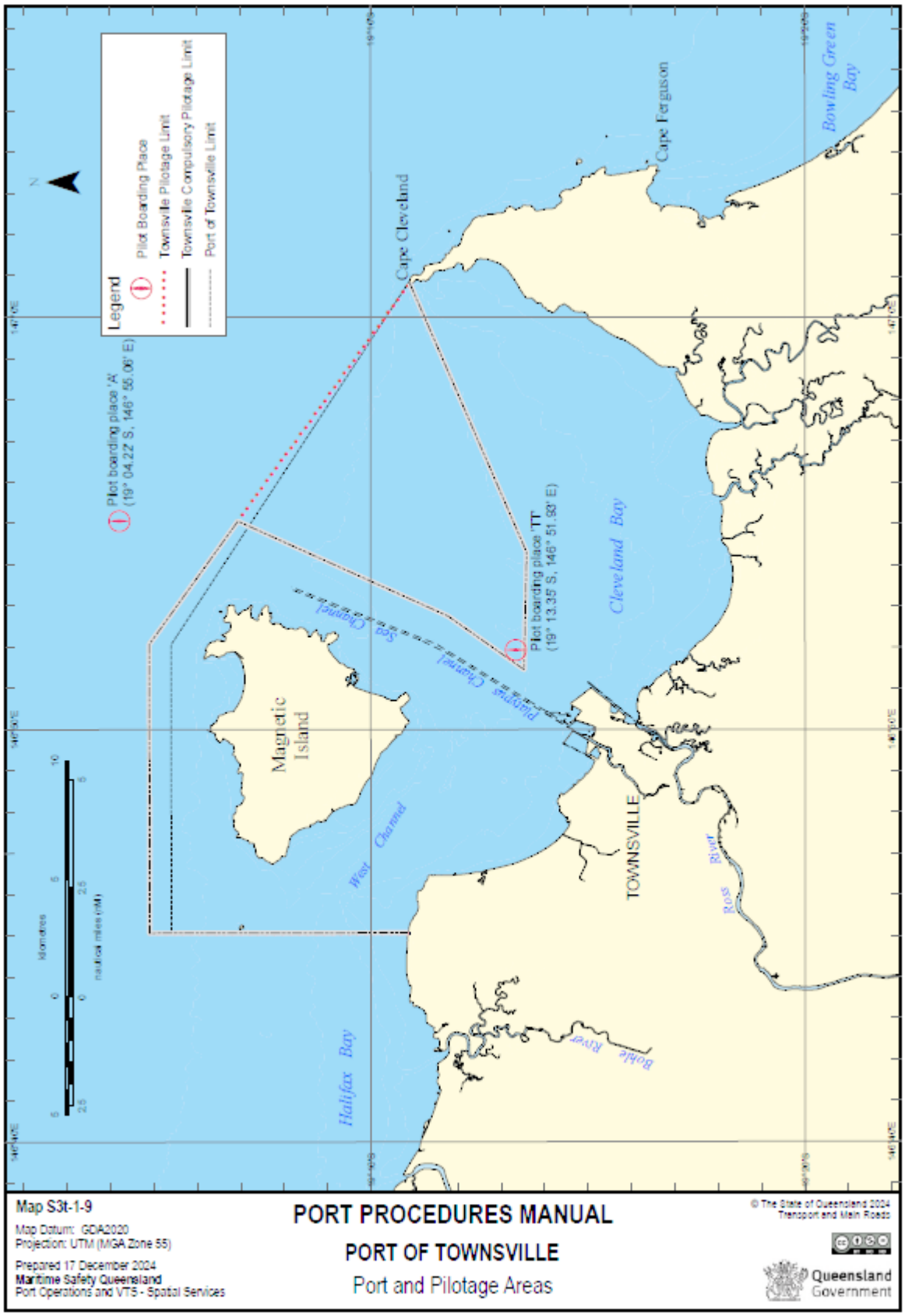
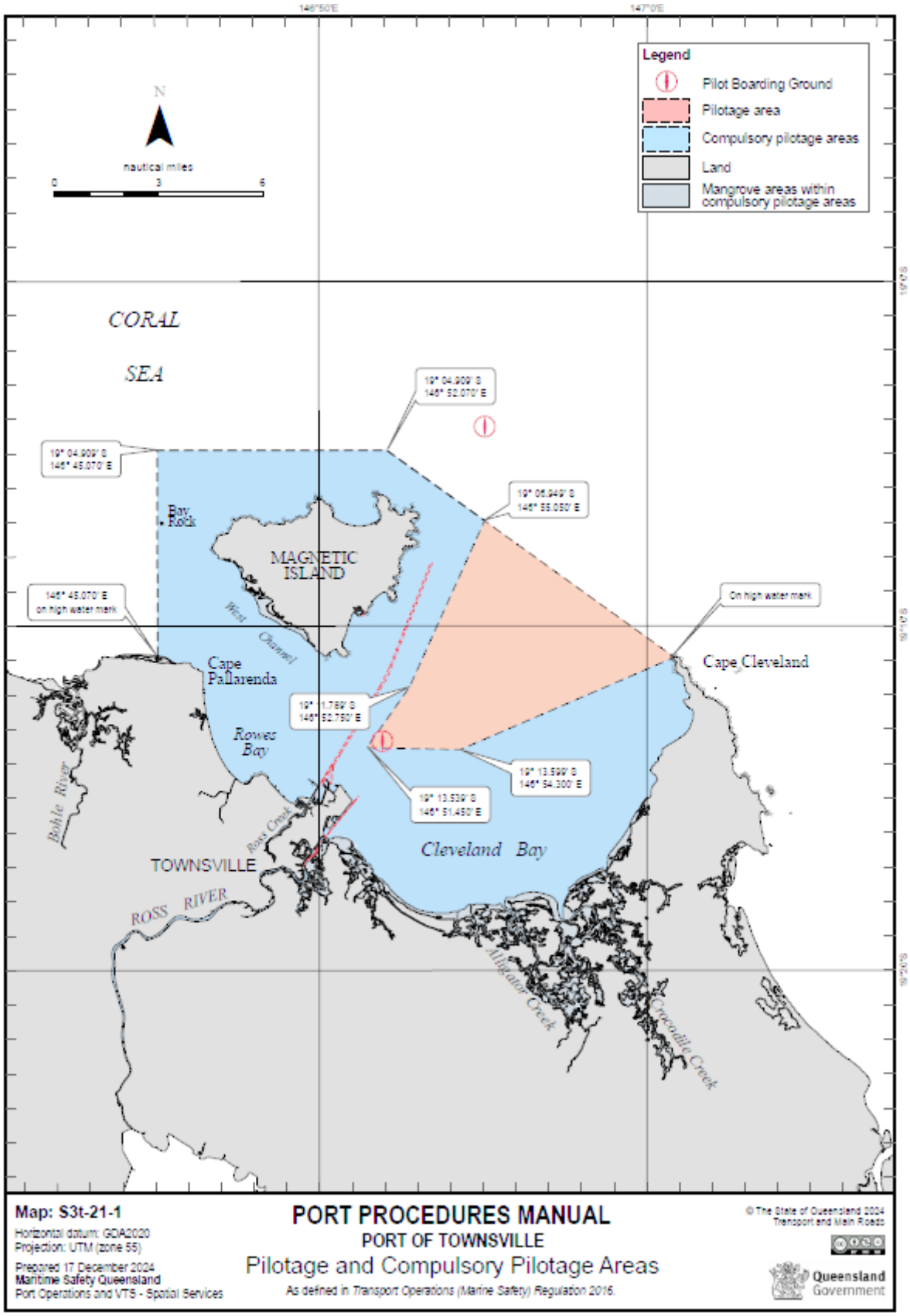
16. Appendices

