ E	0.864
N09	21˚ 11.000’ S	149˚ 28.000’ E	0.864
N10	21˚ 11.000’ S	149˚ 29.000’ E	0.864
N11	21˚ 12.000’ S	149˚ 20.000’ E	0.864
N12	21˚ 12.000’ S	149˚ 21.000’ E	0.864
N13	21˚ 12.000’ S	149˚ 22.000’ E	0.864
N14	21˚ 12.000’ S	149˚ 23.000’ E	0.864
N15	21˚ 12.000’ S	149˚ 24.000’ E	0.864
N16	21˚ 12.000’ S	149˚ 25.000’ E	0.864

Anchorage Sites within Port Limits (WGS84)			
Name	**Latitude**	**Longitude**	**Diameter (Nm)**
N17	21˚ 12.000’ S	149˚ 26.000’ E	0.864
N18	21˚ 12.000’ S	149˚ 27.000’ E	0.864
N19	21˚ 12.000’ S	149˚ 28.000’ E	0.864
N20	21˚ 12.000’ S	149˚ 29.000’ E	0.864
N21	21˚ 10.000’ S	149˚ 21.000’ E	0.864
N22	21˚ 10.000’ S	149˚ 22.000’ E	0.864
N23	21˚ 10.000’ S	149˚ 23.000’ E	0.864
N24	21˚ 10.000’ S	149˚ 24.000’ E	0.864
N25	21˚ 10.000’ S	149˚ 25.000’ E	0.864
N26	21˚ 10.000’ S	149˚ 26.000’ E	0.864
N27	21˚ 10.000’ S	149˚ 27.000’ E	0.864
N28	21˚ 10.000’ S	149˚ 28.000’ E	0.864
N29	21˚ 10.000’ S	149˚ 29.000’ E	0.864
S01	21˚ 16.000’ S	149˚ 24.000’ E	0.864
S02	21˚ 16.000’ S	149˚ 25.000’ E	0.864
S03	21˚ 16.000’ S	149˚ 26.000’ E	0.864
S04	21˚ 16.000’ S	149˚ 27.000’ E	0.864
S05	21˚ 16.000’ S	149˚ 28.000’ E	0.864
S06	21˚ 16.000’ S	149˚ 29.000’ E	0.864
S09	21˚ 17.000’ S	149˚ 24.000’ E	0.864
S10	21˚ 17.000’ S	149˚ 25.000’ E	0.864
S11	21˚ 17.000’ S	149˚ 26.000’ E	0.864
S12	21˚ 17.000’ S	149˚ 27.000’ E	0.864
S13	21˚ 17.000’ S	149˚ 28.000’ E	0.864
S14	21˚ 17.000’ S	149˚ 29.000’ E	0.864

Table 11 - Anchorages within Port Limits (WGS84)

Mariners are advised that anchor positions have been established within the offshore anchorage area east of the Hay Point pilotage area. These anchor positions, numbers and swing circles are as follows:

Anchorage Sites outside Port Limits (WGS84)			
Name	**Latitude**	**Longitude**	**Diameter (Nm)**
OS1	21˚ 12.925’ S	149˚ 32.917’ E	1.5
OS2	21˚ 12.925’ S	149˚ 34.569’ E	1.5
OS3	21˚ 12.925’ S	149˚ 36.228’ E	1.5
OS4	21˚ 12.925’ S	149˚ 37.881’ E	1.5
OS5	21˚ 12.925’ S	149˚ 39.544’ E	1.5
OS6	21˚ 12.925’ S	149˚ 41.212’ E	1.5
OS7	21˚ 11.364’ S	149˚ 33.481’ E	1.5
OS8	21˚ 11.364’ S	149˚ 35.140’ E	1.5
OS9	21˚ 11.364’ S	149˚ 36.805’ E	1.5
OS10	21˚ 11.364’ S	149˚ 38.463’ E	1.5
OS11	21˚ 11.364’ S	149˚ 40.116’ E	1.5
OS12	21˚ 11.364’ S	149˚ 41.767’ E	1.5
OS13	21˚ 09.780’ S	149˚ 34.651’ E	1.5
OS14	21˚ 09.780’ S	149˚ 36.298’ E	1.5
OS15	21˚ 09.780’ S	149˚ 37.945’ E	1.5
OS16	21˚ 09.780’ S	149˚ 39.609’ E	1.5
OS17	21˚ 09.780’ S	149˚ 41.268’ E	1.5
OS18	21˚ 08.195’ S	149˚ 35.816’ E	1.5
OS19	21˚ 08.195’ S	149˚ 37.477’ E	1.5
OS20	21˚ 08.195’ S	149˚ 39.136’ E	1.5
OS21	21˚ 08.195’ S	149˚ 40.780’ E	1.5
OS22	21˚ 06.640’ S	149˚ 36.955’ E	1.5
OS23	21˚ 06.651’ S	149˚ 38.589’ E	1.5
OS24	21˚ 06.640’ S	149˚ 40.226’ E	1.5
OS25	21˚ 05.081’ S	149˚ 38.105’ E	1.5
OS26	21˚ 05.052’ S	149˚ 39.746’ E	1.5
OS27	21˚ 03.454’ S	149˚ 39.299’ E	1.5
OS28	21˚ 12.653’ S	149˚ 43.178’ E	2.0
OS29	21˚ 12.653’ S	149˚ 45.394’ E	2.0
OS30	21˚ 12.653’ S	149˚ 47.704’ E	2.0
OS31	21˚ 12.653’ S	149˚ 50.021’ E	2.0
OS32	21˚ 10.492’ S	149˚ 43.481’ E	2.0
OS33	21˚ 10.485’ S	149˚ 45.664’ E	2.0

Anchorage Sites outside Port Limits (WGS84)			
Name	**Latitude**	**Longitude**	**Diameter (Nm)**
OS34	21˚ 10.468’ S	149˚ 47.847’ E	2.0
OS35	21˚ 10.467’ S	149˚ 50.043’ E	2.0
OS36	21˚ 08.447’ S	149˚ 42.692’ E	2.0
OS37	21˚ 08.435’ S	149˚ 44.885’ E	2.0
OS38	21˚ 08.409’ S	149˚ 47.085’ E	2.0
OS39	21˚ 06.317’ S	149˚ 42.145’ E	2.0
OS40	21˚ 06.318’ S	149˚ 44.357’ E	2.0
OS41	21˚ 04.245’ S	149˚ 41.483’ E	2.0
OS42	21˚ 14.500’ S	149˚ 32.500’ E	1.5
OS43	21˚ 14.500’ S	149˚ 34.200’ E	1.5
OS44	21˚ 14.500’ S	149˚ 42.000’ E	1.5
OS45	21˚ 14.600’ S	149˚ 44.300’ E	2.0
OS46	21˚ 14.600’ S	149˚ 46.550’ E	2.0
OS47	21˚ 14.600’ S	149˚ 48.800’ E	2.0
OS48	21˚ 14.600’ S	149˚ 51.050’ E	2.0
OS49	21˚ 14.600’ S	149˚ 53.300’ E	2.0
OS50	21˚ 12.650’ S	149˚ 52.300’ E	2.0
OS51	21˚ 10.470’ S	149˚ 52.300’ E	2.0
OS52	21˚ 08.410’ S	149˚ 49.400’ E	2.0
OS53	21˚ 08.410’ S	149˚ 51.600’ E	2.0
OS54	21˚ 06.320’ S	149˚ 46.600’ E	2.0
OS55	21˚ 06.320’ S	149˚ 48.800’ E	2.0
OS56	21˚ 06.320’ S	149˚ 51.000’ E	2.0
OS57	21˚ 04.250’ S	149˚ 43.700’ E	2.0
OS58	21˚ 04.250’ S	149˚ 45.900’ E	2.0
OS59	21˚ 04.250’ S	149˚ 48.100’ E	2.0

Table 12 - Dalrymple anchorage sites coordinates (WGS84)

5.4 Navigation aids

5.4.1 Fixed navigation aids

Departure Channel				
Hay Point Channel #2	Beacon	21° 14.92's	149° 24.77'e	Fl R 4sec
Hay Point Channel #4	Beacon	21°15.30's	149° 23.18'e	Fl R 4sec
Hay Point Channel #6	Beacon	21° 15.96's	149° 20.80'e	Fl R 4sec
Hay Point Channel #1	Beacon	21° 15.70's	149° 20.73'e	Fl G 4sec

Table 13 - Navigation aids

Please be advised of the following notations:

- Hay Point Channel #2 (Fairway Beacon) is fitted with a tide gauge and an electronic weather station.
- The beacons are fitted with GPS synchronisation.
- Mount Griffiths Light — established on the Port Administration Building located 330° (T) from Mount Griffiths. Elevation 78 metres – Fl (2) 10 sec – Range 20 miles.
- The wharves and dolphins of both terminals exhibit fixed blue berthing leads at night and yellow by day at their extreme ends.

5.4.2 Virtual navigation aids

Virtual aids to navigation beacons have been established at Hay Point to aid the safe pilotage and navigation of deep draft vessel departing via the shipping channel. The virtual beacons broadcast on the Automatic Identification System (AIS) adopted by IALA and IMO.

A “virtual navigation beacons signal” will appear on vessels fitted with AIS 'a' or AIS 'b' receivers and indicate the following positions within the port of Hay Point:

Virtual aid name	Latitude	Longitude	MMSI
Hay Point V.07	21° 15.9577' s	149° 19.7005' e	995036068
Hay Point V.08	21° 16.2201' s	149° 19.7759’ e	995036069
Hay Point V.R	21° 15.6081' s	149° 19.5386' e	995036067
Hay Point V.04	21° 15.3267' s	149° 23.1767' e	995031021

Table 14 - Virtual navigation aids

The virtual AIS system commenced operation on Thursday 17 October 2013. For reference, the virtual navigation aid 'Hay Point v.04' has been established in the same position as the existing fixed beacon number 4 in the channel.

6. Weather information

6.1 General

The prevailing winds are moderate to strong and predominantly from the southeast. Calmer conditions occur during the winter months. The terminal may apply their own wind restrictions.

A Tropical Cyclone Watch message is issued when a cyclone or potential cyclone is expected to affect conditions in the area within the next 48 hours and is reviewed every three hours. A Tropical Cyclone Warning message is issued when a cyclone or potential cyclone is expected to affect conditions in the area within the next 24 hours and is reviewed every three hours.

Severe weather can occur at any time of the year and an official cyclone season is defined between 1 November and the 30 April.

Weather charts, satellite images, warnings and reports may be polled by fax from 1800 630 100 and/or from the Bureau of Meteorology.

Coastwatch is a website with useful nautical information links.

6.1.1 Extreme Weather Event Contingency Plans (Cyclone Procedures)

The Mackay region is particularly exposed to risks posed by tropical cyclones. It is imperative all mariners prepare for the possibility of one of these cyclones crossing the coast in their region during this period. The Mackay region is also exposed to severe local storms which can form with minimal warning and cause major damage to the local maritime industry. (For example, the devastating storm at Airlie Beach in February 2008).

In addition, the major commercial shipping ports of Mackay and Hay Point are particularly exposed to the prevailing weather and sea conditions with limited protection from a tropical cyclone and other extreme weather events.

Extreme Weather Event Contingency Plans (Cyclone Procedures) have been developed for the Mackay Region and are on the MSQ Website.

The prime intent of this plan is for masters to be aware of an approaching weather event and be prepared to take the necessary action to avoid the damaging impact to ships and the environment.

6.1.2 Tide Boards and Gauges

Hay Point is a standard Port in the Queensland Tide Tables. NQBP and MSQ have installed tide measurement systems in the following locations:

- Hay Point Tug harbour tide board and gauge (MSQ & NQBP); and
- Beacon #2 – Hay Point Channel (MSQ).

The boards refer to LAT and show the actual tide height above LAT. Maritime Safety Queensland provides tidal predictions for pilotage areas. The tidal times and heights for standard Queensland ports are available in

the Queensland Official Tide Tables and Boating Guide and may be accessed at the Bureau of Meteorology website.

Tidal stream predictions for standard Queensland ports are available upon request through the Regional Harbour Master's Office.

Tidal Information			
HAT	7·14m	LAT	0·00m
MHWS	5·78m	MLWS	0·90m
MHWN	4·46m	MLWN	2·22m
For tidal stream data refer to Australian Pilot and hydrographic chart			

Table 15 - Tidal information

6.1.3 Tidal information – tsunami effects

The Northwest 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. Warnings are currently issued for the Pacific Ocean region by the Pacific Tsunami Warning Centre (PTWC) in Hawaii and for the Indian Ocean region by the Japan Meteorological Agency (JMA).

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

6.2 Water density

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

6.3 Strong Wind Warning & Engagement of Third Tug

A third tug may be required for vessels greater than 270m in length if a Strong Wind Warning is issued by the Bureau of Meteorology. Further details can be located in section 9.3 Strong Wind Warning & Engagement of Third Tug.

7. Port navigation and movement restrictions

7.1 General

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

7.2 Speed

The *Transport Operations (Marine Safety) Regulation 2016* *Sections 81, 83*, 84 *and 85* apply and refer to ships not being operated at a speed of more than 6 knots when within 30 metres of any wharf, boat-ramp or pontoon, a vessel at anchor or moored or made fast to a jetty.

Departing vessels are restricted to a maximum speed of:

- 8.5 knots in the channel
- 8 knots in the paddock

Ship Masters should be fully aware of the effects of interaction (particularly when passing ships moored at berths adjacent to the channels, ships flying international code signals "A" or "R over Y" and any directive given by Hay Point VTS.

7.3 Channel depths

A deep water (Departure Channel) has been established with a design depth of 14·7m at LAT (Refer to NTM for latest depth information) which extends approximately 6·2 miles from the berths. From this point two departure tracks have been established commencing from the centre line at the eastern end of the Departure Channel which are defined on chart AUS 249.

Berth	Inward Movement		Outward Movement		Outward Movement	
			Non Channel Departure		Channel Departure	
	PST	SST	PST	SST	PST	SST
Hay Point #1	11.5	13.1	13.1	13.1	14·7	14·7
Hay Point #2	11.5	13.1	13.1	13.1	14·7	14·7
Hay Point #3	11.5	13.1	13.1	13.1	14·7	14·7
DBCT #1	12·9	12·9	13.1	13.1	14·7	14·7
DBCT #2	12·9	12·9	13.1	13.1	14·7	14·7
DBCT #3	12·7	12·7	13.1	13.1	14·7	14·7
DBCT #4	12·7	12·7	13.1	13.1	14·7	14·7

Table 16 - Channel depths (design only)

***Refer to latest NTM for actual depth**

7.4 Berthing of deep draft vessels

Pilot on board (POB) time will be as follows:

- Rising tide: POB time will be when the UKC reaches 1·5m
- Falling tide: no later than two hours before predicted UKC of 1·5m is to be reached.

These UKC values are only used during calm weather and may be increased during periods of adverse swell conditions.

7.5 Berth Monitoring

The berths at Port of Hay Point are located up to 4 km offshore and are exposed to the SE trade winds that blow for most of the year. Weather of force 6 and above impact on ship operations both with berthing and the movement of vessels alongside. On occasions, particularly during the wet season, operations are suspended and in extreme cases, vessels are taken off the berths.

A Berth Alert System (BAS) that predicts and monitors sea swell and meteorological data has been installed at Hay Point to assist the Regional Harbour Master in measuring and predicting marginal sea conditions.

The Regional Harbour Master utilises the information gained from the BAS to alert vessels alongside that the weather conditions are deteriorating, and they may be required to place themselves on short notice for an emergency departure. Harbour services will also be alerted.

Should conditions deteriorate the Regional Harbour Master may order vessels off the berths. Whilst small vessels may be ordered off the berths, it is possible that larger vessels may remain alongside, and berths vacated by small vessels may have larger vessels replace them.

