Department of Transport and Main Roads

Maritime Safety Queensland

Port Procedures and Information for Shipping – Port of Townsville

January 2025

Queensland Government

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Department of Transport and Main Roads

HARBOUR MASTER'S DIRECTION

Transport Operations (Marine Safety) Act 1994
Division 2, Subdivision 1, Section 86 - 92

I, Captain Frank D'Souza, Regional Harbour Master, Townsville, am appointed as harbour master under part 7 of *Transport Operations (Marine Safety) Act 1994*.

Under section 86 of the *Transport Operations (Marine Safety) Act 1994* a harbour master may give a direction only if the harbour master reasonably considers it necessary to ensure safety. Further, section 86A of the *Transport Operations (Marine Safety) Act 1994* enables a harbour master to give a general direction that applies to all ship owners, ship masters, ships, other persons or matters.

I am satisfied that it is necessary to issue this direction to ensure marine safety in the Port of Townsville. Sections of the Port Procedures and Information for Shipping – Port of Townsville (http://www.qld.gov.au/Shipping.aspx) are mandatory and must be complied with. Only those sections listed in Schedule 1 are mandated by this general direction.

I DIRECT THAT:

The sections of the Port Procedures Information for Shipping – Port of Townsville listed in Schedule 1 of this direction must be complied with by all ship owners, ship masters, ships, other persons or matters in the Port of Townsville.

Note:
It is an offence to fail to comply with my direction without a reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of a power. The maximum penalty is 200 penalty units for an individual for each offence. If you fail to comply with my direction, then I may carry out the direction myself, and recover all expenses associated with performing the direction for you as a debt in civil jurisdiction.

Captain Frank R. D'Souza
Regional Harbour Master (Townsville)
Maritime Safety Queensland

DATED AT Townsville this 19th day of December 2024

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Contact for enquiries and proposed changes. If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact officer: Regional Harbour Master (Townsville)

Phone: +61 7 4421 8100

Revision Date	Page number or section	Summary of Changes	Approved by
February 2009		First Issue	Regional Harbour Master
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January 2022	s3.10.1; s 9.2	Schedule changes	Regional Harbour Master
July 2022	s3.2; s3.9; s 8.43 s16.21	VTS description; Pilot transfer arrangements.	Regional Harbour Master
September 2022	s3.2, s9.1	Information updated	Regional Harbour Master
December 2022	16.15	Information Updated;	Regional Harbour Master
March 2023	Entire Document	Correction of numbering, broken links and updating of corporate forms	Regional Harbour Master
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July 2023	s7.8 s8.4, s8.4.3	Information Updated	Regional Harbour Master
November 2023	S 16.14, 16.15	Request to Immobilise Main Engines wording updated.	Regional Harbour Master
December 2024	Various	Information updated	Regional Harbour Master
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1. Introduction

1.1 General

Welcome to the Port of Townsville, the principal port of north Queensland.

Shipping legislation in Queensland is controlled by Maritime Safety Queensland, a state government agency attached to Department of Transport and Main Road

The state of Queensland is divided up into five regions, controlled by Regional Harbour Masters. All officers of Maritime Safety Queensland report to the general manager and under the *Transport Operations (Marine Safety) Act 1994*, 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; and
- 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 channels and waters of the port.

Collectively, the Regional Harbour Master and the Port of Townsville Limited have responsibility for managing the safe and efficient operation of the port. All vessel movements are to be coordinated through Townsville VTS.

1.2 Port description

Townsville is the principal port in north Queensland. Located 1,360 kilometres north of Brisbane this multi cargo port currently has eight operational berths servicing a large area including the mining community at Mount Isa.

Commodities handled in Townsville include motor vehicles, containers, sugar, general and project cargo, cement, sulphuric acid, fertiliser, copper, nickel, lead, zinc, petroleum products, gas, timber, fertiliser, cattle, refrigerated meat, magnetite and molasses.

Townsville is also a regular port of call for cruise ships and naval vessels.