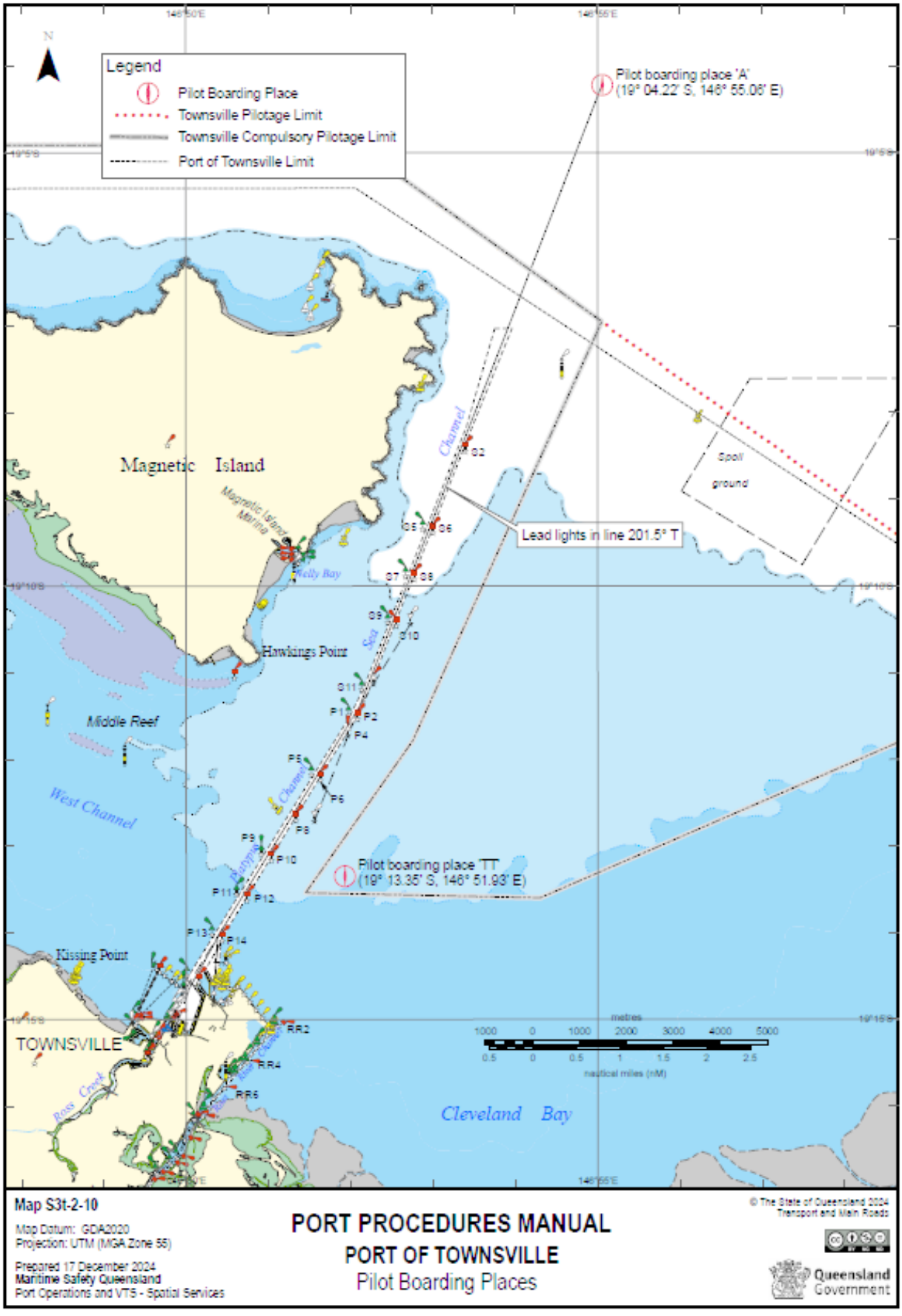
16.1 Townsville Port and Pilotage



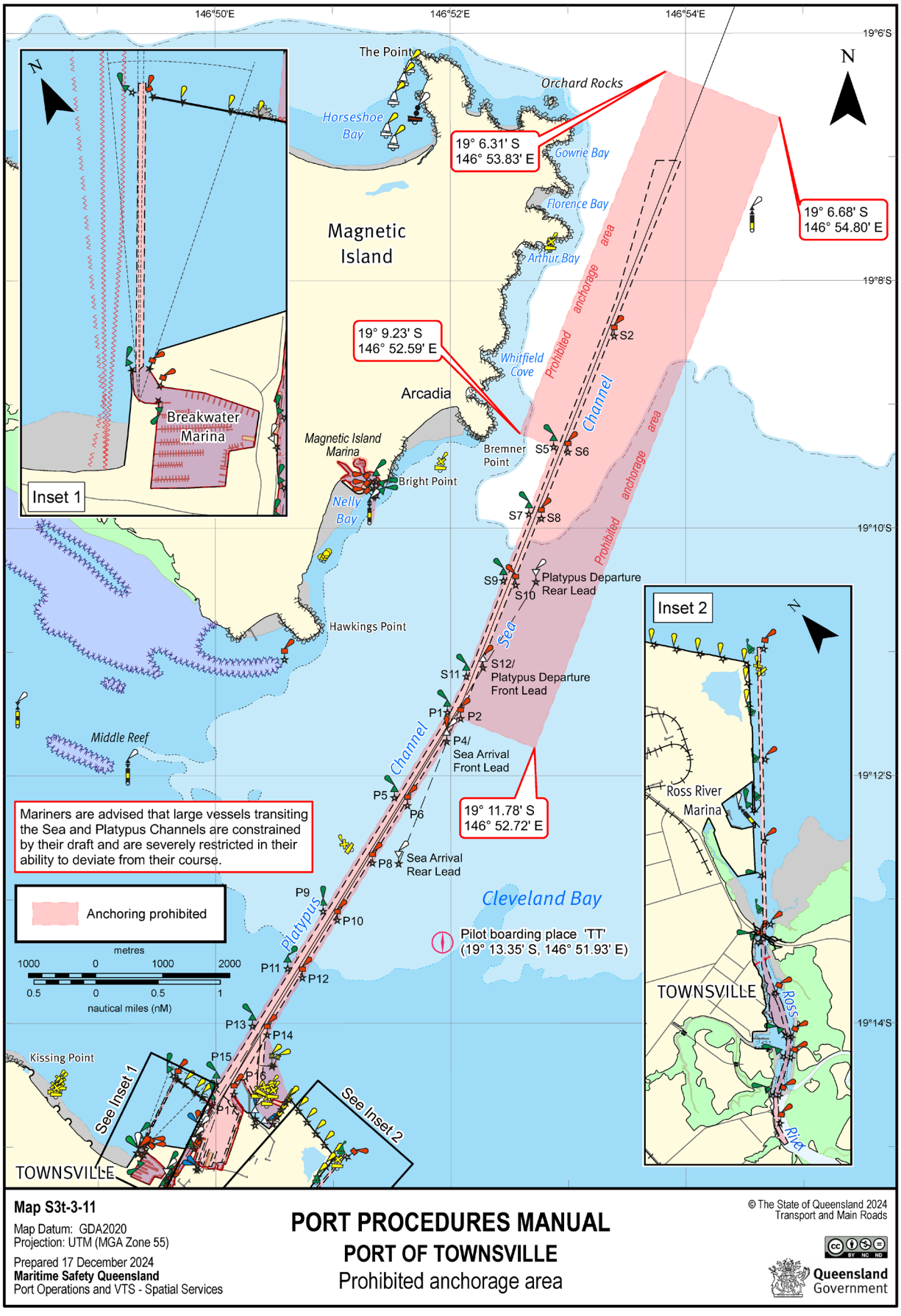
16.2 Townsville Pilotage & Compulsory Pilotage areas