7.5.1 Berth Alert System (BAS)

The Hay Point Berth Alert System is designed to forecast berthed vessel safety based on forecast weather conditions.

BAS Online forecasts berth safety up to 72 hours ahead using swell forecasts produced by the Bureau of Meteorology's WAM model. WAM is a mathematical model that forecasts wave conditions at grid points surrounding Australia. It is driven from outputs of wind modelling and is adjusted with satellite altimeter data.

Swell forecasts are produced every 12 hours and include a now-cast and 12, 14 and 36 hour swell forecast.

Load planning can be undertaken utilising the information derived from the 23 hour DUKC advice, provided that the ship's 100% loaded BAS prediction forecast remains in the normal zone for the period that the vessel is scheduled to remain alongside the wharf.

7.6 UKC restrictions in the port

Weather, tidal conditions or special circumstances, may require a departure from these guidelines

- A minimum arrival UKC of 1·5m is to be maintained for two hours from the commencement of the manoeuvre

7.6.1 Dynamic Under Keel Clearance (DUKC®)

DUKC® methodology determines the UKC required for a given transit using the most accurate modelling techniques available and is the primary tool for determining sailing drafts and transit times. For each section of the transit, each UKC factor is individually determined based on the forecast environmental conditions, channel configuration, vessel dimensions, load state and speed.

DUKC® methodology removes the requirement for UKC allowances to be unnecessarily conservative in favourable conditions. Extreme conditions are accounted for as required, with UKC allowances increased accordingly to provide additional safety.

The DUKC® programme is used to determine the tidal window for vessels to depart or to determine the maximum draft that a vessel may sail at for a particular tide. The predictions are provided at 23 hours before the appropriate high water and updated 11 hours before the departure tide and indicate the sailing time and maximum draft.

The agent is required to complete the VTS Pre-arrival form with expected stability data for the vessels departure.

7.6.2 Current restrictions for sailing

The slack water sailing rule applies to all vessels with a sailing displacement of 110,000 tonnes and above when berthed Port Side To at any berth and from HP1 when berthed Starboard Side To. Refer to the table in section 3.14.3.

7.6.3 Stage II Static Draft

The Stage II Static Draft" (1m +5% of draft) is to be used only when the DUKC® is unavailable.

Tidal window calculation (without DUKC®)

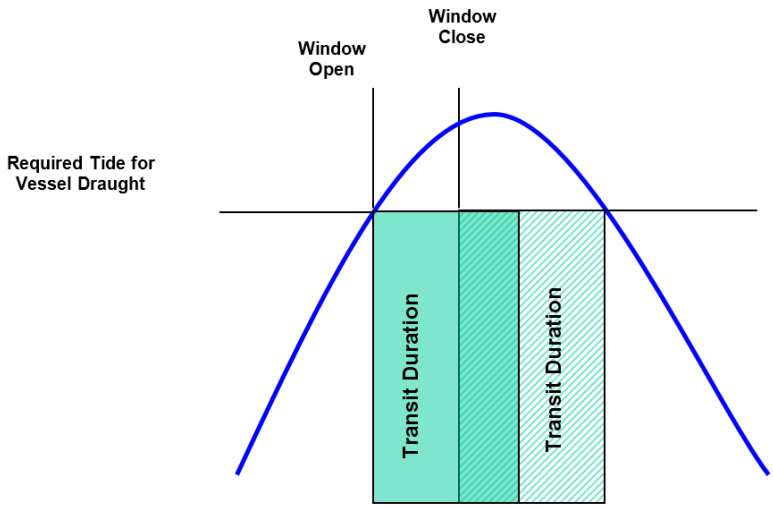
Static maximum draft check		
Vessel _____ **Berth** _____		**Date**_____ **Operator** _____
Vessel draft		
(1·05 x draft)+ 1 - Depth		Required Tide Height
Time of first tide height for draft		WINDOW OPEN
Time of last tide height for draft		
Time of last height for draft – Transit duration		WINDOW CLOSE

Table 17 - Static draft calculation table

Note: The tidal window will need to take into account the current restrictions covered in 3.14.1 Table 7 and 3.14.3 Table 9.

	SST transit duration	PST manoeuvre duration	SST depth	PST depth
BMA1	65	85	Refer NtM	Refer NtM
BMA2	70	90	Refer NtM	Refer NtM
BMA3	65	85	Refer NtM	Refer NtM
DBCT2	75	95	Refer NtM	Refer NtM
DBCT1	75	95	Refer NtM	Refer NtM
DBCT3	80	100	Refer NtM	Refer NtM
DBCT4	85	105	Refer NtM	Refer NtM

Table 18 - Transit durations



7.6.4 Low water deepest draft

If the DUKC® is not available the calculation for deepest draft at low water

= Berth pocket depth + height of tide – 1.5m

7.7 Approaches to pilot boarding place

The recommended tracks for Arrivals/Departures to Hay Point are shown on chart AUS 249; please note the Zone of Confidence shown on this chart in relation to soundings.

7.7.1 Dangers

Two spoil ground areas have been established to the north of the port within lines joining the following positions:

21°.09.83'S	149° 20.11"E	**LEAST DEPTH 10·1M**
21° 11.99'S	149° 20.18'E	
21° 13.07'S	149° 18.17'E	
21° 11.55'S	149° 16.92'E	

Table 19 - Spoil Ground Area 1

21° 12.70'S	149° 17.24'E	**LEAST DEPTH 8·2 METRES**
21° 13.45'S	149° 17.66'E	
21° 13.64'S	149° 17.28'E	
21° 12.91'S	149° 16.86'E	

Table 20 - Spoil Ground Area 2

7.7.2 Restricted Areas

A Restricted areas adjacent to the shipping channel and the port facilities have been gazetted under section 197 (2) of the *Transport Operations (Marine Safety) Regulation 2016* which declares that unauthorised vessels including small ships are prohibited from mooring, anchoring or manoeuvring within waters bounded by imaginary lines in the following areas:

a) **Restricted Area A**

Latitude: 21°16.5841'S Longitude 149°19.0013'E to
Latitude: 21°14.2058'S Longitude 149°17.7708'E to
Latitude: 21°13.5524'S Longitude 149°18.9577'E to
Latitude: 21°14.7615'S Longitude 149°19.7670'E to
Latitude: 21°16.2235'S Longitude 149°20.3557'E then to
Latitude: 21°16.5841'S Longitude 149°19.0013'E

b) **Restricted Area B**

Latitude: 21°14.7615'S Longitude 149°19.7670'E to
Latitude: 21°13.1673'S Longitude 149°25.2013'E to
Latitude: 21°14.8168'S Longitude 149°25.6319'E to
Latitude: 21°16.2235'S Longitude 149°20.3557'E then to
Latitude: 21°14.7615'S Longitude 149°19.7670'E

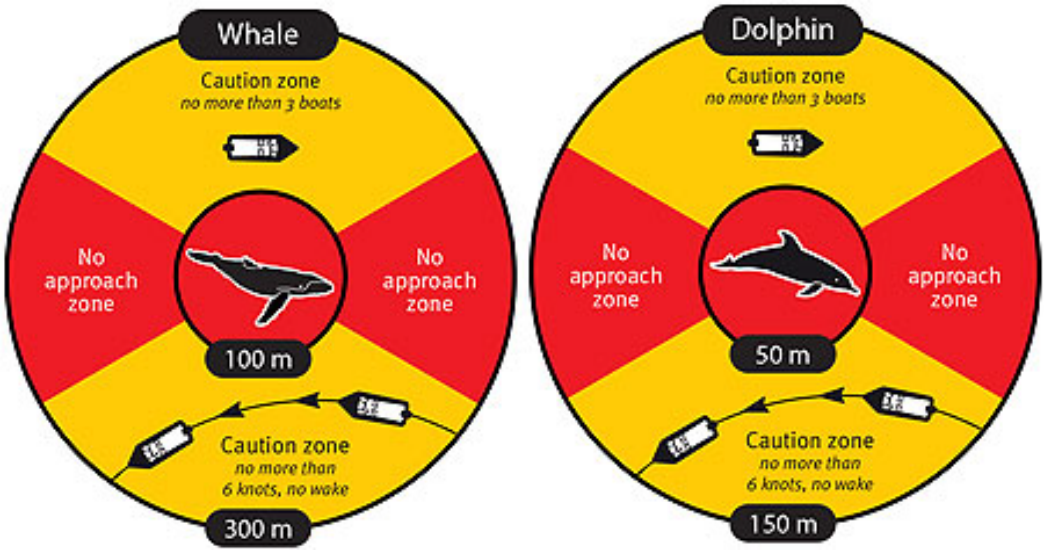
Small ships may transit Restricted Area when no large ship is manoeuvring in the area. Any vessel that would otherwise require a pilot in the compulsory pilotage area is not to cross Restricted Area B without a pilot on board. Transiting vessels and small ships should maintain a listening watch on VHF Channel 16 and should transit at 90° to the channel at best speed. (Refer Appendix 16.4 Security - Restricted Areas).

7.8 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:



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 to 1300 130 372. Refer to Marine wildlife strandings.

8. Pilotage

8.1 General

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 in the "Compulsory Pilotage Area "for:

- a ship that is 50m or more in length
- a vessel towing another vessel where the combined length of the vessels is 50 metres or more
- a ship whose owner or Master requests the services of a pilot; and
- a ship whose owner or Master is directed by the RHM to use the services of a pilot.

8.2 Night pilotage

The Port of Hay Point is open for pilotage 24 hours per day, weather and tidal conditions permitting.

8.3 Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2016* shall be observed for all bookings. North Queensland Bulk Ports provides a pilotage service for ship arrivals, departures and removals. Pilot transfers are carried out by pilot helicopter (primary means) and launch (secondary).

Requests for pilotage services are described in the QSHIPS booking procedures (Section 3.6).

8.3.1 Notice required

Ships requiring the services of a pilot are required to submit Arrival, Removal & Departure notices no less than the indicated number of hours prior to the desired movement:

Arrivals .....48 hours

Removals .....24 hours

Departures .....24 hours

Initial notification should be made via the QSHIPS website:

8.4 Pilotage area limits

Pilotage areas are fully described in section 4.4 Pilotage area limits

Vessels must not approach closer to the berths than the pilot boarding positions, without a port pilot on board.

8.5 Pilot boarding position

There are two pilot boarding areas in positions:

Pilot Boarding Areas		
Area Bravo	21° 13.3' S	149° 21.2' E
Area Charlie	21° 17.35' S	149° 22.50’ E

Table 21 - Pilot Boarding Position

Hay Point VTS will instruct the vessel as to which boarding place they are to proceed to, based on the berth and direction alongside. Generally, ships should be making way at the pilot boarding place for pilot embarkation and follow instructions from Hay Point VTS. During pilot transfer operations instructions from either pilot helicopter or launch must be fully complied with (see 16.2 Pilot boarding areas).

8.6 Pilot boarding arrangements

Pilot transfer by helicopter is conducted in accordance with the ICS ‘Guide to Helicopter/Ship Operations’, AMSA Marine Order 57.

Reference should also be made to *Pilot transfer arrangements 04/2023* and Marine order 57—Helicopter operations.

The master of a ship, to or from which a pilot is transferring by helicopter, must give the Regional Harbour Master (via VTS) all information necessary to determine the suitability of the ship for landing the helicopter.

Pilot transfers are carried out by pilot helicopter (primary means) and launch (secondary). Ships with a suitable clear landing area and flight path (Refer 8.6.1 below) will generally board and disembark the pilot by helicopter. During periods of restricted visibility or other unsuitable flying conditions, helicopter operations will cease.

When conditions prohibit helicopter transfer, the pilot will transfer by pilot launch. Reference should be made to 16.15 Required Boarding Arrangements for Pilot Launch which draws the attention of mariners to amendments to SOLAS Chapter V/23 when boarding by pilot launch.

The pilot will board the vessel at the nominated time for an inbound movement approximately 30 minutes prior to the commencement of an outward pilotage movement.

Note: Helicopter is by Land on only. There is no Winching at this port.

8.6.1 Helicopter preparation

Ships must comply with the rules set out in NQBP Pilot Helicopter safety sheet Hay Point and complete Pilot Helicopter (Landing) Operations (Primary Helicopter - EC135) (All ships should be familiar with the requirements of the ICOS ‘Guide to Helicopter/Ship Operations’ and the requirements for Helicopter Operations under Marine Order part 57.

8.6.2 Pilot Launch Boarding Arrangements

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

- Pilot boarding time,
- Restrictions/requirements (by the Regional Harbour Master),
- Boarding position,
- Desired course and speed to conduct the transfer (this is best done by the pilot or the pilot launch).

Ships are to be at the pilot boarding place at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section. The Master is to listen to instructions from the pilot launch in regard to any changes in course or speed to allow helicopter landing or take off.

If pilot transfer by launch, ships should be underway, proceeding at 6 knots and providing a good lee. The pilot ladder is to be rigged 2 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. (16.15 Required Boarding Arrangements for Pilot Launch)

8.6.3 Passage Planning — Bridge Resource Management (BRM)

The master and pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. This information should be a continuous process that generally continues for the duration of the pilotage.

The proposed manoeuvre should be well discussed with the master and any doubts/queries they may have should be resolved prior to commencement of pilotage.

The exchange of information should include at least:

- the presentation of a completed standard pilot card (by ship). In addition, information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available other appropriate data
- general agreement on plans and procedures including contingency plans for the anticipated passage (Hay Point arrival passage plans and Hay Point departure passage plans).
- discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage,
- discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe manoeuvring of the ship,

- information on berthing arrangements; use, characteristics and numbers of tugs, mooring boats and other external facilities,
- information on mooring arrangements,
- confirmation of the language to be used on the bridge (normally English) and with external parties.

Any 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.

8.7 Pilot Licence

A person must hold a pilot licence with a pilotage area endorsement for Hay Point in order to have the conduct of a ship within the compulsory pilotage area. The master of a regularly visiting Australian registered ship may hold an exemption from pilotage for his specific vessel in conjunction with a pilotage area endorsement for Hay Point.

8.7.1 Licence Examination

The standard for licensing and training of marine pilots has been included in state legislation. A copy of the document, 'Licensing and Training of Marine Pilots in Queensland', is available upon request through Maritime Safety Queensland.

The examination shall consist of local knowledge exam, practical assessment oral and written sections to enable applicants to fully understand the functions, duties and responsibilities of the role of a pilot, with particular emphasis on the safe handling of ships under all circumstances.

8.7.2 Examination for Exemption

The examination for licence will include an assessment to determine the candidate's ability to safely conduct the navigation of a ship without a pilot whilst within the pilotage area.

The examination will consist of a local knowledge exam, blind chart and oral components. 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.

8.7.3 Cancellation of Licenses

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.

8.8 Master/Pilot Responsibilities

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

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 in relation to the navigational conduct of the vessel, 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 RHM. The duty VTSO is delegated to exercise the relevant functions of the RHM.

Whilst every effort is made to maintain schedule integrity, safe movements are the priority. Once boarded, an allocated pilot may make a further safety assessment which could result in a movement being unable to be completed. In this case, the movement will still incur a full pilotage fee.

8.8.1 Fatigue management

Pilotage services are provided to the port of Hay Point on a 24-hour scheduled basis utilising the QSHIPS system. A pilot Fatigue Management Plan is followed to ensure that adequately rested pilots are assigned to ships and adequate notice of shipping movements is a base requirement of fatigue management. Hay Point licensed pilots also work at the port of Mackay.

8.8.2 Alcohol consumption

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, or about to depart. Severe penalties apply to infringements.

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

For information on pilotage requirements for Torres Strait and Great Barrier Reef (GBR) refer to; Great Barrier Reef and Torres Strait Vessel Traffic Service (Maritime Safety Queensland) (msq.qld.gov.au).