1.3 Purpose

This document defines the standard procedures to be followed in the pilotage area of the Port of Townsville – it contains information and guidelines to assist ship's masters, owners, and agents of vessels arriving at and traversing the area and 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 indicated on the document control sheet at the start of this publication. 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.

Information on external agencies (customs, quarantine, port authority rules, REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective web sites for current information

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. The Port of Townsville website should be consulted for the latest information on port rules and notices.

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

The Regional Harbour Master (Townsville)

Maritime Safety Queensland

Postal address: GPO Box 1921, Townsville Queensland 4810

Phone: +61 7 4421 8100

Email: RHMtownsville@msq.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 The Australian Ship Reporting System – MASTREP

The Australian Ship Reporting System established under Section 7 of AMSA Marine Order 63

1.5.3 Australian Standard – AS 3846 – 2005

AS 3846 defines the requirements for the transport and handling of dangerous goods in port areas in Australia.

1.5.4 Lowest astronomical tide – LAT

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

1.5.5 Manager (Pilotage Services)

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

1.5.6 Manager (Vessel Traffic Services)

The person responsible for the management of the VTS centre.

1.5.7 Maritime Safety Queensland – MSQ

The State Government agency responsible for the operations of pilotage, pollution protection services, vessel traffic services and the administration of all aspects of vessel registration and marine safety in the state of Queensland.

1.5.8 Navigation Act

Refers to the *Navigation Act 2012*.

1.5.9 Overall length – LOA

The LOA is the extreme length of a vessel.

1.5.10 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.

1.5.11 Port of Townsville Limited – POTL – Marine Services

The Port of Townsville Limited is a statutory Queensland Government owned Corporation charged with overseeing the commercial activities relating to port infrastructure, including the maintenance of the port infrastructure. To contact Townsville Port via radio, the call sign “Marine Services” should be used.

1.5.12 Queensland Shipping Information Planning System – QSHIPS

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

The programme allows shipping agents to book movements, update information and request services as well as provides ability for service providers to acknowledge and accept the requests online. It is a live system providing up to date information, supporting the safe and efficient planning of movements ensuring appropriate resources and services are organised.

All ship movements and resource requests must be entered by the relevant shipping agent at least 24 hours prior to the movement into the QSHIPS portal.

The *Transport Operation (Marine Safety) Regulation 2016* provides penalties for failure to notify the Regional Harbour Master of the arrival of a ship at least

- 48 hours before the expected arrival.
- At least 24 hours before departure or removal

Booking the movements through the QSHIPS portal fulfils the obligation of the owner or master under Section 168 of *Transport Operation (Marine Safety) Regulation 2016*.

1.5.13 REEFREP

The mandatory ship reporting system established by IMO Resolution MSC.52 (66), as amended by Resolution MSC.161 (78) and specified in AMSA Marine Order 63 of 2015 (Reef VTS).

1.5.14 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.

1.5.15 Regional Harbour Master – RHM

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

1.5.16 Sailing time

The scheduled sailing time is the time of the last line.

1.5.17 Vessel traffic service – VTS

A VTS is any service authorised by a competent authority, designed to maximise the safe and efficient movement of waterborne traffic.

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 located at:

Physical address:	Maritime Safety Queensland 60 Ross St, South Townsville, Queensland 4810
Postal address:	GPO Box 1921, Townsville Queensland 4810
Phone:	+61 7 4421 8100
Email:	RHMTownsville@msq.qld.gov.au.

1.6.2 VTS centre

The VTS centre, (call sign ‘Townsville VTS’ operated by Maritime Safety Queensland) is situated at the Regional Harbour Master’s office. 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:

Postal address:	GPO Box 1921, Townsville Queensland 4810
VHF radio:	VHF channels 12 and 16
Phone:	+61 1300 721 263
Email:	vtstownsville@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 Port of Townsville Limited (POTL), under the *Transport Infrastructure Act 1994,* is to establish, manage and operate effective and efficient facilities and services within the port relating to port infrastructure, while maintaining appropriate levels of safety and security.