16.3 Townsville Pilot Boarding Places



16.4 Townsville Prohibited Anchorage Area



Map S3t-3-11

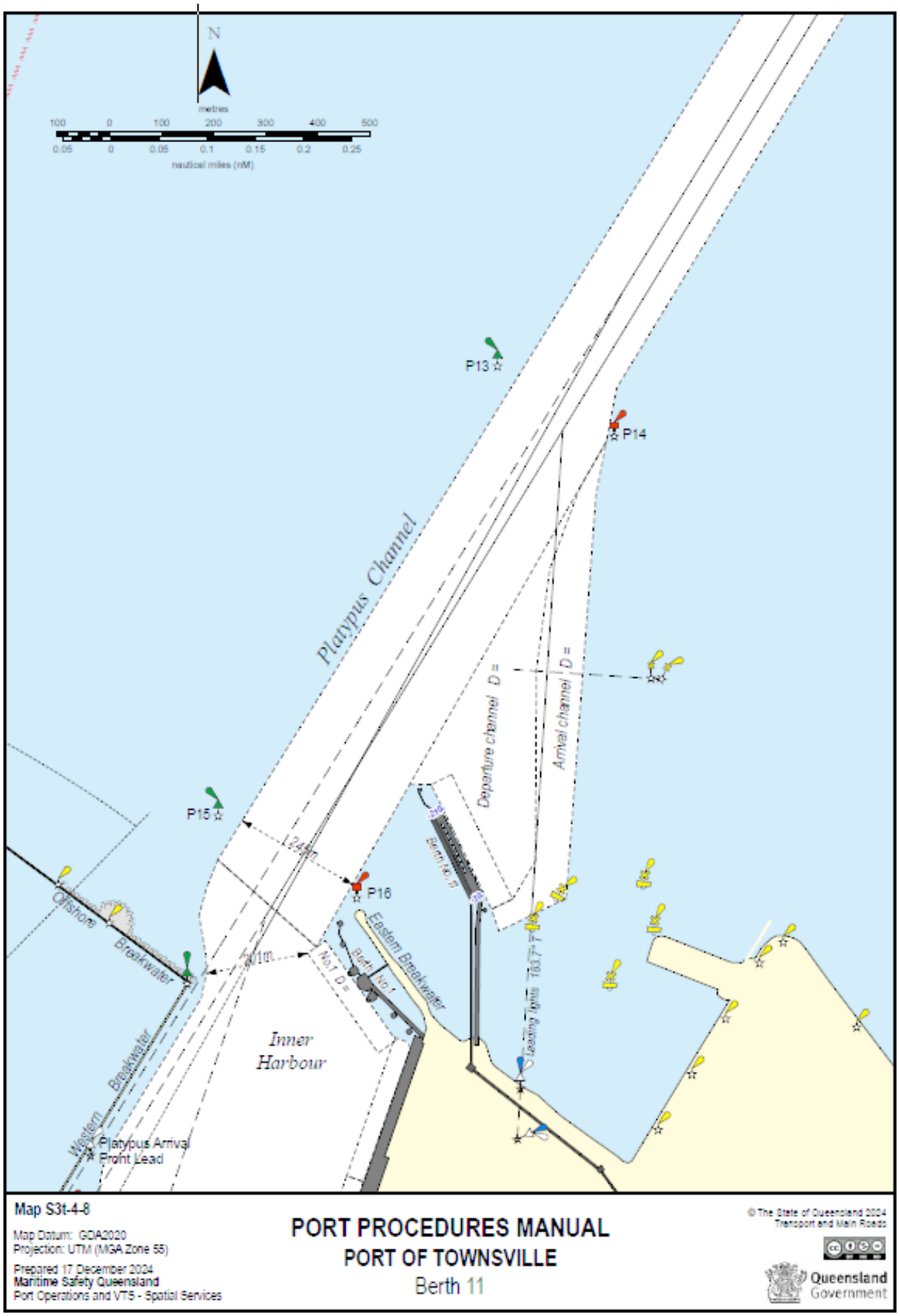
Map Datum: GDA2020
Projection: UTM (MGA Zone 55)

Prepared 17 December 2024
Maritime Safety Queensland
Port Operations and VTS - Spatial Services

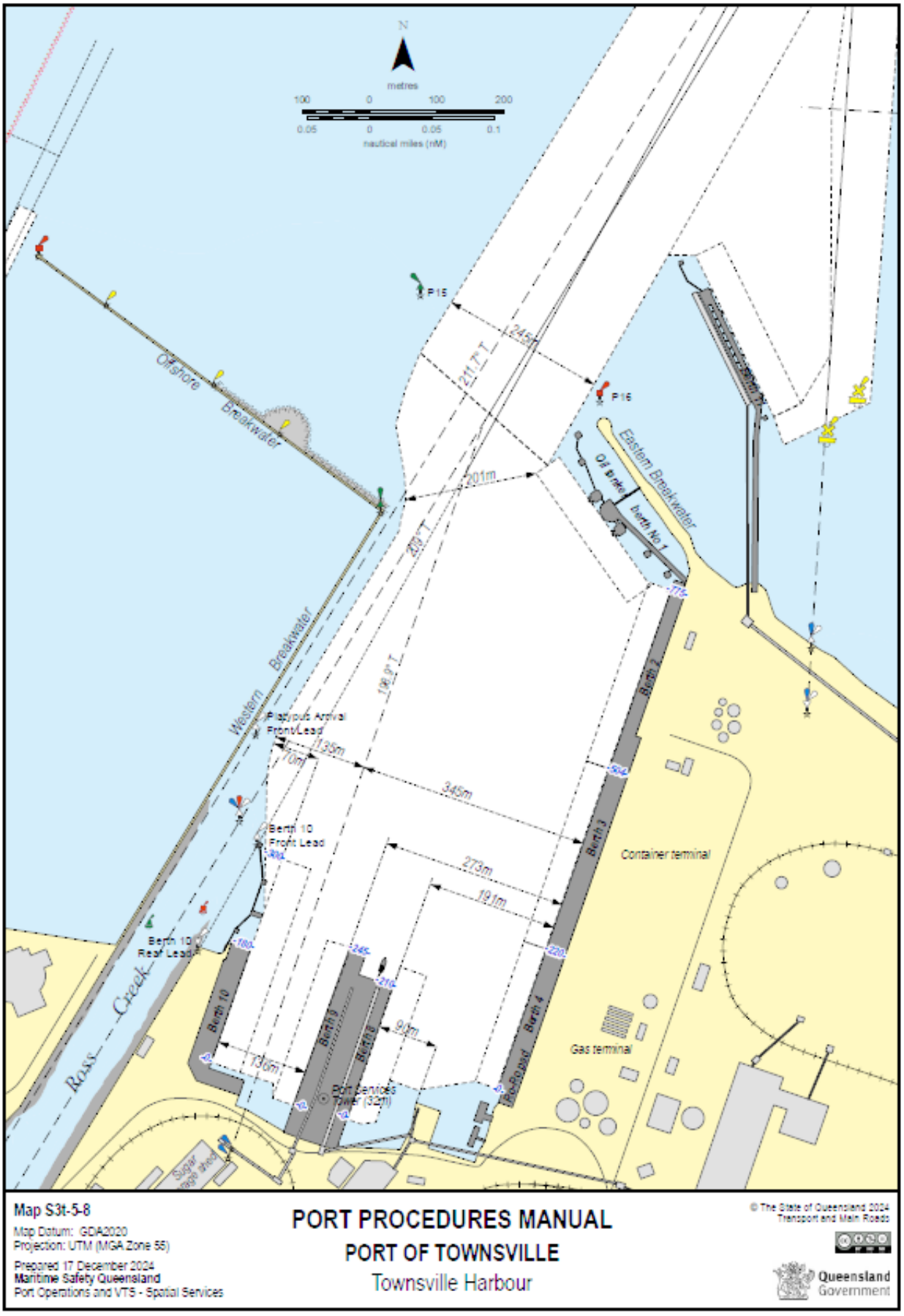
PORT PROCEDURES MANUAL
PORT OF TOWNSVILLE
Prohibited anchorage area