9. Tug procedures

9.1 General

Tugs are an aid to the safe and efficient maneuvering of ships in confined waterways.

An arriving ship will be leant sandbagged weights for installing on any messengers to be lowered to tugs. These sandbagged weights MUST be used when taking tug lines. If the sandbagged weights are not used the tug Master may pull away from the ships side until such time they are satisfied the sandbagged weights have been installed.

9.1.1 Tug companies

RivTow Marine Queensland (Hay Point Services Terminal)	
Company Profile:	RivTow Marine Queensland provides tugs and lines launch services to vessels at Hay Point Services Terminal
Address	Half Tide Tug Harbour, The Esplanade, Hay Point, Qld 4740
Phone:	+61 0438 185 698
Email:	hpschedule@rivtowmarine.com.au
Website	rivtowmarine.com.au
Tug types	Refer 16.18 for tug specifications

Table 22 - RivTow Marine Queensland Contact Details

Daltug Pty Ltd (Dalrymple Bay Terminal)	
Company profile:	Daltug Pty Ltd operates the tugs and the lines launch services to vessels at Dalrymple Bay Coal Terminal
Address:	PO Box 5705, MACKAY QLD 4740
Phone:	+61 7 4956 3411
Email	daltug@daltug.com.au
Tug types	Refer 16.19 for tug specifications

Table 23 - Daltug Contact Details

9.1.2 Notification of tugs

Tug services should be requisitioned via the QSHIPS programme when booking the movement of a vessel (3.6 Booking a vessel movement). In some instances, the RHM, ship's master or pilot may require additional tugs to the minimum requirements listed in this section. Amendments to bookings should be made by telephone to VTS Hay Point.

9.1.3 Communicating with tugs

Daltug (DBCT) tugs use VHF channel 12 for call up and communicating with ships during berthing operations. Rivtow (BMA) tugs use VHF channel 08.

9.1.4 Tug Requirements

All movements will utilise a minimum of two tugs.

9.2 Half Tide tug harbour

The Half Tide tug harbour entrance is situated approximately 1.38 nm bearing 216° from the southern end of Hay Point No.3 berth. The harbour provides shelter for the six tugs and two lines launches which provide services for the ships utilising the Hay Point berths. Navigations aids are provided to guide vessels into and out from the tug harbour. The area within the navigation beacons and the rock wall is a security area and no unauthorised vessels may enter this area at all security levels.

A boat ramp is positioned in the south west corner of the Harbour and there is an area available for small vessels to anchor outside the security area. 16.9 Hay Point Tug Harbour

Design depths for the swing basin and tug berths are: Swing Basin 5.6m, Tug Berths 6.1m.

9.3 Strong wind warning and engagement of the third tug

9.3.1 Scheduling of third tug

This rule is to apply to all departure ships greater than 270m in length. (This is all level 1 unrestricted pilot area endorsement ships).

VTS will allocate a third tug in QSHIPS when a movement is at “Scheduled” status on QSHIPS and there is a Strong Wind Warning (SWW) issued by the BOM for the forecast area, or the average wind speed is 26kts or greater. VTS is to email the agent, allocated and duty pilot, towage provider, and terminal of the third tug allocation**.**

9.3.2 Cancellation of third tug

Reduction to 2 tugs may be considered if the following conditions are met:

a) When the SWW is **cancelled** and the wind is consistently below 26kts, VTS will stand down the third tug when there has been at least three consecutive significant wave height readings below the following values:

- All berths PST departure (except HP1): Significant Wave height 1.5m
- HP1 SST Departure: Significant Wave height 1.8m

- All berths SST departure (except HP1): Significant Wave height 2.0m

b) When the SWW **remains in place**, the allocated pilot is to assess suitability prior to the scheduled departure time and advise VTS if the third tug can be cancelled, at least 2 hours prior to give VTS time to implement the cancellation.

9.3.3 Contingency

The third tug will not be removed from critical departures, this being vessels unable to maintain sufficient under keel clearance in the berth pocket over the next low water.

Four tugs are always available within the port and should the requirement arise to reinstate the third tug at short notice VTS will prioritise movements within the port to provide 'emergency towage' (third tug) to the departing vessel. VTSOs will prioritise departures based on tidal windows over all other movements.

10. Work notifications

To perform certain work on ships in the port, Masters, owners, or their agents must first notify VTS before that work can proceed. Applications for consideration must be sent to NQBP via email and/or VTS via Qships with a follow up email. The application will then be received and completed by the RHM's office. The conditions and requirements of work will be sent back to the agent who may then forward on to the master of the applicable vessel. Ship Masters must comply with all the conditions and requirements specified.

Works requiring notification include:

- Immobilisation of main engine/s,
- Hot work,
- Boat drills,
- Notification of handling bulk liquids (marine pollutants/bunkering),
- Gas free status and OBOs,
- Overside maintenance,
- Diving or underwater works,
- Confined space entry (tanks or other unventilated spaces),
- Live flare (pyrotechnic) demonstration,
- Ship transfer operations (including crew transfer),
- Oil tank washing.

The below table indicates who notification needs to be sent to for each activity type:

Activity	Where	When	Notification to
Immobilisation	At anchor	24 hours prior to event	Lodge to VTS via QSHIPS. Must include scope of works and confirmation vessel can remobilise within 4 hours in an emergency.
Immobilisation	Alongside		Not permitted unless exceptional circumstances
Hot work	At anchor	24 hours prior to event	Lodge to VTS via QSHIPS
Hot work	Alongside		Not permitted unless exceptional circumstances
Boat drill	At anchor	Prior to event	Lodge to Australian Border Force Lodge to VTS via QSHIPS

Boat drill	Alongside		Not permitted
Notification of handling of bulk liquids	Both	Prior to event	Tugs/workboats (Half Tide) to notify VTS via VHF Other ships to notify VTS 6 hour prior to event
Gas free status and OBO's	Alongside	48 hours prior to event	Lodge to VTS and RHM via email
Overside maintenance	At anchor	24 hours prior to event	Lodge to VTS via QSHIPS
Overside maintenance	Alongside	24 hours prior to event	Lodge to terminal Lodge to VTS via QSHIPS
Diving operations	At anchor	48 hours prior to event	Lodge application and NtM request form to VTS via email
Diving operations	Alongside		Not permitted unless exceptional circumstances
Confined space entry	Both	24 hours prior to event	Lodge to VTS via QSHIPS. Must include scope of works and information on spaces to be entered.
Pyrotechnic	Both	24 hours prior to event	Lodge to VTS and RHM via email
Ship transfer operations (includes crew transfer)	At anchor	24 hours prior to event	Lodge to VTS via Qships
Oil tank washing	Both		Not permitted unless exceptional circumstances
Short Navigation	At anchor	Prior to event	Lodge to VTS via QSHIPS

Table 24 - Work notifications

The application will be received and completed by the RHM's office. The conditions and requirements of work will be sent back to the agent who

may then forward on to the master of the applicable vessel. Ship Masters must comply with all the conditions and requirements specified.

10.1 Work Permits Description

10.1.1 Immobilisation of Main Engines (at anchor)

Ships wishing to carry out engine immobilisations must lodge an application via Qships with a follow up call/email to VTS. The following conditions apply:

- A full scope of works is to be uploaded to Qships before immobilisation occurs.
- Ship's crew are to advise VTS on VHF Channel 10 prior to the commencement of works. VTS to be informed again on completion of works, confirming the engine has been tested and is in working order.
- The ship is to fly signal flags "R" over "Y".
- Ships may not be immobilised when a Strong Wind Warning (SWW) or above is in force. If during an immobilisation a SWW is issued, the engine is to be remobilised immediately.
- Engines must be able to be remobilised within 4 hours, at all times.
- Operations are to be conducted during daylight hours only.
- Immobilisation must be complete at least 24 hours before berthing.

Masters must comply fully with the requirement of their safety management system conditions. It is assumed a risk assessment has been conducted as part of the company safety management system.

If for any reason the agent/Master is unable to lodge an application via Qships then the Permission to immobilise main engines form should be submitted to VTS via email.

10.1.2 Immobilisation of Main Engines (alongside)

Immobilisations are not permitted alongside unless in exceptional circumstances. Terminal and RHM permission must be obtained for this work to occur.

10.1.3 Hot work

Ships wishing to carry out repairs and any form of metal work, which includes performing hot work, must lodge an application via Qships with a follow up call/email to VTS. The following conditions apply:

- Ship's crew are to advise VTS on VHF channel 10 when hot work will commence and again when all work has been completed.
- Operations are to be conducted during daylight hours only, unless in exceptional circumstances. If night works are approved, works are to

be shielded to seaward and from the air so it does not interfere with/be misinterpreted as any navigational aids and lights.

- For those requests involving hot works in the area of a fuel line or ships fuel tanks, the RHM must be consulted for approval.
- All fire and safety precautions are to be undertaken with firefighting equipment to be in readiness.
- Hot work is not permitted when alongside the berth unless in exceptional circumstances and with approval from the terminal and RHM.

Masters must comply fully with the requirement of their safety management system conditions. It is assumed a risk assessment has been conducted as part of the company safety management system.

10.1.4 Boat drills

Ships wishing to carry out lifeboat/rescue boat drills or put boats in the water for painting or maintenance purposes must first obtain clearance from the Australian Border Force (ABF). Once obtained the ship must lodge an application via Qships with a follow up call/email to VTS. The following conditions apply:

- Ship's crew are to advise VTS on VHF channel 10 prior to the commencement of the drill and at completion of the drill once the lifeboat is secured back on board.
- Any conditions imposed by the ABF are to be adhered to.
- The RHM reserves the right to deny application for lifeboat/rescue drills if they are of the view that such drills may not be performed safely or for any other reason.
- Operations are not to be conducted during a strong wind warning or above. At all times, where drills are permitted, the Master retains responsibility for safe conduct of the drills in view of all circumstances, including weather.
- Boat drills are not permitted alongside.

Masters must comply fully with the requirement of their safety management system permit conditions. It is assumed a risk assessment has been conducted as part of the company safety management system permit condition.

10.1.5 Main engine trials at berth

With the exception of pre-sea checks, main engine trials are not permitted at the berths of the Port of Hay Point.

When pre-sea checks are required the Master is to seek approval from the terminal and VTS for the engine to be tested, 30-60 minutes prior to departure. Refer 3.12.3 for further information.

10.1.6 Notification of handling of bulk liquids (marine pollutants/bunkering)

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 under section 63 of the act for owners/agents or masters of vessels to notify the RHM and NQBP of the intention to load, unload or transfer any form of bulk liquids to, from or between vessels between the hours of sunset and sunrise.

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

The operation 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 'Hay Point VTS' on VHF channel 10 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed. Masters must comply fully with the requirement of their safety management system permit conditions. It is assumed a risk assessment has been conducted as part of the company safety management system permit condition.

10.1.7 Gas free status and OBOs

It is understood tankers will never attend any BMA or DBCT facilities. RHM approval must be obtained if berthing of a tanker at any Hay Point facility is necessary. If a tanker is required to be berthed, the below must be satisfied:

A tanker or products carrier will be regarded as 'non-gas free' unless a gas-free declaration has been issued and is current for the vessel.

The declaration must include the following:

- whether the ship is carrying any International Maritime Dangerous Goods class 2 or 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 explosive gas detector meter and a safe reading has been obtained,
- slop tanks and pump rooms are free of hazardous residues,
- calibrated explosive gas detector meters are carried on board,
- a current copy of the ISGOTT Manual is held on board,
- maintain a safe gas reading for the atmosphere in each pump room, cargo tank or residue space.

For a combination carrier (OBO) that has carried a bulk liquid dangerous cargo on one or more of its last three voyages must not be loaded with bulk solid cargo in a pilotage area unless an approved chemist has tested

the vessel and issued a gas free certificate in an approved form. Masters must comply fully with the requirement of their safety management system permit conditions. It is assumed a risk assessment has been conducted as part of the company safety management system permit condition.

10.1.8 Overside maintenance

Ships wishing to carry out overside maintenance, must lodge an application via Qships with a follow up call/email to VTS. The following conditions apply:

- Ship's crew are to advise VTS on VHF channel 10 when overside work commences and again when work is complete.
- No chippings/scrapings/sanding on the vessel's hull or overside fittings are to occur where any residues may fall into the water.
- Painting over the side of the ship may take place as long as paint cans are secured such that they are unable to fall or spill into the sea. They may be placed in a basket and hung separate from the stage/chair. No paint residue is to enter the water. Overside spray painting is not permitted.
- Overside work is not permitted alongside the berths. .

Masters must comply fully with the requirement of their safety management system permit conditions. It is assumed a risk assessment has been conducted as part of the company safety management system permit condition.

10.1.9 Diving Operations on ships

Vessels wishing to carry out diving operations on ship hulls, are to notify VTS via email 48 hours prior to planned operations giving details of:

- Times, date and duration,
- Name of vessel or vessels,
- Location,
- Contact number,
- Any other details relevant to the dive operation which includes a scope of works which is to be uploaded to Qships before work commences.
- A system of locking out the propeller or any other unguarded ships side turning systems, signed off by the ship and dive supervisor needs to be in place as part of the works.

If diving operations are expected to be over a prolonged period a NtM request form should be submitted to VTS as part of the notification by the diving operator. Once diving operations are confirmed VTS will issue a Notice to Mariners.

VTS is to be advised via VHF Ch10 or 16 at the commencement of, and on completion of operations. Vessels are required to display the appropriate international signals for diving operations whilst divers are in the water. Masters are to ensure a lookout is maintained throughout the diving

operations. A radio listening watch is also to be maintained on VHF Ch10 or 16 until operations are complete.

Diving operations are not permitted on ships when alongside at the **Port of Hay Point** unless in exceptional circumstances and with approval from the terminal and RHM.

Masters must comply fully with the requirement of their safety management system conditions. It is assumed a risk assessment has been conducted as part of the company safety management system.

10.1.10 Diving operations (other)

Dive operators to comply with Mackay Region - Standard for Commercial Marine Activities.

If diving operations are expected to be over a prolonged period a NtM request form should be submitted to VTS via email 48 hours prior to planned operations as part of the notification by the diving operator. Once diving operations are confirmed VTS will issue a Notice to Mariners.

10.1.11 Confined Space Entry (tanks or other unventilated spaces)

Ships wishing to carry out confined space entry into any cargo or ballast tanks and/or unventilated space, must lodge an application via Qships with a follow up call/email to VTS. This application is to include a scope of works and information on spaces to be entered.

Masters must comply fully with the requirement of their safety management system permit conditions. It is assumed a risk assessment has been conducted as part of the company safety management system permit condition.

10.1.12 Ship transfer operations (including crew transfer)

Ships wishing to carry out ship to ship/shore or shore to ship transfer operations by boat, must lodge an application via Qships, with a follow up call/email to VTS. The following conditions apply:

- Transfer vessel is to advise VTS on VHF channel 10 when transfer begins and again when transfer complete.
- The minimum PPE for crew transfers is a self-inflating life jacket with light, and a safety helmet with chin strap.
- Operations are to be conducted during daylight hours only.
- Operations are not to be conducted during a strong wind warning or above. At all times the Master retains responsibility for safe conduct of the drills in view of all circumstances, including weather.

Masters must comply fully with the requirement of their safety management system conditions. It is assumed a risk assessment has been conducted as part of the company safety management system.

10.1.13 Oil tank washing

Oil tank washing is not permitted in this port unless in exceptional circumstances and with approval from the RHM.