Phone: +61 7 4781 1500

Email: info@townsville-port.com.au

Port authority officers also monitor VHF channels 8, 12 and 16 and may be contacted by calling “Marine Services” on these channels. All vessels intending to use a berth must submit a berth application form to the Port of Townsville Ltd.

1.6.4 Quarantine

Source – Department of Agriculture, Fisheries and Forestry

The Department of Agriculture, fisheries and forestry require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival.

Contact details for Department of Agriculture, fisheries and forestry Inspection Service at Townsville:

Phone: +61 7 4789 7888

Email: townsville.seaports@agriculture.gov.au

Street address: Ground Floor—River Quays Building, 7-13 Tomlins Street, Townsville, QLD 4810

Postal Address: GPO Box 858, Canberra ACT 2601, Australia.

1.6.5 Australian Border Force

Source – Australian Border Force

Australian Border Force mission is to protect Australia's border and enable legitimate travel and trade.

Contact details for Australian Border Force at Townsville:

Phone: +61 7 4722 3700 (Office hours only)

Phone: 131881

Street address: Level 5, 61-73 Sturt Street, Townsville, QLD 4810

1.6.6 Australian Maritime Safety Authority (AMSA)

Australia's national agency responsible for maritime safety, protection of the marine environment and maritime aviation search and rescue.

Phone: 1800 627 484

Email: TSVOperations@amsa.gov.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 IMO, such as the SOLAS convention and its amendments (for example the IMDG Code) and state, national and local port authority regulations are in force in the port of Townsville.

The port bye laws are the house rules of the port. Based on the Townsville Port Notices, the port rules on dangerous substances contain additional specific regulations for ships carrying dangerous cargoes in the port.

1.7.2 Applicable regulations

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

- *Transport Operations (Marine Safety) Act 1994 (TOMSA)* and *Regulation 2016 (TOMSR)*.
- *Transport Operations (Marine Pollution) Act 1995 (TOMPA)* and *Regulation 2018 (TOMPR)*
- Transport Infrastructure Act 1994
- International Maritime Dangerous Goods Code (IMDG Code)
- Australian Standard – AS3846 – 2005 – (defines the standards to be observed by masters, berth operators and consignors involved with the transport and handling of dangerous goods in port areas in Australia)
- International Ships and Ports Security Code (ISPS Code)
- Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.

In addition, it will also complement the procedures of:

- Port of Townsville Limited
- Townsville City Council (TCC).
- Maritime Safety Queensland.
- Australian Maritime Safety Authority
- Quarantine - Department of Agriculture.
- Customs - Australian Border Force.
- Royal Australian Navy (RAN).

as they relate to ship movements within the jurisdiction of the Regional Harbour Master (Townsville).

1.7.3 Exemptions and permits

The Regional Harbour Master may grant exemptions from specific regulations. Permission is required for special activities such as repairs hull cleaning and painting, engine immobilisation and so on (see 10 Work permits).

2. Arrival and departure procedures

The *Transport Operations (Marine Safety) Regulation 2016* requires that all ship movements for ships 35 metres in length or longer, or combination ships with a combined length > 35m, or ships carry dangerous cargo, or ships using the services of a pilot, are reported to VTS.

2.1 Reporting Systems

The use of the QSHIPS programme is mandatory for notification of the impending arrival and subsequent movements of a vessel.

Owners or masters who are not using an agent are required to complete an arrival/departure report and lodge it with Townsville VTS 48 hours before a vessel's arrival. The report is the base document for the raising of conservancy and pilotage fees. The report is to be emailed to Townsville VTS.

Email: vtstownsville@msq.qld.gov.au

2.2 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of overall length 35 metres or more arriving at Townsville is recorded in an internet based programme known as QSHIPS.

Shipping agents must submit booking information online in accordance with the reporting requirements (Prior notification of movements 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.