Queensland Government

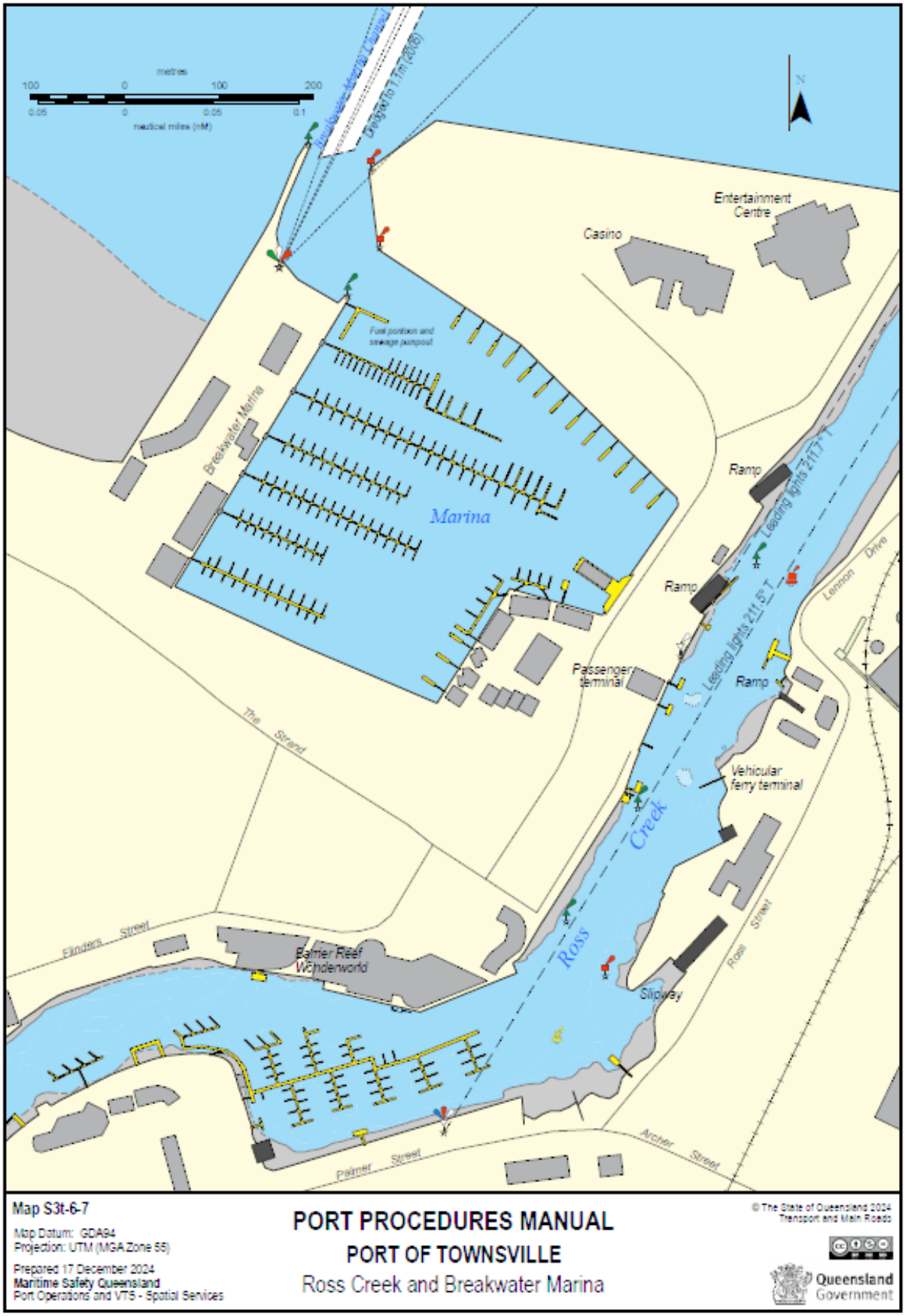
16.5 Townsville Outer Harbour



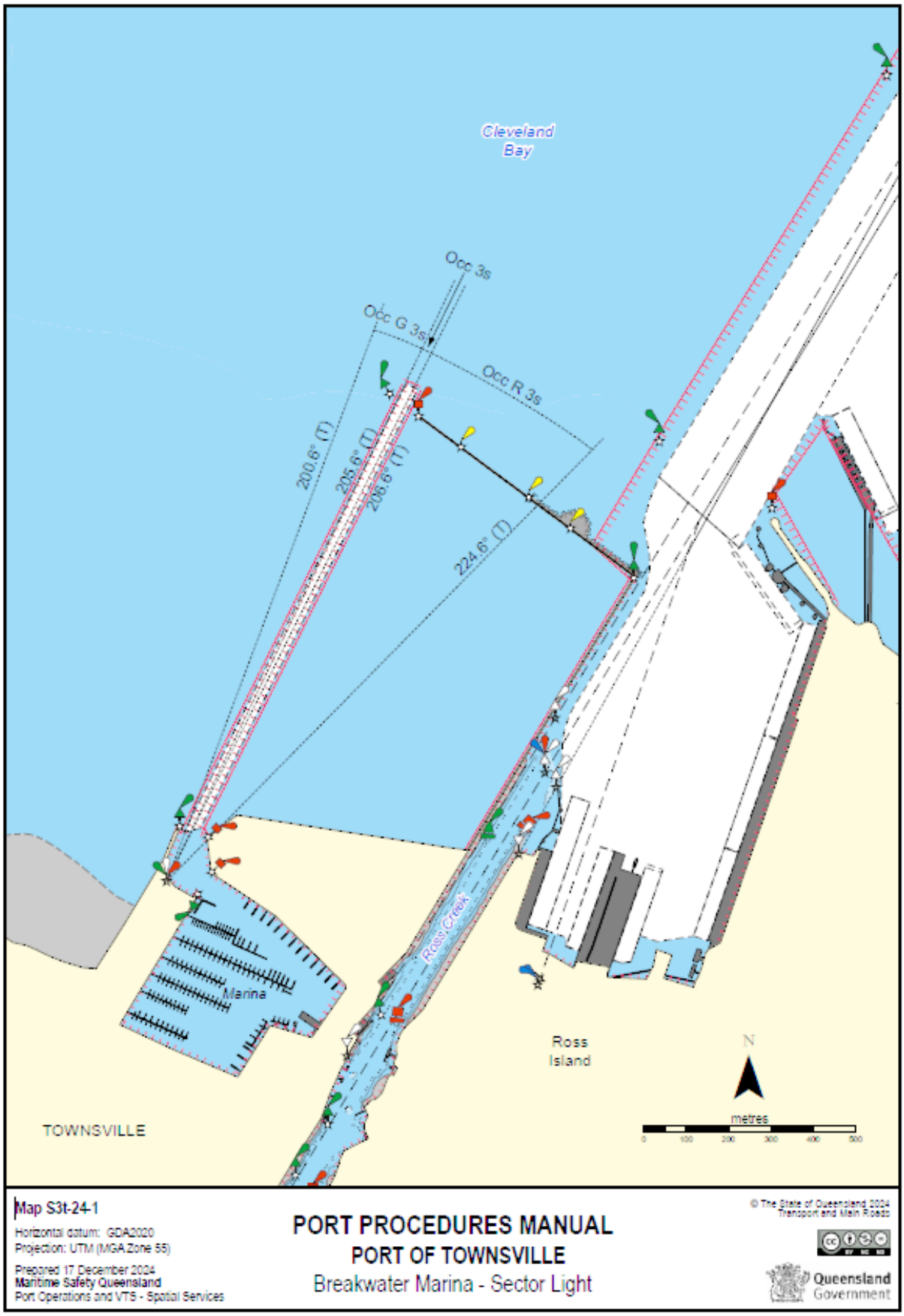
16.6 Townsville Port



16.7 Townsville - Ross Creek and Breakwater Marina

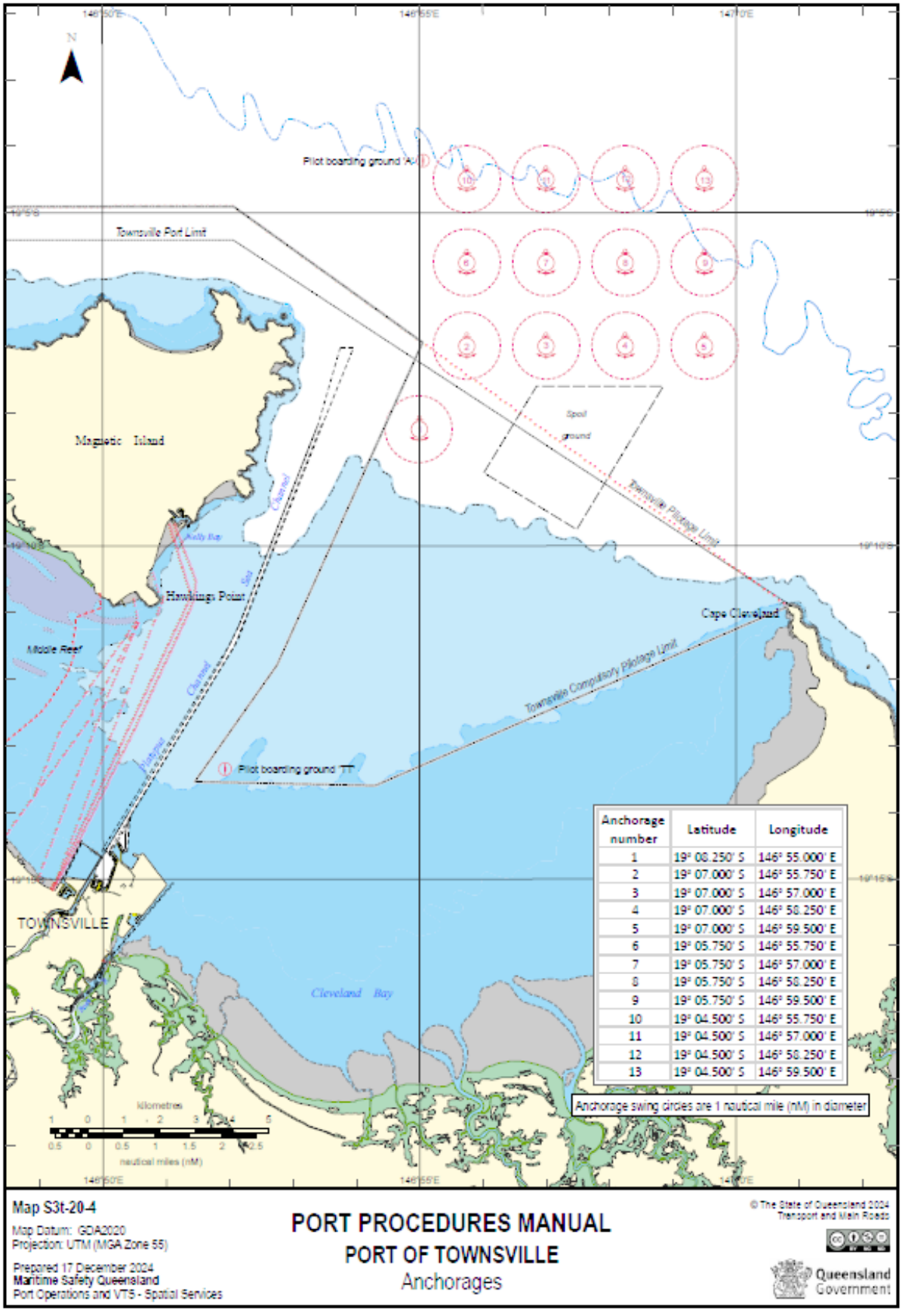


16.8 Breakwater Marina Channel – Sector light