10.1.14 Short Navigation

A maximum of three ships may undertake a short navigation at any one time. Ships wishing to carry out a short navigation must lodge an application via Qships, with a follow up call/email to VTS. The following conditions apply:

- Ship's crew are to advise VTS on VHF channel 10 prior to heaving anchor and again when underway. On completion of the short navigation the vessel must advise VTS once re-anchored.
- The ship is to exit the pilotage area/port limits to carry out the short navigation.
- If the ship departs Hay Point VTS area, the ship must contact Reef VTS on VHF channel 11 to advise intentions.

Masters must comply fully with the requirement of their safety management system permit conditions. It is assumed a risk assessment has been conducted as part of the company safety management system permit condition.

10.1.15 Boom notifications

For berthing a ship, the terminal must have the loader parked out of the way at its designed securing site for berthing. Boom notifications do not need approval unless a deviation is required from the standard request.

Berthings/sailings at DBCT are permitted with the boom retracted at least 60 degrees above the horizontal with the gantry secured at the strong point adjacent the vessel's bow.
Shipping officers are to ensure that there is sufficient clearance prior to sailing the vessel.

When there is no vessel alongside the berth and any such equipment is required to have the main boom or structure down for maintenance etc, and it protrudes out from the berth, the Terminal Operator is required to notify the Regional Harbour Master or his delegate of the times that the particular piece of equipment will be in this condition. The equipment must be adequately lit during night hours.

11. Dangerous cargoes

11.1 General

North Queensland Bulk Ports Ltd and the respective terminals are responsible for the management of dangerous goods when alongside, 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 RHM will assist the Port Authority in controlling traffic movement in the port, maintaining on-water safety distances, and responding to any emergency.

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

- International Maritime Organisation (IMO) — International Maritime Dangerous Goods (IMDG) Code,
- International Chamber of Shipping (ICS),
- The Oil Companies International Marine Forum (OCIMF),
- International Oil Tanker and Terminal Safety Guide (ISGOTT),
- Australian Standard AS 3846-2005: The Handling and Transport of Dangerous Cargoes in Port Areas,
- The Australian Maritime Safety Authority (AMSA)- Marine Orders Part 41,
- The Australian Dangerous Goods Code (This code sets out the requirements for transporting dangerous goods by road or rail in Australia).

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 RHM at least 48 hours prior to the arrival of the ship. The Dangerous Cargo Report Form F3217 should be submitted to VTS via QSHIPS.

Accompanying the form 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, the quantity and particulars regarding stowage and marks of each parcel of dangerous goods.

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 place
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 of the Regulation 2016)

Table 25 - Dangerous goods notification

11.1.2 Dangerous Cargo Limits

North Queensland Bulk Ports Corporation Limited 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.

Refer to Australian standard *AS 3846-2005: The Handling and Transport of Dangerous Cargoes in Port Areas.*

11.1.3 Dangerous Cargo Events

Section 93 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 Dangerous cargo event report Form F3220 to the RHM 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

Organisation	Telephone
North Queensland Bulk Ports Corporation Limited	+61 7 4955 8147
Police (Mackay)	000 or +61 7 4968 3444
Department of Environment and Science	1300 130 372 (Press option 2)
Ambulance (Mackay)	000
Fire	000 + 61 7 4898 2100
Hay Point VTS (Port Control)	1300 645 022 (24 hrs)
Pollution reports – Hay Point VTS	1300 645 022
Hospital (Mackay Base Hospital)	+61 7 4885 6000
Regional Harbour Master (Mackay)	1300 645 022
Department of Agriculture, Fisheries & Forestry	13 25 23
Australian Border Force (ABF)	13 18 81
Maritime Safety Queensland (Mackay)	+61 7 4944 3700
Volunteer Marine Rescue (VMR)	+61 7 4955 5448

Table 26 - Emergency contacts

12.2 Authorities

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995*.

North Queensland Bulk Ports Corporation Limited has published an emergency response plan. Contact emergency response for details:

Emergency Response

24 hours – 7 days
NQBP Duty Officer Phone: +61 7 4955 8147 or 0417 761 086

All emergencies should be reported to Hay Point VTS on VHF channel 16, (or 1300 645 022) who will call the appropriate emergency response service.

Call police, fire, or ambulance on 000.

12.3 Fire

Call the Queensland Fire and Rescue Service (QFRS phone 000) and notify Hay Point VTS on VHF channel 16. Queensland Fire and Rescue Service is the lead agency when the ship is alongside the berth and MSQ when the ship is off the berth. The RHM, in consultation with the facility operator and North Queensland Bulk Ports Corporation Limited, will make the decision if the vessel is to be removed from the berth for the safety of the port.

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 (15.3 Waste).

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 RHM. The initial report should be made via Hay Point VTS (24 hours) on VHF radio Channel 16 or phone 1300 645 022.

The Port Authority duty officer (24 hours) can be contacted on:

Phone:.....+61 7 4955 8147

Mobile: .....+61 417 761 086

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 VTS centre will complete Form F3968 - Marine Pollution Report based on the above information and fax to the relevant authorities.

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,
- danger of serious damage to a structure caused by a ship's operations.

12.5.1 Marine Incident Reporting

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 MSQ 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 report must be made on the approved Marine Incident Report Form 3071. These forms are also available 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.

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
- 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.

12.5.2 Marine Incident Reporting — AMSA

Under section 19 of the *Transport Safety Investigation Act 2003* any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work
- damage or defect to ship, machinery or equipment
- peril or a close quarters situation
- stranding or disappearance
- death, serious injury or a dangerous occurrence
- a berth

must be reported to the AMSA using form 18 — Incident alert within four hours of the incident occurring. A detailed Incident report must be submitted to AMSA Canberra on AMSA form 19 within 72 hours of the incident occurring.

Reports are to be submitted by fax: +61 2 6230 6868 or phone 1800 622 153 or email: reports@amsa.gov.au.

Complete details of these requirements are available on the AMSA website.

12.5.3 Parting Lines at Berth

Refer to section 4.7 Mooring Line Management for information relating to parted lines and mooring line management.

12.5.4 Procedures Subsequent to Serious Marine Incidents

In the case of a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety.

Immediate advice from the RHM should be sought in this instance. The vessel will be surveyed by the appropriate authority (the AMSA or classification society) to ensure seaworthiness before it leaves port limits.

12.5.5 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 RHM's office (VTS) and/or the emergency response agencies of police, fire or ambulance.

Australian Maritime Safety Authority requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

13. Security

13.1 General

The International Ship and Port Facility Security Code (ISPS) is administered in Australia by the *Department of Home Affairs – Cyber and Infrastructure Security Centre (CISC)*. NQBP 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 NQBP or via their respective Ship Agency the following:

- International Ship and Port Facility Security Code compliance number.
- Current ship security level or any change to the ship security level whilst in port.
- Ship Security Officer contact details.
- List of expected visitors/contractors.
- Nominated provedore.
- Crew list and identification; and
- Any security incident (as defined under the International Ship and Port Facility Security Code or maritime transport security legislation) whilst in port.

13.1.1 Security Levels

The federal government determined, and will declare when necessary, three Maritime Security Levels (MARSEC):

- MARSEC 1: minimum appropriate protective security measures will be maintained at all times.
- MARSEC 2: appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- MARSEC 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 1**.

Responsibility for the implementation of additional security measures will be agreed via a declaration of security between the ship and NQBP.

13.1.2 Maritime Security Zones

Dependent upon the security level in force, these zones will apply in particular areas of the port.

Zones established at maritime security level 1 are as follows:

- Waterside restricted zone — 30 metres from any wharf or the outside face of a security regulated fuel or cruise ship.

- 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 the 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 Port Security Contacts

Port security manager: +61 7 4955 8147 (24 hours)

Entry on to, and use of, the port area is subject to compliance with NQBP port rules.

Failure to comply with the NQBP port rules is an offence under the *Transport Infrastructure (Ports) Regulations 1994.*

13.2 National Security

In line with the federal government's recent publications to do with the reporting of any possible terrorist activity 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 Hotline:.....1800 123 400

Email: .....hotline@nationalsecurity.gov.au

14. Port State Control Inspections

The Australian Maritime Safety Authority (AMSA) conducts port state control (PSC) inspections to ensure that foreign vessels visiting Australian ports comply with the relevant international regulations, are seaworthy, do not pose a risk of pollution and provide a safe working environment; accordingly, under the *Navigation Act 2012* AMSA surveyors may board a vessel at any time to conduct an inspection. Cargo ships may be inspected every six months and tankers over 15 years old may be inspected every three months.

Inspections are based on resolutions of the IMO and the International Labour Organisation (ILO). All required certificates and documentation and areas of critical safety for example, lifeboats, engine room firefighting equipment and cargo gear may be inspected in accordance with a ship inspection record (SIR) book which contains guidelines. In all cases a 'Form A' is completed stating that an inspection has been carried out and if any deficiencies are noted a 'Form B' is issued.

Critical deficiencies can lead to a ship being detained from sailing until the problems are rectified. Details of all detentions are forwarded to the IMO, the relevant flag state, and the classification society.

Vessels that are intending to use their cargo gear to load stores or handle cargo should ensure that they comply with Marine Orders Part 32. This requires all individual pieces of cargo handling equipment to be certificated (test certificate) and clearly marked with the identifying mark and the Safe Working Load (SWL) as stated in the certificate. This applies to all gear, shackles, chains, sheave blocks, bins, tubs rings, etc. Periodical inspections must be entered in the cargo gear register or else the cargo gear cannot be used.

15. Port services

15.1 Bunkering

Currently no bunker service is available.

15.2 Fresh water

Fresh water is not available.

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), wastewater or other liquid waste in the port unless it is in a controlled manner in authorised and designated areas or through approved services.

Ships moored to a commercial wharf must arrange for the appropriate collection and disposal of all wastes, quarantine or otherwise, unless exempt by the Australian Quarantine Inspection Service. Quarantine waste must then be kept in sealed plastic bags on board the vessel until arrival of the collection vehicle when it is then to be delivered to the collection vehicle.

There is no service available for the collection of noxious or toxic waste and oil residues.

15.4 Electric power

Shore power connection is not available

15.5 Shipping agencies

Shipping Agency	Phone	Contact
Asiaworld Shipping	+61 7 3839 4235	ops.sydney@asiaworld.com.au
Ben Line Agencies	+61 7 31173769	australiaops@benline.com.au
Gulf Agency Company (Australia) P/L	+61 7 4953 4775	shipping.mackay@gac.com
Inchcape Shipping Services	+61 7 4953 3155	www.iss-shipping.com
LBH Australia	+61 7 4944 0566	mackay@lbhaustralia.com
Monson Agencies	+61 7 4864 3700	www.monson.com.au
Seaway Agencies P/L	+61 7 3707 2426	bneops@seaway.com.au
Strurrock Grindrod	+61 7 4957 5246	mackay@sturrockgrindrod.com
Wave Shipping P/L	+61 7 3630 0438	ops@wave-shipping.com.au
Wilhelmsen Ship Services	+61 7 4956 3666	wss.mackay@wilhelmsen.com

Table 27 - Shipping agents

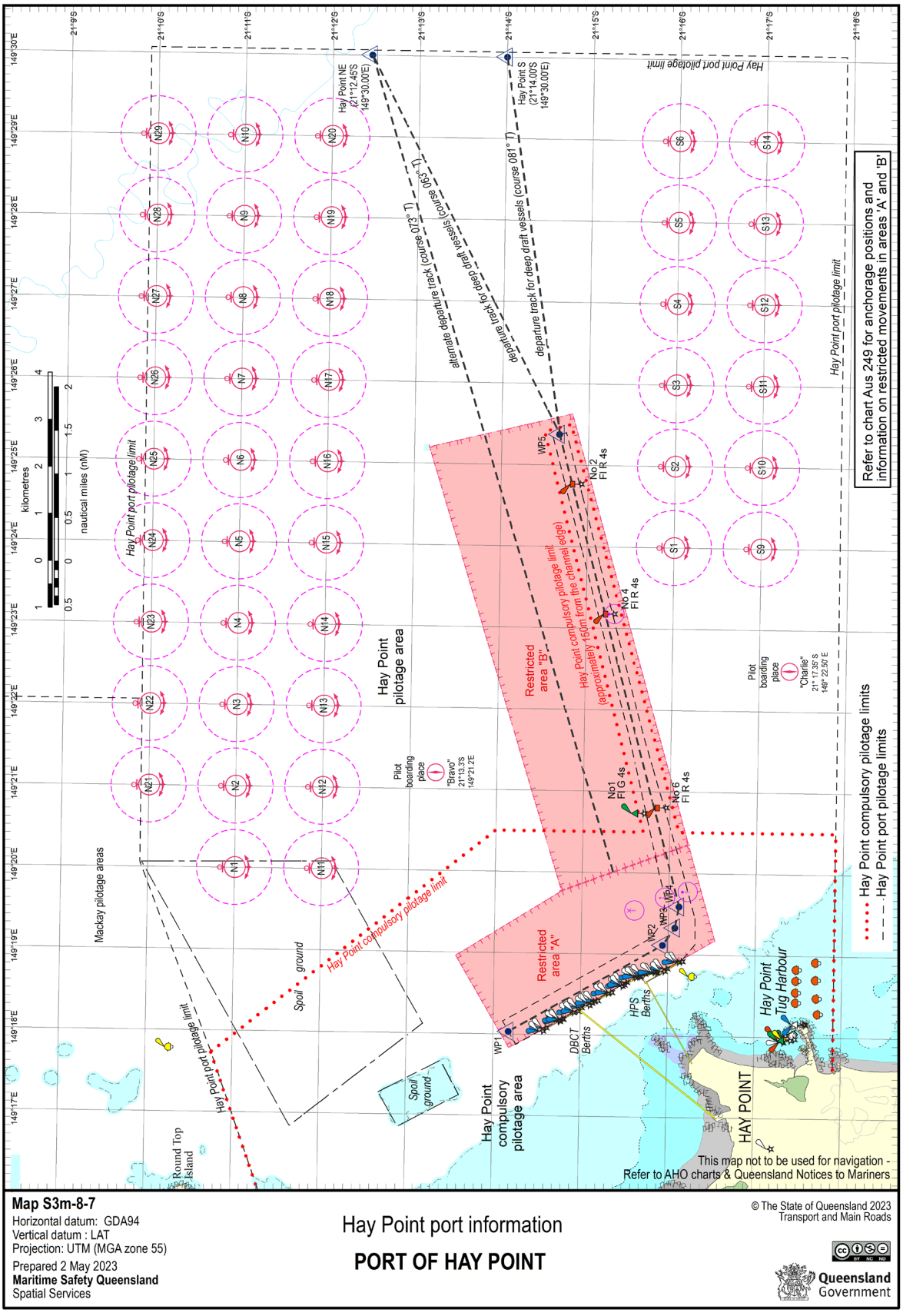
15.6 Miscellaneous contacts

Organisation	Phone
Sarina Shire Council	07 4964 8100
Dalrymple Bay Coal Terminal Operations Centre	07 4943 8444
Hay Point Services	07 4943 5222
Environmental Protection Agency	1300 130 372
Great Barrier Reef Marine Park Authority	07 4951 3454