Permit requests should be submitted online and to the respective agencies if required (see 10 – Work permits). QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Mandatory fields required to be submitted under section 3.5 above (Prior notification of movement in pilotage area)

- IMO Number
- Ship’s Name
- From
- To
- Side alongside
- Draft Forward
- Draft Aft
- Displacement
- Port
- Agent
- Agency
- Invoicing body
- Last/next port

- Estimated start/end times
- Dangerous goods (yes/no)
- LOA; Beam; GT (**noting:** *LOA; GT; Beam are all provided by Lloyds data; however, the vessel has not previously visited a Queensland port the fields may not automatically be populated*)
- **Defects** (including but not limited to - navigational and mooring equipment, steering gear and main engines, auxiliary engines, main air compressors, thrusters (bow and stern), gyro compasses, radars, AIS, UMS status, VDR, any current Conditions of Class, outstanding port state deficiencies and so on)

***** *Draft, displacement, and DWT is the information for that particular movement (arrival, departure or removal).*

Agents are encouraged to provide any other information that may be beneficial to safety of navigation.

The *Transport Operation (Marine Safety) Regulation 2016* provides penalties for agents who fail to notify the Regional Harbour Master (via VTS) of the arrival of a ship at least 48 hours before the expected arrival.

The *Transport Operation (Marine Safety) Regulation 2016* provides penalties for agents who fail to notify the Regional Harbour Master (via VTS) of the departure of a ship at least 24 hours before the expected departure.

Note: The program 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.

2.3 Booking vessel movement

When an agent is advised by their principals that a ship is bound for the Port of Townsville then that agent shall book-in the ship arrival via the QSHIPS programme at least 48 hours prior to the movement as required under *Transport Operations (Marine Safety) Regulation 2016* section 168 and/or s.169. Requests for the supply of a pilot, tugs and linesmen may 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 exist.

To book a vessel into the QSHIPS program a shipping agent would log in to the programme using the supplied individual login, select the Create a Visit tab and then proceed to find the vessel in the Maritime Safety Queensland ship database by using the **IMO number** or the vessel name as the primary search tool. If this search produced a nil result the agent is requested to either email or phone the VTS office and request the ship be created in the database from information sourced from the Lloyd's sea web database. Please note, a Ships Certificate may be requested by VTS for verification.

Masters of vessels arriving at, staying in or departing from the port of Townsville are obliged to make prior notification on a variety of subjects, ranging from health and immigration to dangerous goods.

The following checklists are provided as a guide to the requirements for notifying the port authorities

2.4 Reporting obligations

2.4.1 Ships (including combination of ships) with LOA 50m or more

Section 168 of the *Transport Operations (Marine Safety) Regulation 2016* details the general reporting obligations for ships arriving, departing or otherwise moving within the Townsville Pilotage Area.

Appointed Shipping Agents must use the QSHIPS programme for notification of the impending arrival and subsequent movements of a vessel.

Owners or masters who are not using an agent are required to complete an arrival/departure report and lodge it with Townsville VTS at least 48 hours before a vessel's arrival. For any other ship movement (removal or departure) the notification must be provided at least 24 hours before the expected movement.

2.4.2 Ships (including combination of ships) with LOA 35m or more but less than 50 metres

Section 169 of the *Transport Operations (Marine Safety) Regulation 2016* details the general reporting obligations for ships 35m arriving, departing or otherwise moving within the Townsville Pilotage Area.

Appointed Shipping Agents will use of the QSHIPS programme for notification of the impending arrival and subsequent movements of a vessel.

Owners or masters who are not using an agent are required to complete an arrival/departure report and lodge it with Townsville VTS at least 24 hours before a vessel's arrival. For any other ship movement (removal or departure) the notification must be provided at least 24 hours before the expected movement.