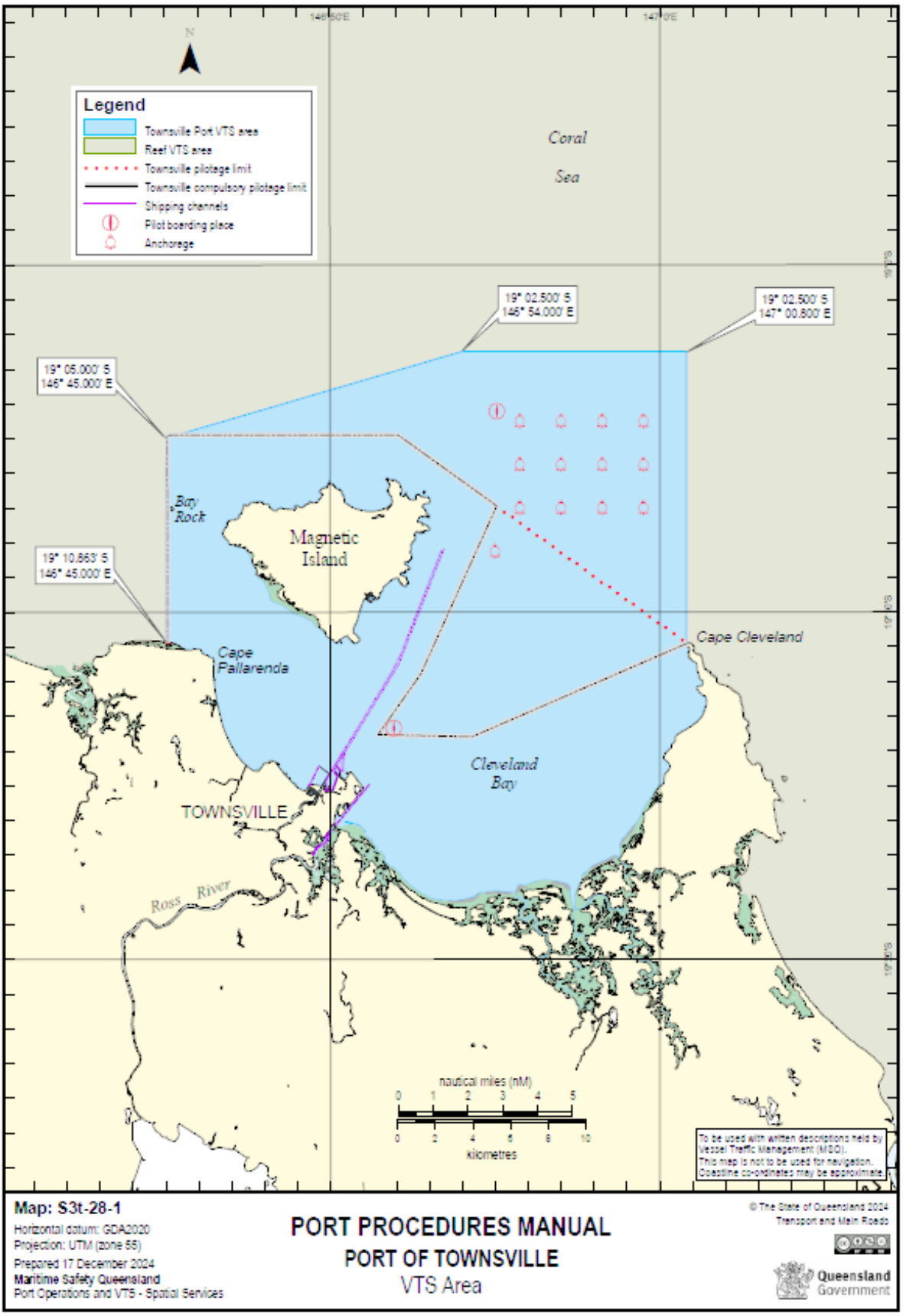
16.9 Townsville Ross River

16.10 Townsville Anchorages

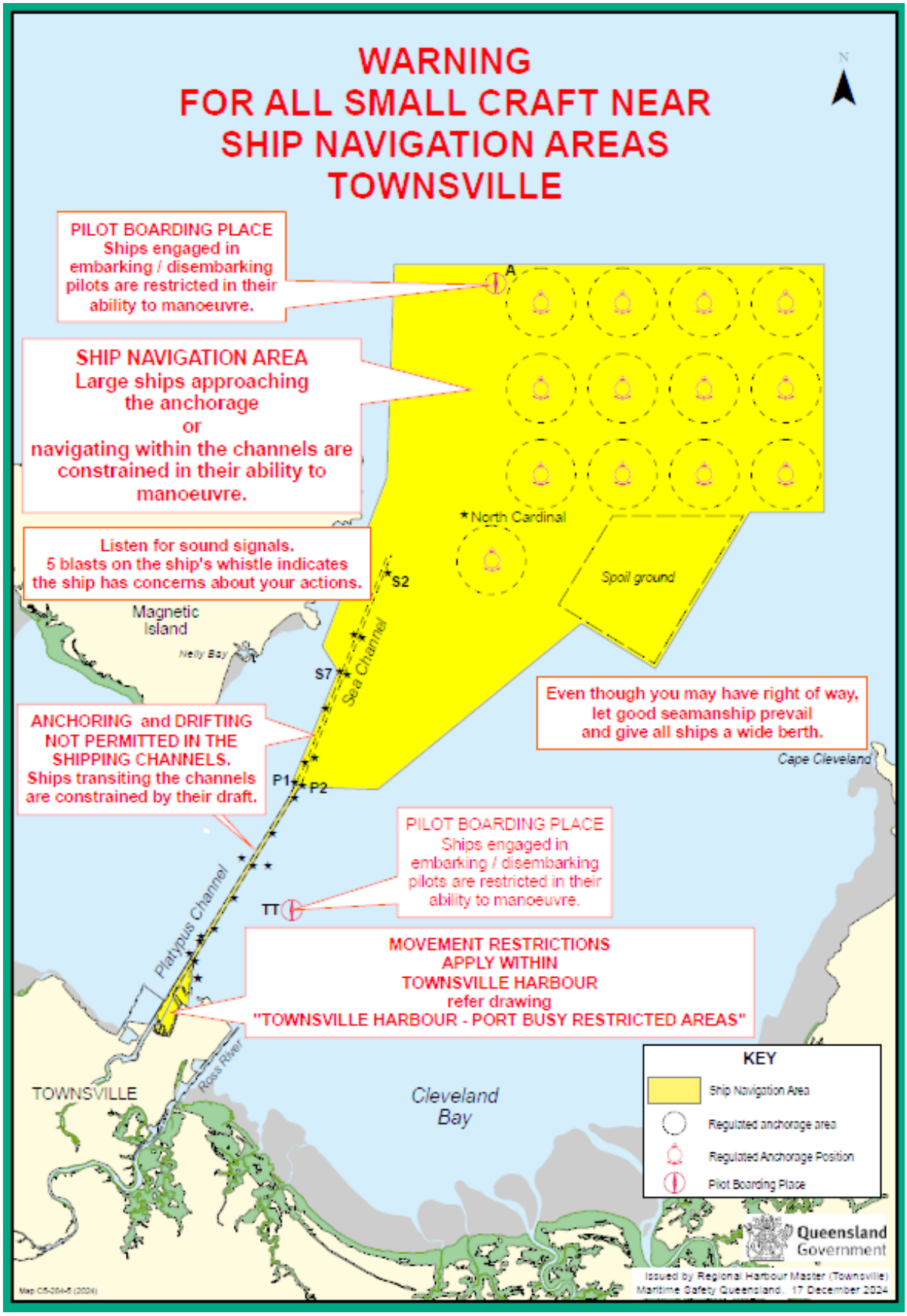


Anchorage number	Latitude	Longitude
1	19° 08.250' S	146° 55.000' E
2	19° 07.000' S	146° 55.750' E
3	19° 07.000' S	146° 57.000' E
4	19° 07.000' S	146° 58.250' E
5	19° 07.000' S	146° 59.500' E
6	19° 05.750' S	146° 55.750' E
7	19° 05.750' S	146° 57.000' E
8	19° 05.750' S	146° 58.250' E
9	19° 05.750' S	146° 59.500' E
10	19° 04.500' S	146° 55.750' E
11	19° 04.500' S	146° 57.000' E
12	19° 04.500' S	146° 58.250' E
13	19° 04.500' S	146° 59.500' E