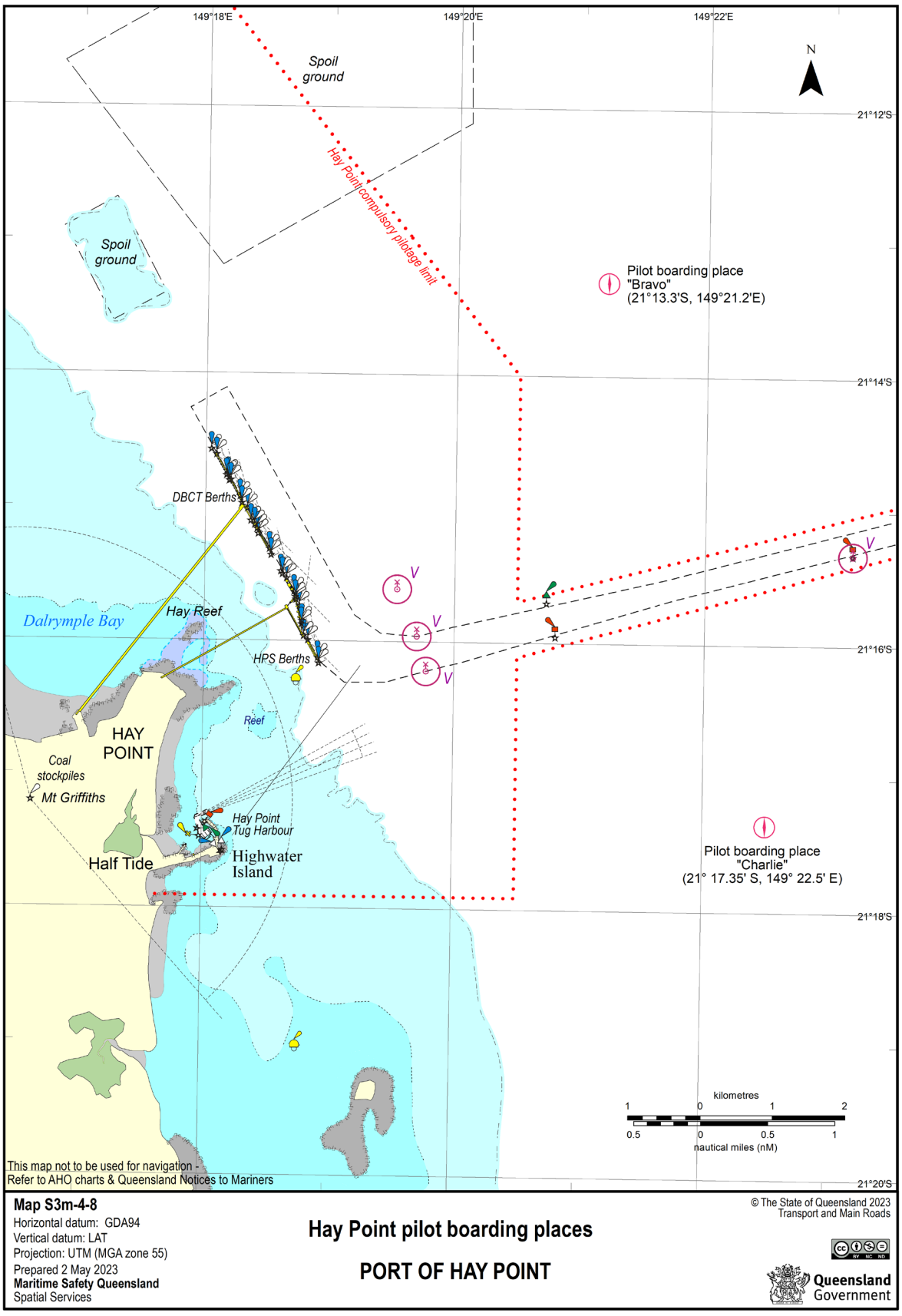
Table 28 - Miscellaneous contacts

16. Appendices

16.1 Internal anchorage sites and arrival limits



16.2 Pilot boarding places



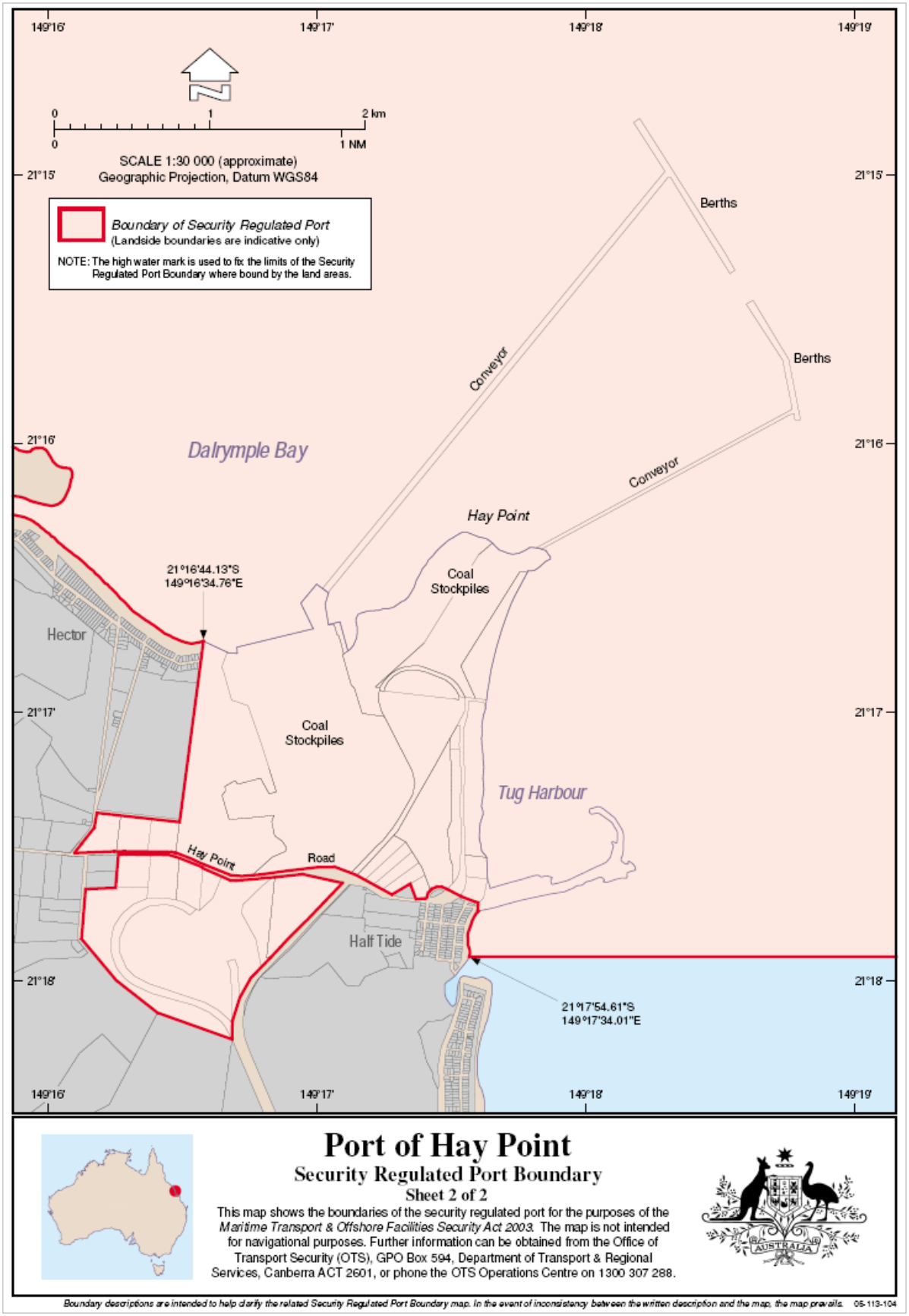
Map S3m-4-8
Horizontal datum: GDA94
Vertical datum: LAT
Projection: UTM (MGA zone 55)
Prepared 2 May 2023
Maritime Safety Queensland
Spatial Services

Hay Point pilot boarding places

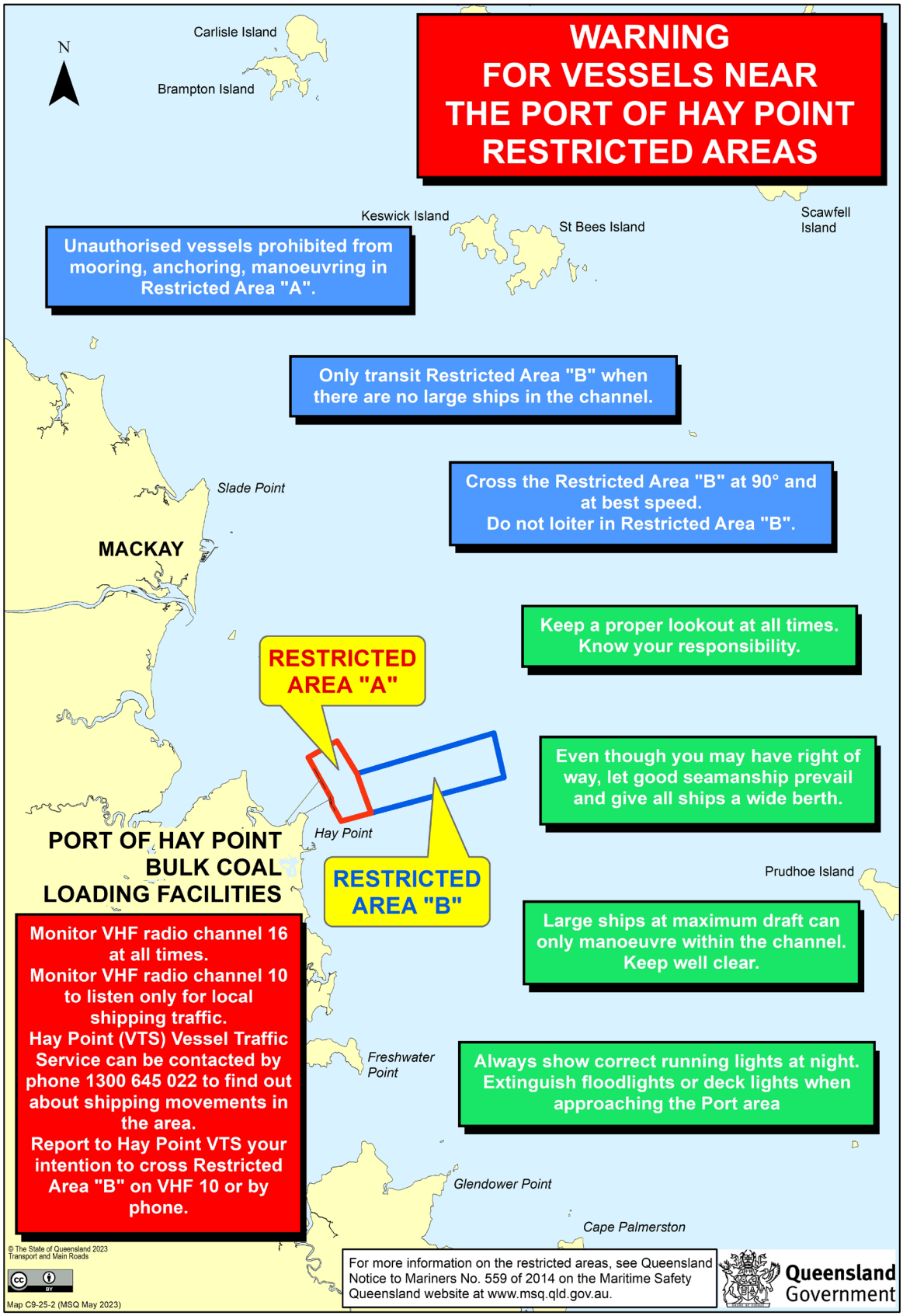
PORT OF HAY POINT

Queensland Government

16.3 Security regulated area and port boundary

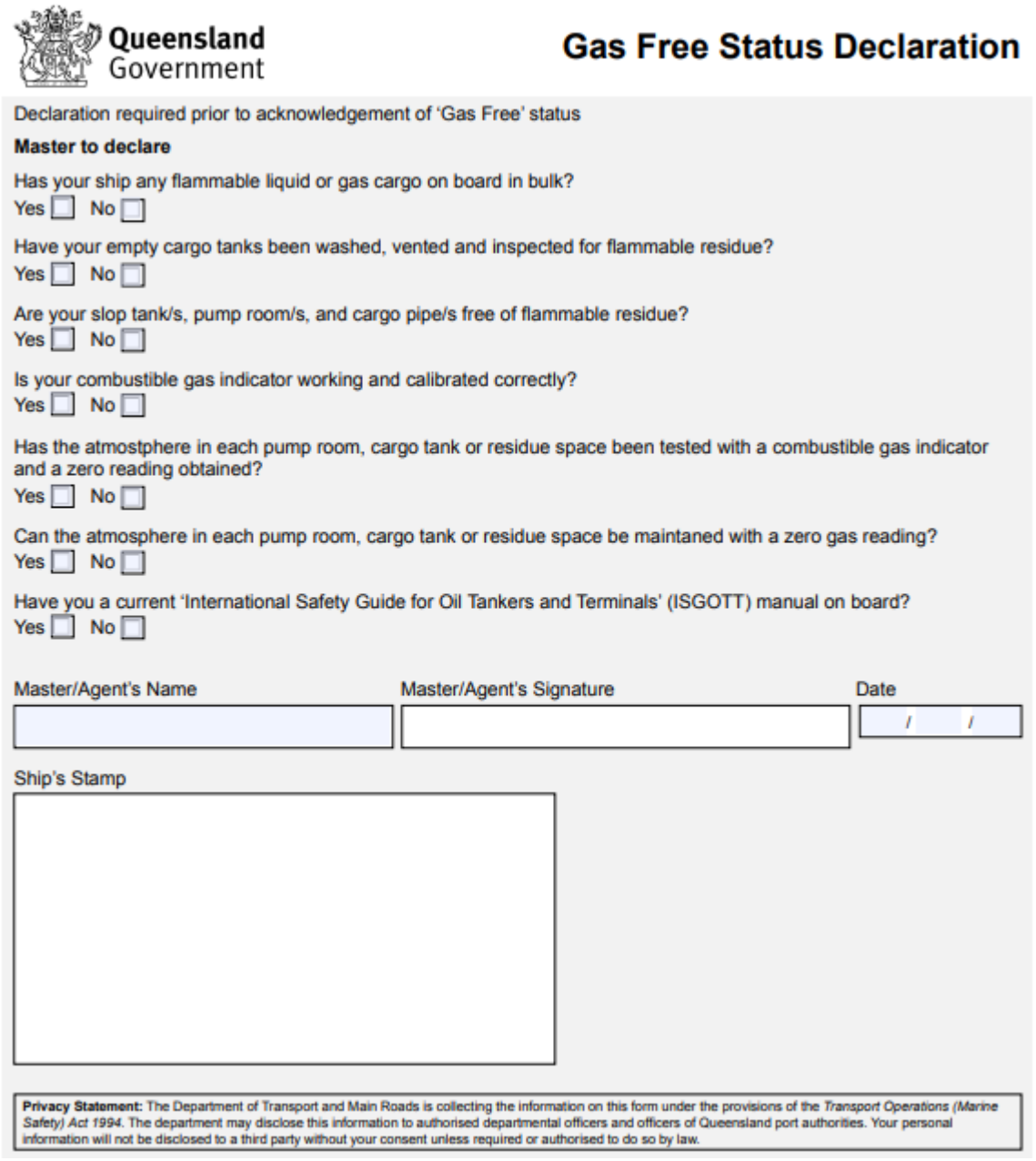


16.4 Security — restricted areas



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 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.