The report is to be emailed to Townsville VTS at: vtstownsville@msq.qld.gov.au

2.4.3 Ships (including combination of ships) with LOA less than 35m

Any ship (including combination of ships) with LOA less than 35m, intending to occupy a berth within Port of Townsville commercial harbour must use of the QSHIPS programme for notification of the impending arrival and subsequent movements of a vessel.

Owners or Master's may appoint a shipping agent or complete an arrival/departure report and lodge it with Townsville VTS at least 24 hours before a vessel's arrival.

The report is to be emailed to Townsville VTS at: vtstownsville@msq.qld.gov.au

Owners and Masters advised to lodge their request to berth as early as possible to determine if a pilot and other services will be required as well as suitability of the berth for the vessel size.

2.4.4 Reporting to VTS

Section 170 - 175 of the *Transport Operations (Marine Safety) Regulation 2016* further details, in addition to the requirements detailed in s.2.2.1 above, obligations for ships with length over all (LOA) >35m (or ships with combined length over all >35m) fitted with VHF radio to report ship movements to VTS when:

I. entering a pilotage area;

II. navigating a ship from a berth or anchorage;

III. reaching a destination; and or

IV. using services of a pilot.

These VHF reporting requirements are expanded in s. 3.13 and 3.14 herein.

2.4.5 Permission to proceed within a Port VTS area or a Pilotage area

All ships with LOA greater than 35 metres and all tug and tow combinations require permission from the Regional Harbour Master to:

a) enter;

b) depart; or

c) move.

within the pilotage area and the port VTS area.

The request for permission to proceed must be made through Vessel Traffic Services (VTS) and who will assess and grant (or deny) the request based on the applicable rules and SOP's.

It is the responsibility of the master or pilot (if on board) to contact VTS to request the necessary permission to proceed and information prior to the movement.

Permissions are valid for uninterrupted passage to a specified location or until the voyage is interrupted or completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master or VTS

Ships will require to request a new permission

a) for any subsequent movement; or

b) Vessel arriving at a VTS area; if the vessel has not entered the VTS area – **at the declared time + 30 minutes**.

c) All other movements, if the movement has not commenced within **30 minutes of permission being granted**.

2.5 Arrival checklist

Sequence	Time	Report
1	At least 96 hours before arrival	Customs (Refer: Section 2.7 Australian Border force)
2	At least 48 hours before arrival	Arrival/departure report to Regional Harbour Master's office; and Arrival information to Regional Harbour Master via QSHIPS (Queensland Shipping Information Planning System) (Refer: Section 2.2 QSHIPS)
3	At least 48 hours before arrival	Lodge the Port of Townsville berth application form via QSHIPS

4	At least 48 hours before arrival	Dangerous goods report to Regional Harbour master and Port of Townsville (Refer: Section 11 Dangerous Cargo)
5	At least 48 hours before arrival	Gas-free status for tankers (Refer: Section 10.1.9Gas-free status and OBO's)
6	Not more than 96 hours or less than 12 hours before arrival	Quarantine (Refer Section 2.7)
7	At least 24 hours before arrival	Pilot transfer arrangements - checklist
8	Amendments to movements or Resource requests that are made inside of 24 hours	Directed to VTS by phone and followed up by email
9	24 hours prior to loading/handling dangerous goods (includes bunkers)	Dangerous goods report to Regional Harbour Master, Australian Maritime Safety Authority and Port of Townsville Limited (Refer: Section 11 Dangerous Cargo)
10	Two hours before arrival pilotage area	Call Townsville VTS, VHF channel 16 (Refer: Section 3.11 Arrival reporting requirements)
11	In transit	Arrival reporting requirements – refer Section 3.11

Table 1 – Arrival checklist

2.6 Departure checklist

Sequence	Time	Report
1	At least 24 hours before departure	Notify departure information to Regional Harbour Master (via QSHIPS refer Section 2.2).
2	Three hours before departure	Call VTS 3 hours prior to ETD to confirm readiness to depart with final sailing drafts
3	At least one hour before departure	Pre entry report to Reef VTS (Refer: section 2.10 MASTREP and section 2.11 Reef VTS)
4	Prior to departure or removal	Departure and removal reporting requirements – refer section 3.12

Table 2 – Departure checklist

All agents must lodge the arrival reports at least 48 hours prior to the movement as required under *Transport Operations (Marine Safety) Regulation 2016* through the online QSHIPS portal. Request for the supply of a pilot, tugs and linesmen must also be made via QSHIPS.