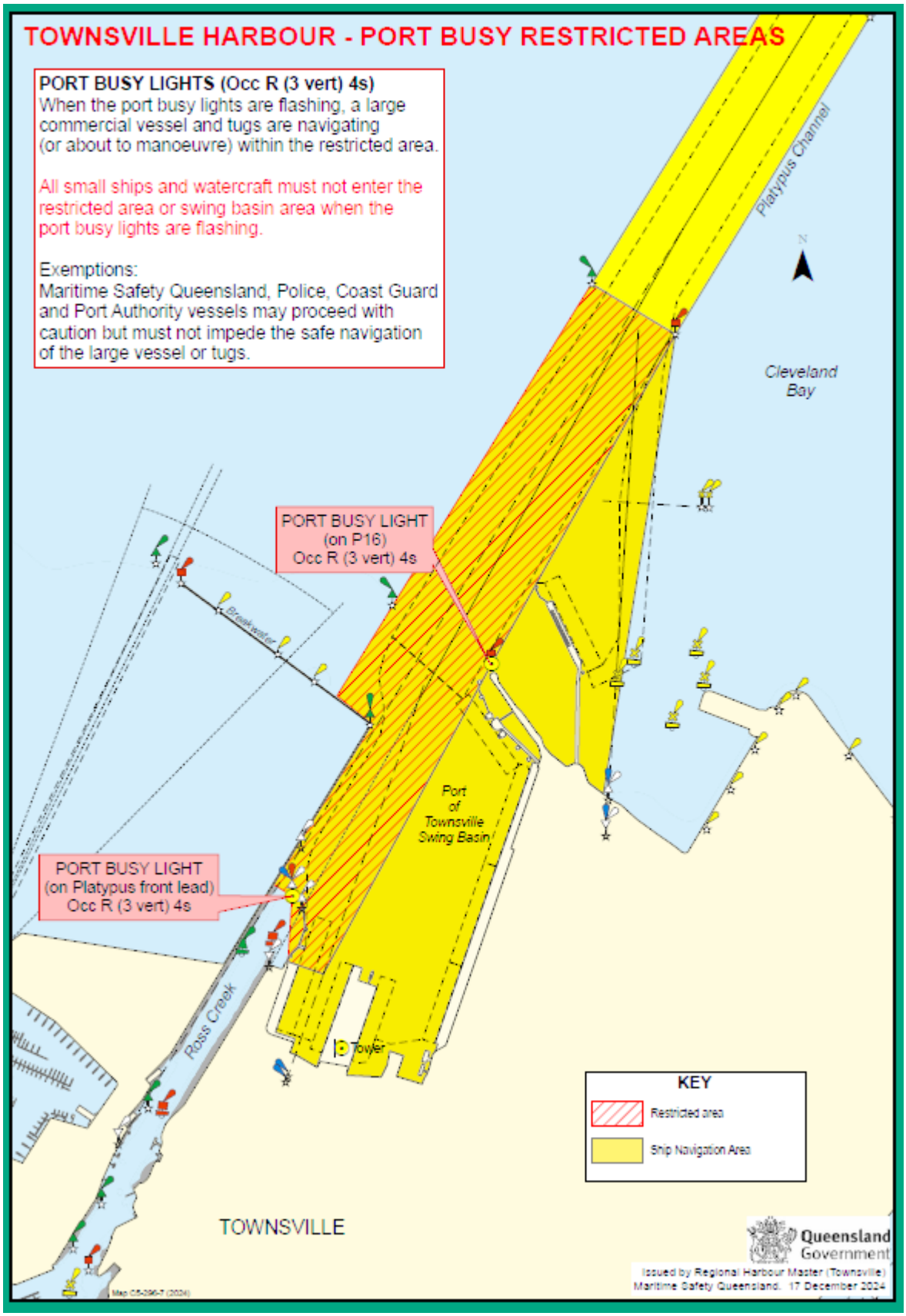
16.11 Townsville VTS Map



16.12 Townsville Warning to Vessels – Ship Navigation Areas



16.13 Townsville harbour – Port busy Restricted area



16.14 Request to Immobilise Main Engines whilst alongside

Link to fillable PDF

ON EACH OCCASION THIS FORM IS TO BE COMPLETED & SIGNED BY THE MASTER AND UPLOADED AGAINST THE QSHIPS MOVEMENT AND EMAILED TO TOWNSVILLE VTS

Queensland Government

Permission to Immobilise Main Engines - Townsville Region

Vessel

Berth

Request for Permission to Immobilise Main Engine/s to carry out (e.g. Main Engine Unit overhaul or Main Engine crank case inspection)

From hrs On / /

To hrs On / /

Will immobilisation result in restrictions on Main Engine Manoeuvring Speed or Manoeuvring response on next movement/departure? (e.g. Maximum 'dead slow' (4kts) for 30 min, or Maximum 'Slow' (8kts) for 30 min). This assessment should be made in consultation with the Chief Engineer to determine if a 'Running in' period is required)

No ☐ Yes ☐ Please specify the restrictions

Time required to mobilise in emergency is hrs

Number of tugs for next movement

Is the Bow Thruster fully operational?

Yes ☐ No ☐

Bow Thrust Power

Vessel LOA

Vessel Draft - Fwd Aft

Vessel handling DG's Class 1; 5.1 or 9

Master's Declaration

I, declare that, the above information is accurate. I have consulted with the chief engineer and confirm the vessel will be able to provide the full range of Manoeuvring speed/RPM and Manoeuvring response (Dead Slow, Slow, Half and full ahead and Astern) on departure from the berth.

If the vessel is not able to provide the full range of Manoeuvring speed/RPM, it will result in cancellation of the movement till a risk assessment is conducted to determine the conditions for safe transit.

Master's Signature Date / /

Request is approved/declined buy the Regional Harbour Master

Approval is subject to the following conditions:

1. Consent obtained from the 'Townsville Marine Services' prior to the vessel immobilising engines
2. During daylight hours, the ship is to fly signal flags 'R' over 'Y'
3. Notify 'Townsville VTS' on VHF channel 12 prior to the commencement of engine immobilisation.
4. Notify 'Townsville VTS' on VHF channel 12 on completion of engine immobilisation.
5. The engine(s) are to be mobilised at least three hours prior to the scheduled departure of the ship and engine trials conducted, subject to Port of Townsville approval.
6. The master of the ship must declare if the ship is carrying Ammonium Nitrate or Xanthate's.
7. The authorisation is subject to cancellation without notice in the event of a severe weather warning

Regional Harbour Master (Townsville) Date / /

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

TRB Forms Area Form F5201 CFD V01 Oct 2017

16.15 Request to Immobilise Main Engines whilst at anchorage

Link to fillable PDF

ON EACH OCCASION THIS FORM IS TO BE COMPLETED & SIGNED BY THE MASTER AND UPLOADED AGAINST THE QSHIPS MOVEMENT AND EMAILED TO TOWNSVILLE VTS

Queensland Government

Permission to Immobilise Main Engines at Anchorage - Townsville Region

This form is only to be used if the request cannot be submitted by the agent within Qships

Vessel

Port and Anchorage Number

Request for Permission to Immobilise Main Engine/s to carry out (e.g. Main Engine Unit overhaul or Main Engine crank case inspection)

From ____ hrs On ____/____/____ To ____ hrs On ____/____/____

Will immobilisation result in restrictions on Main Engine Manoeuvring Speed or Manoeuvring response on next movement/departure? (e.g. Maximum 'dead slow' (4kts) for 30 min, or Maximum 'Slow' (8kts) for 30 min). This assessment should be made in consultation with the Chief Engineer to determine if a 'Running in' period is required).

No ☐ Yes ☐ Please specify the restrictions

Time required to mobilise in emergency is ____ hrs

Number of tugs for next movement

Is the Bow Thruster fully operational?
Yes ☐ No ☐

Bow Thrust Power

Vessel LOA

Vessel Draft - Fwd Aft

Master's Declaration

I, ____ declare that, the above information is accurate. I have consulted with the chief engineer and confirm the vessel will be able to provide the full range of Manoeuvring speed/RPM and Manoeuvring response (Dead Slow, Slow, Half and full ahead and Astern) for berthing or departure from the port.

If the vessel is not able to provide the full range of Manoeuvring speed/RPM, it will result in cancellation of the movement till a risk assessment is conducted to determine the conditions for safe transit.

Master's Signature Date

Request is approved/declined buy the Regional Harbour Master

Approval is subject to the following conditions:

1. Vessel to contact VTS and confirm weather conditions prior to commencement.
2. Notify VTS on VHF channel 12 on commencement of immobilisation.
3. Notify VTS on VHF channel on completion.
4. Display signal flags "R" over "Y" during daylight hours.
5. Conduct engine trials (or running in if required) on completion.
6. Notify VTS when testing completed and vessel ready.
7. This authorisation is subject to cancellation without notice if a strong wind warning or higher is forecast for the area.

Regional Harbour Master (Townsville) Date

Privacy Statement: The Department of Transport and Main Roads (TMR) is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. TMR 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 F5387 CFD V01 May 2023

16.16 Application for reduction in Tugs

Link to fillable PDF

Queensland Government

Reduction in Tugs Application - Townsville

Name of ship

IMO

Vessel specifications

LOA

Beam

Class/type of vessel

Type of propulsion (Fixed pitch, Variable pitch, Azipods, Twin screw)

Vessel specifications:

Loaded ☐ Partly loaded ☐ Ballast ☐

Reduction requested for arrival
Date

Reduction requested for departure
Date

Berth

Side alongside

Capacity of bow thruster

Condition of bow thruster

Defects/restrictions with navigational and mooring equipment. Steering gear and engines including auxilliary engines.

Immobilisation

In port ☐ At anchor ☐

Drafts FWD/AFT

Arrival

Departure

Displacement

Arrival

Departure

Master's declaration

I, Captain _____ declare that I have assessed the intended manoeuvre(s)

to ☐ Berth _____ with _____ tug/s

and/or **from** ☐ Berth _____ with _____ tug/s

I am satisfied that the manoeuvre/s can be conducted safely.
I understand, should the pilot recommend an additional tug, it may result in delays to the vessel's scheduled manoeuvre.