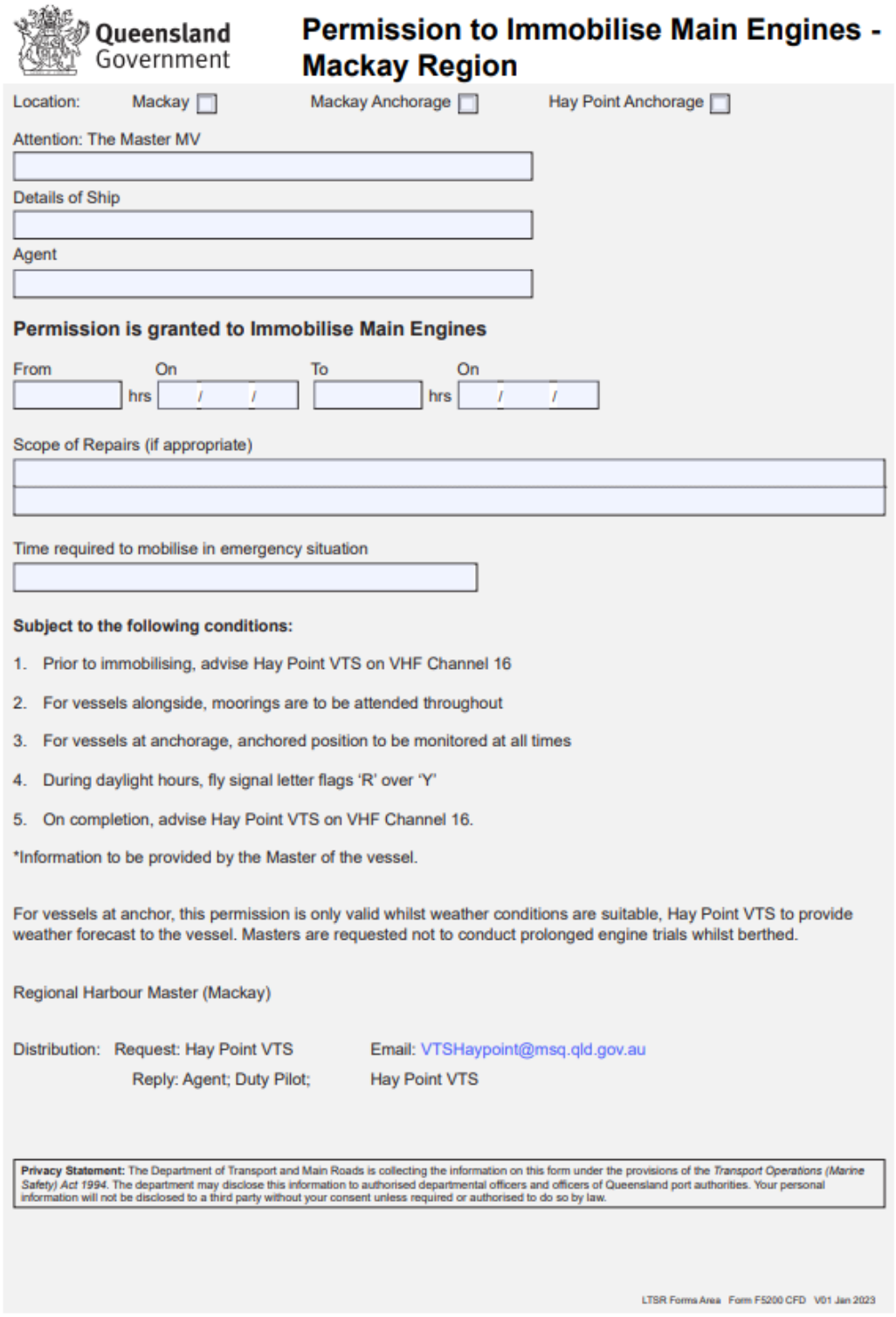
Master / Agent

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 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 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.

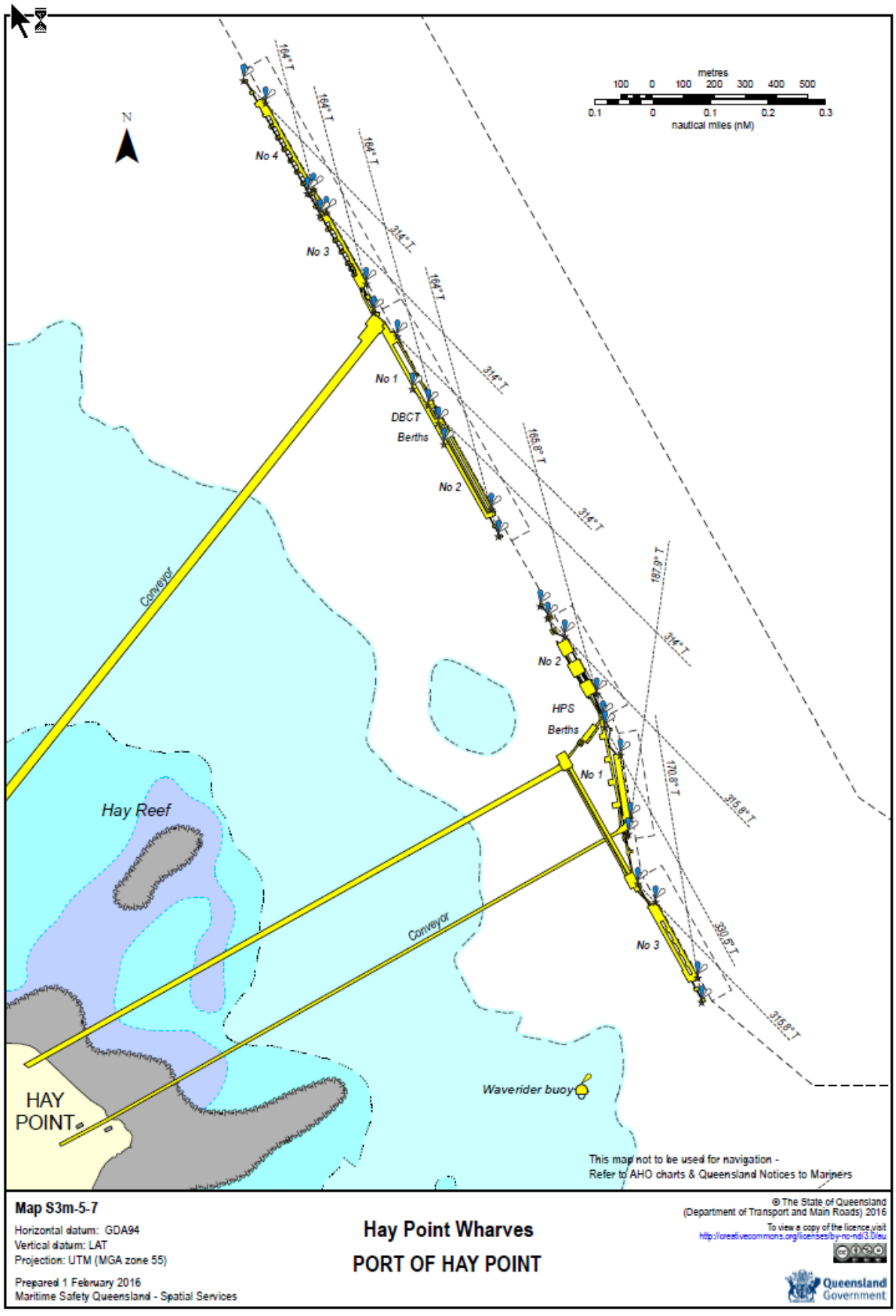
Regional Harbour Master (Mackay)

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

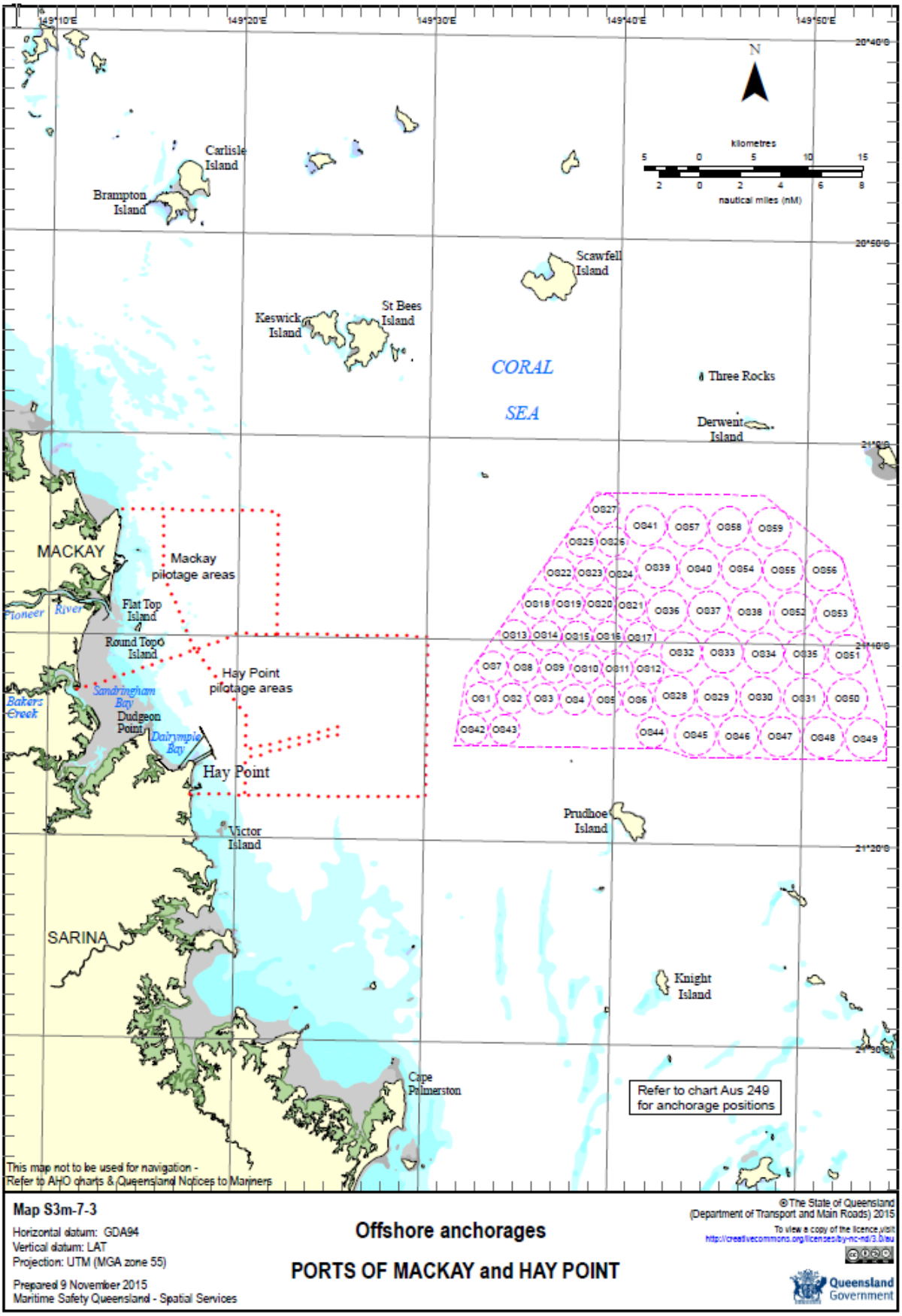
Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities.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