All agents must lodge departure reports at least 24 hours prior to the movement as required under *Transport Operations (Marine Safety) Regulation 2016* through the online QSHIPS portal. Request for the supply of a pilot, tugs and linesmen must also be made via QSHIPS.

2.7 Quarantine

Source – Department of Agriculture

The Department of Agriculture require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival.

Contact details for Department of Agriculture Inspection Service at Townsville:

Phone: +61 7 4789 7888

Fax: +61 7 4789 7821

Postal address: PO Box 1245, Townsville Queensland 4810

2.7.1 Ballast water information

Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.

The Department of Agriculture (Biosecurity) provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:

www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements

2.8 Customs

Source - Australian Border Force

Vessels arriving from overseas must submit 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

2.9 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 the Port of Townsville, Limited in the approved form.

At least 48 hours prior to arrival in port limits. For further information refer section 11 – Dangerous cargo.

2.10 MASTREP

Participation in the Modernised Australian Ship Tracking and Reporting System is designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Coordination Centre (RCC) Australia in Canberra. Participation in MASTREP is mandatory for certain vessel but others are encouraged to participate.

The Commonwealth of Australia *Navigation Act 2012* and Marine Orders Part 63 makes the provision of Position Reports mandatory for certain vessels, the following vessels must report to MASTREP:

- Foreign from the arrival at its first port in Australia until its departure from its final report in Australia; and.

- All regulated Australian vessel 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 in carrying out SAR activities.

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

2.11 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) operated under joint federal and state arrangements between Maritime Safety Queensland and the Australian Maritime Safety Authority (AMSA) from the Reef VTS centre at Townsville and Gladstone. 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 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 SRS 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.

2.12 Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to Port of Townsville Limited. 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 pilotage area.

The scheduling of ship movements is initiated by the agent submitting movement details for a vessel to Townsville VTS Centre via the QSHIPS ship planning programme in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF12 and 16 and whilst within the Townsville VTS and pilotage 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 Townsville VTS area.

The Townsville VTS centre operates 24 hours, seven days a week on a rotating roster and operates within the declared Townsville/Abbot Point VTS area. The VTS centre will operate under the callsign "Townsville VTS" in accordance with IMO Resolution 1158(32).

The VTS centre in Townsville is manned by trained and qualified vessel traffic service operators, under the management of the Manager (Vessel Traffic Services) and the Regional Harbour Master (Townsville).

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:

- Providing timely and relevant information on factors that may influence the ship's movements and assist on-board decision making.

Townsville 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 managing ship traffic to ensure the safety and efficiency of ship movements.

Townsville 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

Townsville VTS will provide navigational support to an individual vessel, at the request of the vessel or when deemed necessary by the VTS. Navigational support relating to a specific vessel may include information, warning, advice and instruction when responding to developing unsafe situations. There may be occasions where Townsville VTS will be unable to provide navigational support and the requesting vessel will be advised of this information.

The provision of navigational support does not absolve the master from of the responsibility for the safety of the vessel and, specifically, the responsibility for collision avoidance.

Note: that in the event of the VTS centre being disabled, all functions of the VTS centre will be temporarily transferred to a remote standby location. VTS will advise all parties of the new communication numbers at such a time.