Master

Date

LTSR Forms Area F5368 CFD V01 May 2023

16.17 Tug commands and indicated responses.

In order to standardise tug voice communications the following terms should be used:

ORDER	MEANING	Bollard Pull (tons) 28 10	
Push up...	Tug will push against the hull with the indicated power. All request to push up are preceded by "Push up..."		Values are indicative only
No Weight	Tug remains ready to push. No additional force is applied to the ship		0
Lean on	Pods at 5 deg Approx 650 RPM		1
Minimum	Pods at 45 deg 650 RPM		3
Bare Weight	Pods in line Tug pushing against hull 650 RPM		9
Quarter Power	Pods in line Tug pushing against hull 850 RPM		16
Half Power	Pods in line Tug pushing against hull 1150 RPM		30
Three Quarter Power	Pods in line Tug pushing against hull 1400 RPM		47
Full Power	Pods in line Tug pushing against hull 1600 RPM		58
Lift off	Tug will pull back on his line in a direction indicated with the power indicated. Tug's line is a bow line (line over bow). All request to pull back are preceded by "Lift off"		Values are indicative only
No weight	Line is slack with tug away from ship's side. No additional force is applied		0
Take the weight	Pods at 5 deg Approx 650 RPM		1
Minimum	Pods at 45 deg 650 RPM		3
Bare Weight	Pods in line Tug pulling on line 650 RPM		9
Quarter Power	Pods in line Tug pulling on line 850 RPM		14
Half Power	Pods in line Tug pulling on line 1150 RPM		27
Three Quarter Power	Pods in line Tug pulling on line 1400 RPM		43
Full Power	Pods in line Tug pulling on line 1600 RPM		52
In bound or out bound	Ship is underway in the channel or harbour		
Stop	Tug reduces power to that necessary to maintain station, no weight on ship		
Tug weight	Pods in the hover position Tug is being pulled through the water		
Square up	Tug rotates to a position nominal to the ship's side pushing or pulling at the same force as the last command. Position 90 degrees to the ship' C/Line.		
Forward	All commands for the forward tug are preceded by "Forward"		
Aft	All commands for the aft tug are preceded by "Aft"		

16.18 Gas Free Declaration

Link to fillable PDF

Print Form Reset Form

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.

TRB Forms Area Form F5202 CFD V01 Oct 2017

16.19 Chemist's Certificate of Compliance

Email Completed Declaration Form To:

Port of Townsville Limited
Port Operations Officer .....…dutyofficer@townsville-port.com.au

Maritime Safety Queensland
Manager (VTM) .....vtstownsville@msq.qld.gov.au

Tankers Operating without Inert Gas

- *Tankers operating without inert gas may only berth at a non tanker berth provided all cargo tanks, slop tanks, cargo lines and associated pipe work are certified gas free by an independent chemist. That is, that the vessel is in a completely gas free condition.*
- *Tankers Operating with Inert Gas:*
- *The vessel's inert gas system must be fully operational so as to maintain a positive pressure in inerted tanks at all times. If work is to be carried out on the ship's inert gas installation or boiler or other sections of plant or piping which affect inert gas supply, an independent supply of inert gas is to be put into place and fully operational prior to repair work commencing.*
- *Any tank, including slop tanks, containing high flash point cargo or residues, must have the ullage space maintained in an inert condition unless otherwise authorised by the Port of Townsville Limited.*
- *All empty tanks that last carried a low flash cargo must be washed and/or gas freed and not have a vapour test reading in excess of the equivalent to 1% hydrocarbon as referenced to Hexane.*
- *Any empty tank that last carried a low flash cargo and has not been gas freed must not have a hydrocarbon content exceeding 2% by volume.*
- *Special conditions apply to slop tank(s) that contain low flash point slops/products.*
  a) Wherever possible slops should be confined to a single designated slops tank.
  b) If the flash point is <60°C then the tank must be tested and certified that the content of low flash product within the slops does not exceed 5% of the tank's volume.
  c) The ullage space of the slop tank must be inerted.
- Positive inert gas pressure on tanks is to be maintained at all times and the oxygen content of the inert gas must not exceed 5%.
- If a vessel's inert gas system were not operational, then she would be classed as a "tanker operating without inert gas" and is to follow the requirements as per a vessel of this type.

DECLARATION

I _____ of

_____ an independent chemist hereby declare that I have examined

the vessel_____ and it has met all of the conditions as stated above at _____hrs on / /

.

Proposed Berth: _____ Proposed berthing details:

Arrival time/date at berth: _____ Departure time/date at

berth:_____

Signed _____ (an independent chemist) Return Fax

Number:_____

If the ship's tank contents status changes for any reason, a new "Chemist's Certificate of Compliance" must be issued and approved. Permission is granted for the vessel to berth in accordance with the details outlined in this declaration:

_____ _____/_____/_____

Authorised Officer Date

16.20 Pilot Transfer Arrangements – Checklist

Link to fillable PDF

Print Form | Reset Form

PORT of TOWNSVILLE

Pilot Ladder Securing and Boarding Arrangements Checklist
For Townsville, Abbot Point or Lucinda

Pilot ladder will comply with and be rigged in accordance with:
(1) SOLAS Reg. V/23 'minimum standards for equipment installed and arrangements for pilot transfers on ships'
(2) IMO Resolution A.1045(27) 'Pilot transfer arrangements'
(3) AMSA Marine Notice 04/2023, 'Pilot transfer arrangements'
(4) ISO 799:2019 'Ships and marine technology - pilot ladders'
(5) IMO/IMPA Pilot Ladder Poster

I, _____ , Master of the Vessel _____ confirm compliance with the above and will ensure that the following checklist will be complied to for Pilot ladder rigging prior to arriving or departing the ports of Townsville, Abbot Point or Lucinda.

Port: _____ Height of climb (Waterline to Pilot boarding deck) : _____ m		Yes/No
a.	Pilot ladder is less than 30 months old.	
b.	Pilot ladder will be secured to the strong point on the deck using rope and not solely held by shackles or a guillotine bar.	
c.	Pilot ladder on winch reels will be secured to the strong point on the deck using rope.	
d.	Tripping line, if used, must lead forward to avoid fouling with Pilot launch and must not be secured to the bottom most step and have no loops.	
e.	Manropes are less than 12 months old.	
f.	Man ropes are secured to the strong point on the deck and pass through the eye on handhold stanchions.	
g.	Man ropes are of natural fibre (example: manila rope) with dimensions between 28 to 32mm diameter and in good, clean condition.	
h.	Man ropes will be passed behind the side ropes and hung from a height of 1.5m above accommodation ladder lower platform in a combination arrangement.	
i.	Pilot ladder will be firmly secured to ship side 1.5m above accommodation ladder lower platform in a combination arrangement.	
j.	Accommodation ladder will be secured to the ship side in a combination arrangement.	
k.	Pilot ladder will not be secured to the lower platform of the Accommodation ladder in a combination arrangement.	
l.	Lower platform of the Accommodation ladder will not obscure the Pilot ladder in a combination arrangement. The horizontal distance between Pilot ladder and the lower platform will be between 0.1 to 0.2m.	
m.	Climb of Pilot ladder is not less than 1.5m and not more than 9m in a combination arrangement.	
n.	The lower platform of Accommodation ladder is at least 5m above sea level in a combination arrangement.	
o.	Pilot ladder steps are horizontal and chocks under the steps are tightly secured.	
p.	Pilot ladder rigging will be supervised by responsible officer and in compliance with above mentioned regulations.	

Note: If any of the above items are ticked 'No', explain the reason for doing so:

Master's signature | Date

Note: Complete this form and email this page only to: dutyofficer@townsville-port.com and VtsTownsville@msq.qld.gov.au at least **24 hours prior to Arrival or Departure - Townsville, Abbot Point or Lucinda.**

Form F5388 CFD V04 Dec 2024

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION
H.Q.'S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org

This document and all IMO Pilot-related documents are available for download at: http://www.impahq.org