LTSR Forms Area Form F5200 CFD V01 Jan 2023

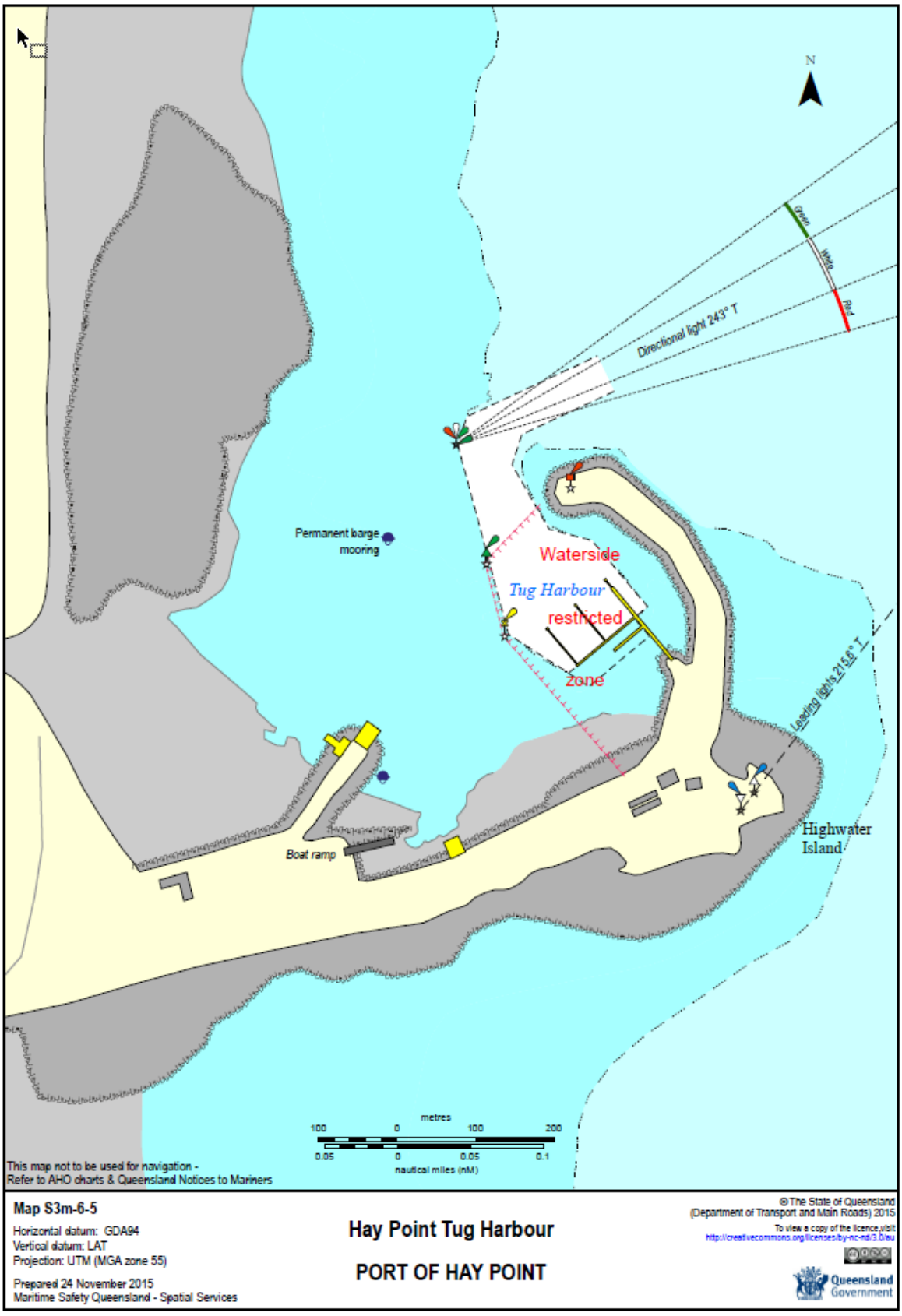
16.7 Hay Point port details



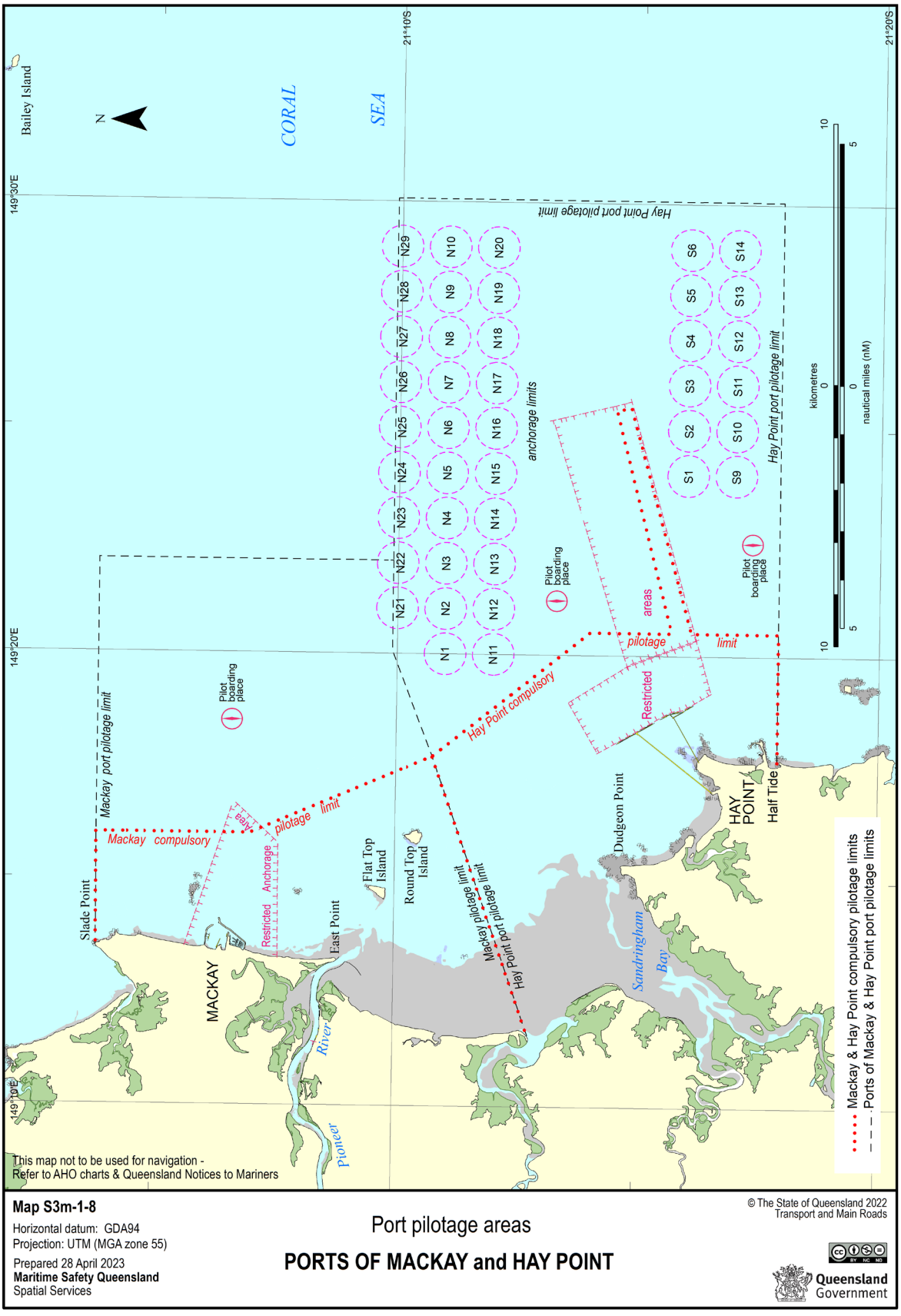
16.8 Offshore anchorages



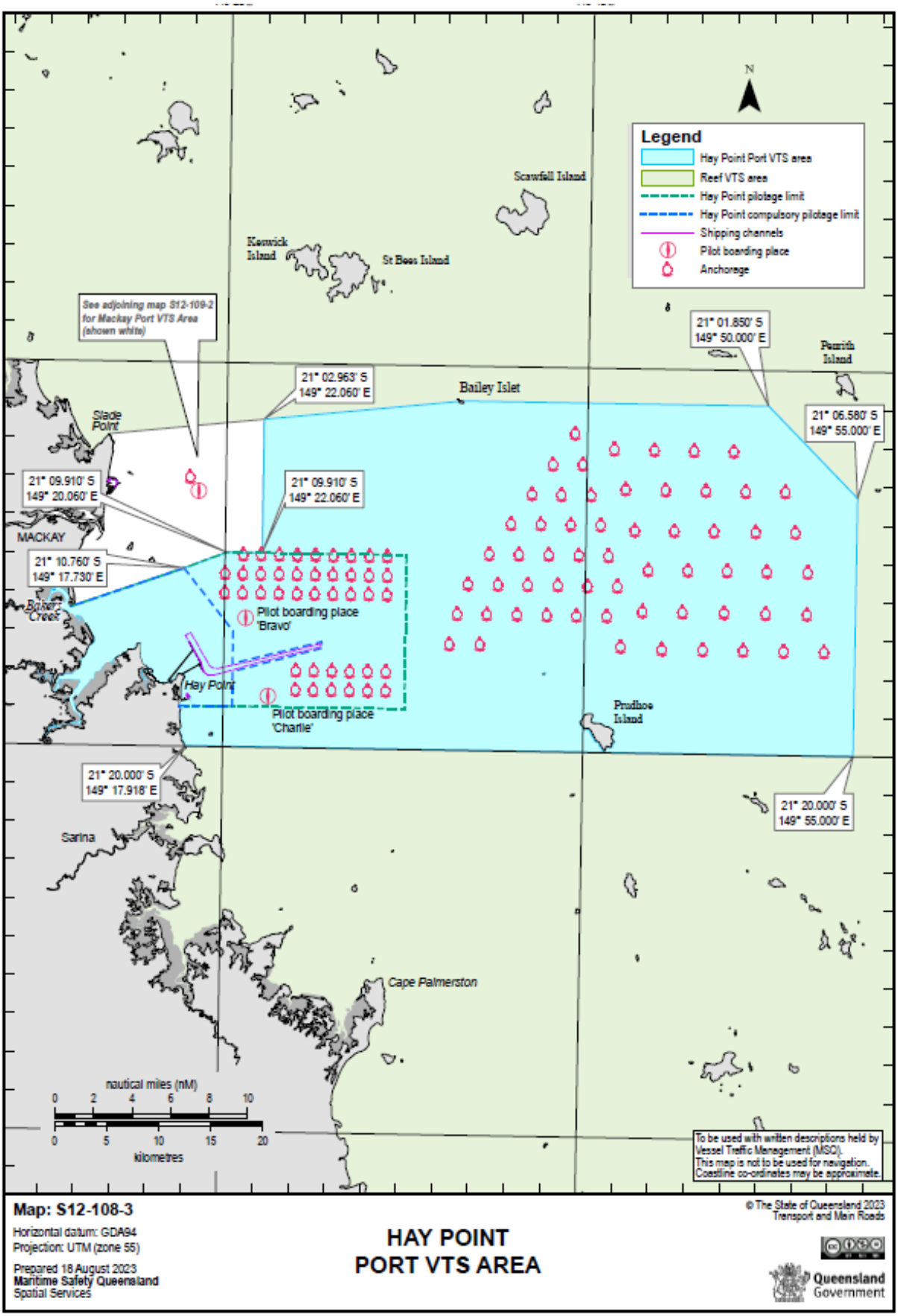
16.9 Hay Point Tug Harbour



16.10 Port and pilotage limits

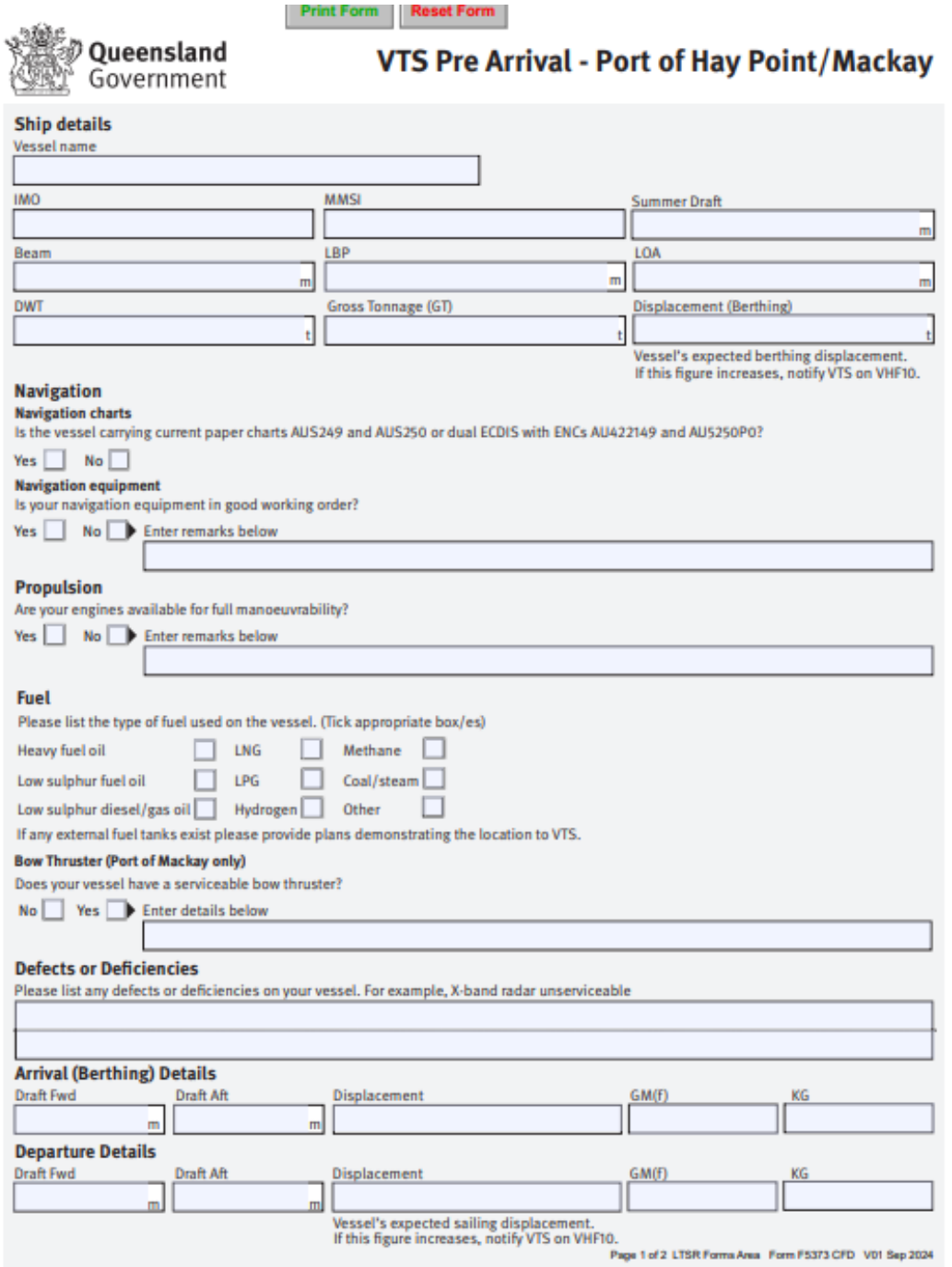


16.11 Hay Point VTS area



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

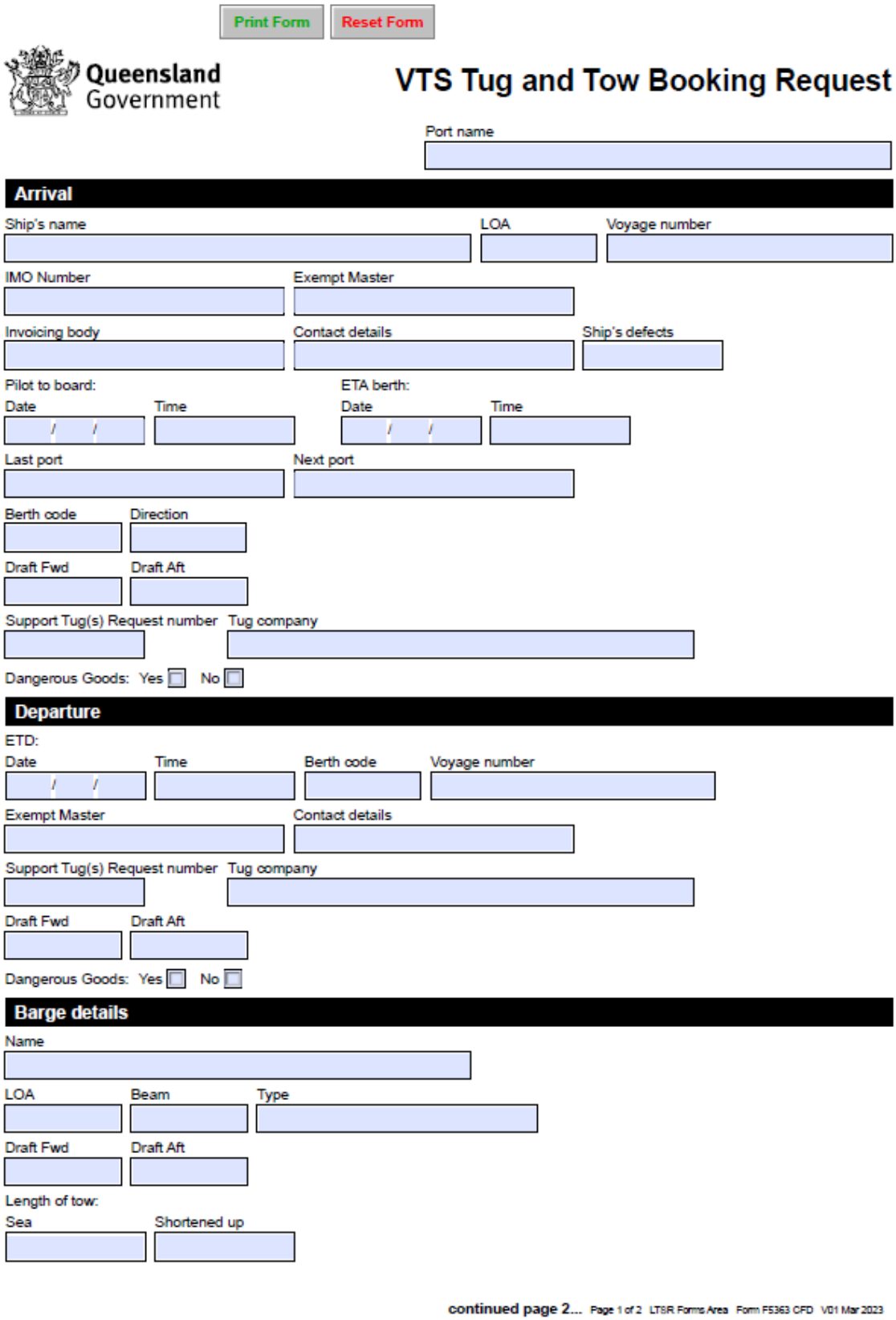
VTS Pre-Arrival - Port of Hay Point/Mackay ... continued page 2 of 2