3.2.1 Townsville VTS Area

The Townsville VTS area is described as the area of:

(a) the waters bounded by a line commencing at:

- the coastline at the north-western extremity of Cape Cleveland at approximate Latitude 19° 10.9’ South, Longitude 146° 00.80’ East on the mainland
- then north to Latitude 19° 02.500’ South, Longitude 147° 00.800’ East,
- then west to Latitude 19° 02.500’ South, Longitude 146° 54.000’ East,
- then south-westerly to Latitude 19° 05.000’ South, Longitude 146° 45.000’ East,
- then south to the coastline at approximate Latitude 19° 10.864’ South, Longitude 146° 45.000’ East on the mainland,
- then generally east along the coastline to the starting point at the north-western extremity of Cape Cleveland, and,

(b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters referred to in paragraph (a), but excluding the waters upstream of Rooney’s Bridge in Ross River and excluding the waters upstream of the George Roberts Bridge in Ross Creek.

3.2.2 VTS role

The role of the Townsville VTS is to facilitate the safe and efficient movement of shipping within the VTS area and to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial manner.

Townsville VTS will:

- Forward plan the movement of vessels to prevent congestion and provide for safe and efficient movement of traffic.
- Wherever possible interact with vessel traffic by maritime VHF radio.
- Interact with port services in Townsville
- Provide essential and timely information to assist the on-board decision-making process and may inform, advise or instruct shipping in the VTS area.
- Where necessary communicate the directions of the Regional Harbour Master (Townsville) or delegate
- Monitor compliance with the Transport Operations (Marine Safety) Act 1994 and Regulation 2016
- Record the details of shipping movements in the QSHIPS programme in real time
- Maintain a situational awareness of traffic in the VTS area to the extent of the available information
- Participate in emergency procedures.

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.

3.3 VHF communications

Ships intending to navigate within the pilotage area must establish two-way communications with Townsville VTS on marine VHF channel 12 or VHF channel 16.

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

VHF channel	Call sign	Service
VHF channel 16	Townsville VTS	Distress and initial calling
VHF channel 12	Townsville VTS	Mandatory reporting, vessel traffic management, port working
VHF channel 6	User	Pilot and tugs
VHF channel 8	User	Pilot and tugs
VHF channel 13	User	Pilot and tugs
VHF channel 67	User	Supplementary Emergency Channel

Table 3 – Port VHF communications

The VTS centre has telephone services for administrative and emergency purposes. Any marine incident, for example a collision, grounding or fire, occurring within the port should be reported immediately to 'Townsville VTS' on VHF channel 12 or 16.

3.3.1 Language

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

3.3.2 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.

3.3.3 Distress and emergency

Townsville 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 Townsville Coastguard.

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

VHF radio: channel 12 or 16

Phone: 1300 721 263

3.4 Harbour contact details

Organisation	Telephone	Email
Townsville VTS	1300 721 263	vtstownsville@msq.qld.gov.au
Regional Harbour Master	+61 7 4421 8100	RHMTownsville@msq.qld.gov.au
Manager (Pilotage Services)	+61 7 4781 1562	pilotmanager@townsville-port.com.au
Port of Townsville	+61 7 4781 1500	info@townsvilleport.com.au

Table 4 – Harbour contact details

3.5 Prior notification of movements

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 see section 2.2 –QSHIPS
	24 hours prior to removal or departure	
Transport of dangerous goods in pilotage area	48 hours prior to entry	Dangerous cargo report Dangerous cargo/bulk liquid list
	Three hours prior to departure	
Loading, removal or handling of dangerous cargo alongside (includes bunkering)	24 hours prior to handling	Dangerous cargo report Dangerous cargo/bulk liquid list
Ship-to-ship transfer of dangerous cargo	24 hours prior to cargo transfer	Dangerous cargo report Dangerous cargo/bulk liquid list
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

3.6 Pilotage delays

A delay fee is payable if the confirmed ship movement is delayed by more than 30 minutes but not more than one hour for the first hour. If the ship is delayed for more than one hour but not more than two hours then for each of the first two hours; a delay in excess of two hours constitutes a cancellation. These charges can be found in Schedule 6 Part 2 Division 3 of the *Transport Operations (Marine Safety) Regulation 2016*.