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

Queensland Government

VTS Tug and Tow Booking Request

Port name

Arrival

Ship's name | LOA | Voyage number

IMO Number | Exempt Master

Invoicing body | Contact details | Ship's defects

Pilot to board: Date / / Time | ETA berth: Date / / Time

Last port | Next port

Berth code | Direction

Draft Fwd | Draft Aft

Support Tug(s) Request number | Tug company

Dangerous Goods: Yes ☐ No ☐

Departure

ETD: Date / / Time | Berth code | Voyage number

Exempt Master | Contact details

Support Tug(s) Request number | Tug company

Draft Fwd | Draft Aft

Dangerous Goods: Yes ☐ No ☐

Barge details

Name

LOA | Beam | Type

Draft Fwd | Draft Aft

Length of tow: Sea | Shortened up

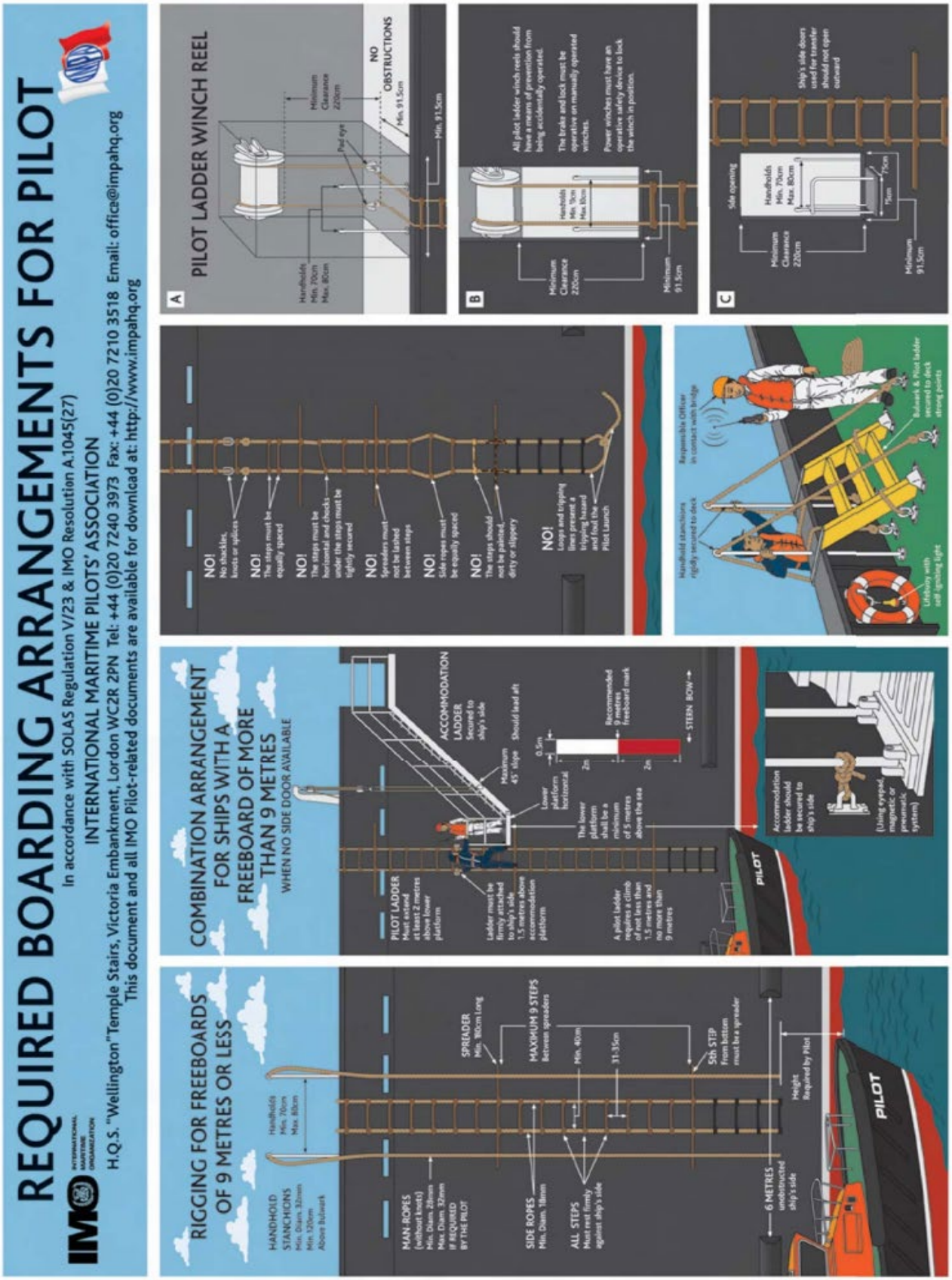
continued page 2... Page 1 of 2 LT6R Forms Area Form F5363 CFD V01 Mar 2023

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

Remarks

Other information

16.14 Required Boarding Arrangements for Pilot Launch



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

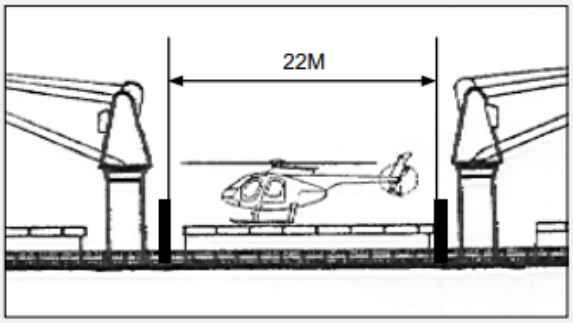
1. Do you understand that all helicopter communications will be on VHF Channel 10?
   Yes ☐ No ☐
2. Do you understand that any helicopter transfer during the hours of darkness will require your ship to switch on all deck and accommodation lighting?
   Yes ☐ No ☐

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 ☐

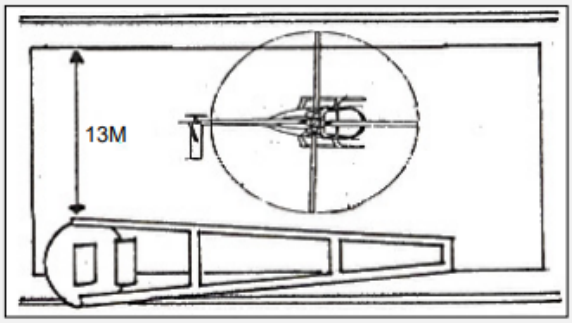
or

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) Shipside 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 ☐

Page 1 of 2 LTSR Forms Area Form F5203 CFD V01 Feb 2023

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

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.

16.16 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

Specifications

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.
- Corrigated 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) Requiements

- HLS should have a non-slip surface.
- HLS should have clear white or yellow markings to indicate the touchdown and maneourvring 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)

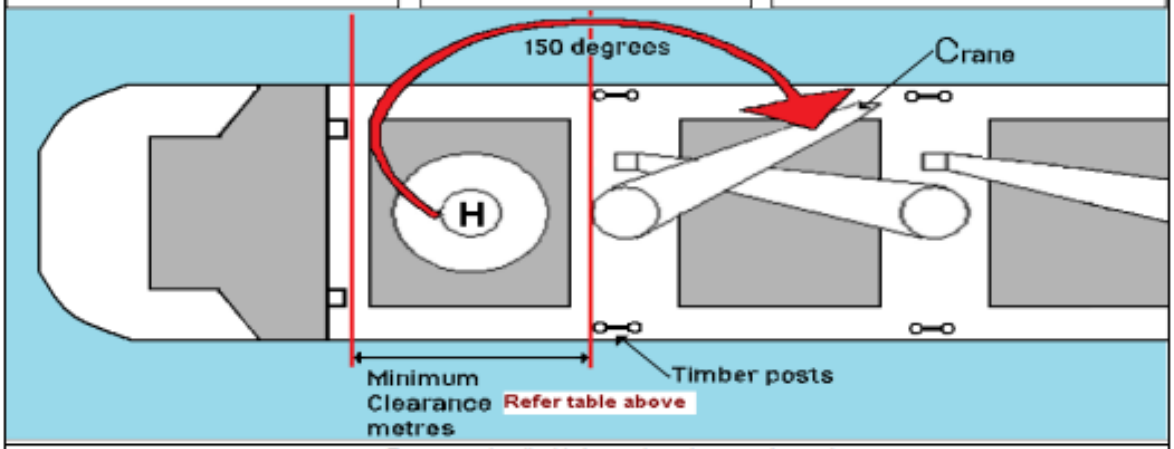
Helicopter will APPROACH FROM DOWNWIND. Keep all crew and equipment (including fire hoses) clear of approach and departure paths. Crew must stay clear of hatch top and must not approach helicopter.

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.

Position RESCUE PARTY UPWIND and fwd or aft of HLS.

All HATCHES must be CLOSED.



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

16.17 Rivtow tugs factsheet

Rivtow 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.

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.

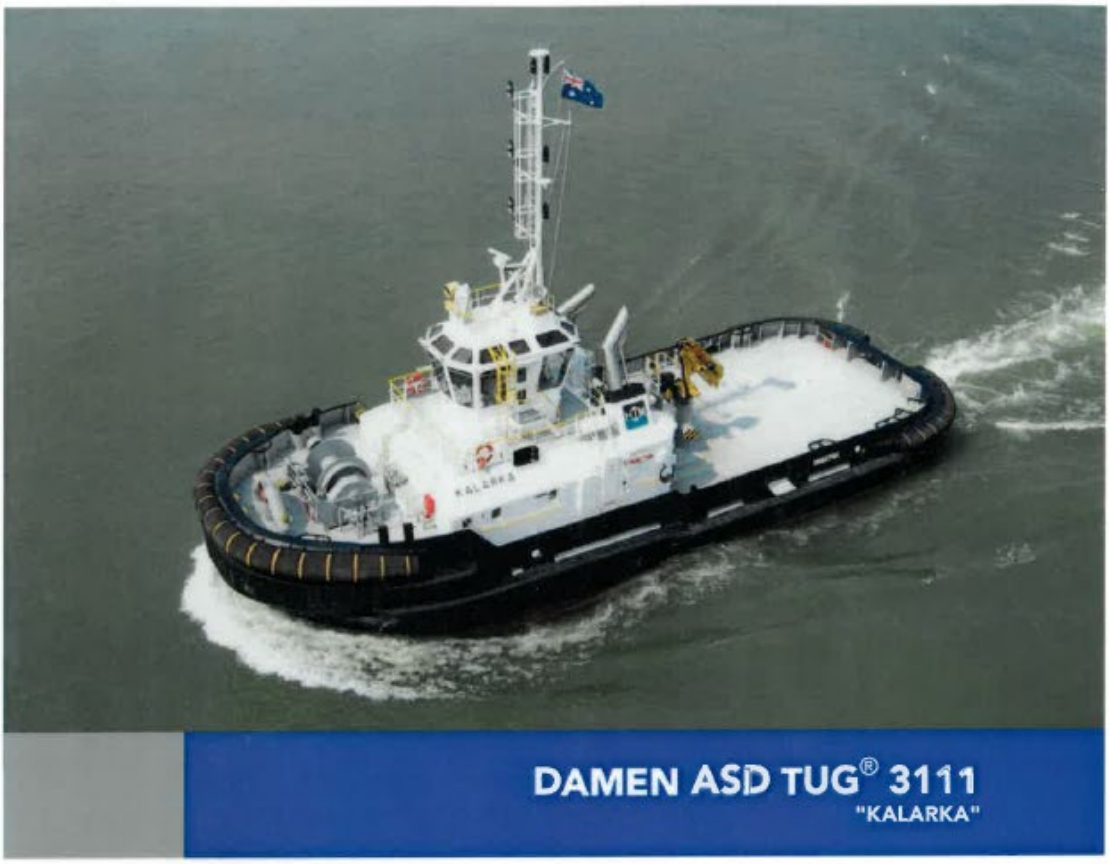
The Tug is fitted with two Caterpillar 3516C engines capable of generating 5050 kw of power combined.

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.



GENERAL

YARD NUMBER	511309
DELIVERY DATE	August 2010
BASIC FUNCTIONS	Towing, pushing and mooring operations
CLASSIFICATION	Lloyds Register ● 100 A1 Tug Australian Coastal Service up to 50 nm from the coast ● LMC UMS
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 SEPERATOR	2x Westfalia OTC 2-02-137
COOLING SYSTEM	Boxcooling + anti marine growth system
SEWAGE TREATMENT PLANT	Hamworthy ST0
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
ANCHOR/ TOWING WINCH	Ridderinkhof, hydraulically driven 27.2 ton at 22.5 m/min, reduction pull up to 65 m/min, 185 ton brake
CAPSTAN	Ridderinkhof, 5 ton at 15 m/min, electrically driven
AFT WINCH	Ridderinkhof, hydraulically driven 27.2 ton at 22.5 m/min, 175 ton brake
HYDRAULIC CRANE	Heila HLM 10-2S + 1 PM
LIFERAFT	2x RFD 6 persons each

ACCOMMODATION

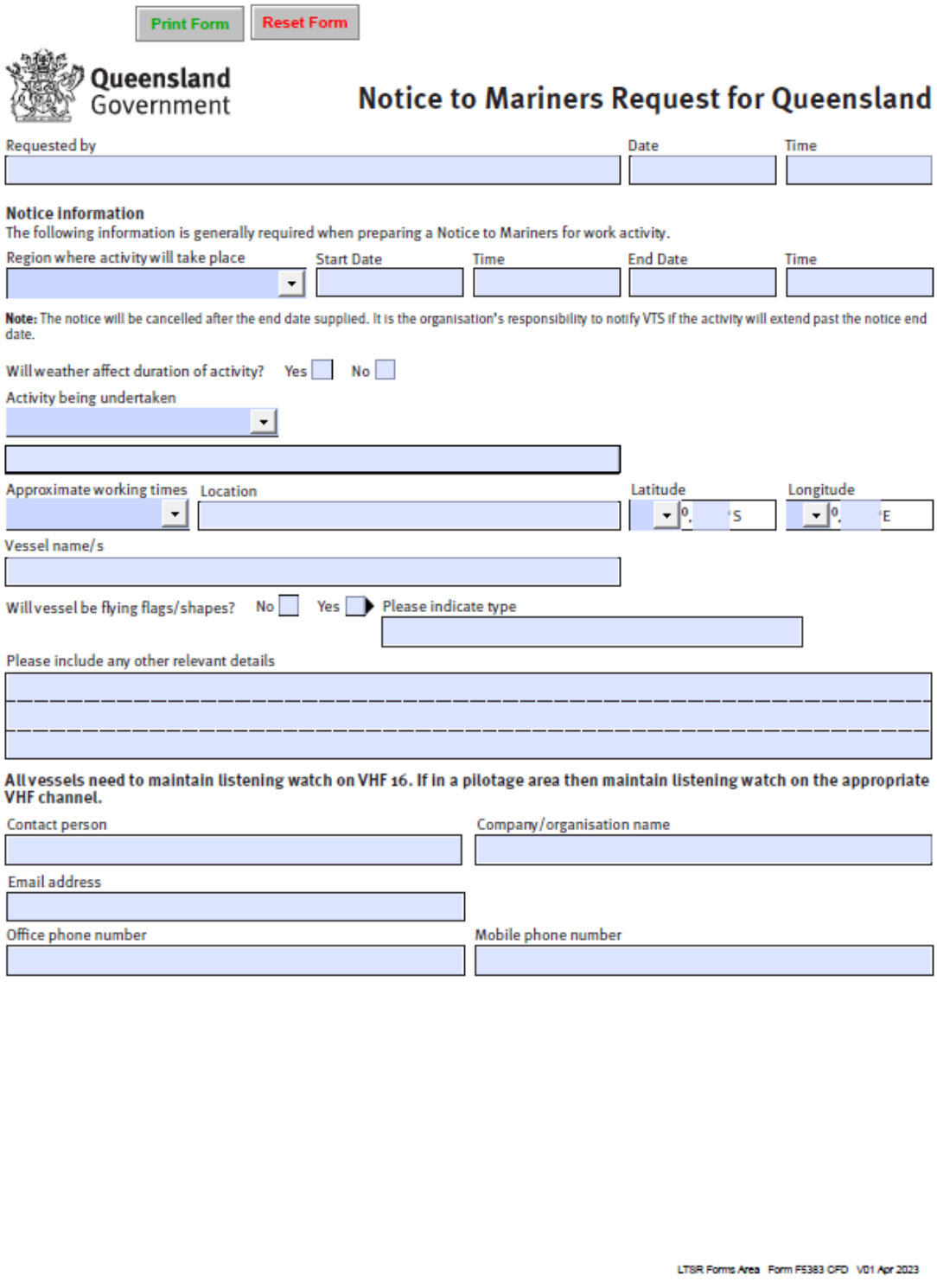
Accommodation for 6 persons, completely insulated and finished with durable modern linings, acoustical Dampa ceiling in the wheelhouse and floating floors. Air-conditioned accommodation with a Captain's cabin, Chief Engineer's cabin and two double crew cabins, galley, mess/dayroom, workshop and sanitary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

NAUTICAL AND COMMUNICATION EQUIPMENT

RADAR SYSTEM	Nawnet 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
AIS	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 | Longitude

Latitude: 0 ° S

Longitude: 0 ° 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 FS383 CFD V01 Apr 2023