3.7 Tug and tow requirements

For the purposes of this section the following definitions shall apply:

- The length of tow – is the combined length of the vessels (prime mover and towed vessels).
- Splitting a multi-unit tow – is when a tow consisting of two or more vessels and/or barges are separated to form single units
- Towing operations requiring a pilot will be permitted only during daylight hours.

3.7.1 Notification

When a tug and tow is bound for, due to depart from or conduct a removal within the port, the master, owner or agent is required to book the tug and tow in with the Regional Harbour Master via the QSHIPS program using the same arrangements as defined for other vessels. 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.

3.7.2 Operational conditions

All tugs and tows, ocean going or coastal, will be handled in the Port of Townsville under the following conditions:

- All Tug and tow combinations within the Compulsory pilotage area will be conducted during daylight hours only
- All tugs and tows with combined length of 50 metres will be required to engage a licensed pilot as per section 8 – Pilotage.
- The Harbour Master may require tug and tow with combined length less than 50 metres to engage a licensed pilot.
- All tows are to be shortened up prior to arrival at the pilot boarding place.
- A multi-unit tow will require to be split and towed independently from the Pilot station into the harbour or Ross River or Ross Creek.
- A multi-unit tow will require to split and towed independently from the harbour or Ross River or Ross Creek to the pilot station, where they may be connected up for a multi tow transit to another port.
- All tug and tows must have a power driven vessel of suitable power (assist vessel) to assist with berthing or unberthing. The assist vessel shall meet the combination as required by the Pilot or Pilot Exempt Master.
- All tug and tows transiting to or from Townsville Marine Precinct must have a power driven vessel of suitable power (assist vessel) to assist with berthing and unberthing and transit through the entrance. The assist vessel shall meet the combination as required by the Pilot or Pilot Exempt Master.

Any tow that is in a damaged condition will not be granted entry into the pilotage area until the Regional Harbour Master 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 designed to have a tug (prime mover) secured astern as a composite unit shall not be deemed a tug and tow if operated in this manner, however, this combination may require tugs to be allocated (in addition to the prime mover) as per the port procedures, see section 9. The LOA of a composite unit is defined under section 3.9 “The length of tow”.

3.8 Scheduling of ship movements

The Regional Harbour Master will ensure the integrity of the prioritisation process by monitoring the planning and movement of shipping and will arbitrate on matters relating to the scheduling of ship movements.

It is important that the master and agent nominate realistic movement times and keep authorities informed of any changes. Ships failing to make their estimated time of arrival or estimated time of departure will be accommodated as soon as is practicable thereafter. Ships maintaining their estimated time of arrival or estimated time of departure will normally conduct the movement as scheduled.

Ships Masters failing to provide timely updates to a movement may result in delays and/or cancellation charges and in unnecessary inconvenience.

The distance from boarding ground alpha to the swing basin is 9.8 nautical miles with a transit time of about one hour. Swinging and securing ships can also take up to one hour depending on the circumstances. Allowing for a 30 minute delay time prior to the commencement of the movement extends the notional time for a deep draft arrival to a minimum of 2.5 hours.

Weather, tidal conditions or special circumstances may require a departure from the above guidelines. Variations will always be made with the whole of port requirements in mind.

3.8.1 Schedule changes

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

Changes requested by the master/agent to scheduled movements must be made via QSHIPS as soon as practicable after learning of such change. The agent is required to communicate such changes to Townsville Marine Services. Changes within 24 hours of the scheduled start time must be made by phone to Townsville VTS on (1300 721 263).

Changes requested within three hours will incur delay or cancellation fees in accordance with *Transport Operations (Marine Safety) Regulations 2016*.

Estimated time of departure (ETD) cannot be brought ahead between 2200 hours and 0600 hours. Final notification to all port services, including VTS are to be made by 2130 hours daily.

Changes to schedule between 2200 hours and 0600 hours.

- Change for shipping for the period 2200 hours to 0600 hours must be communicated to VTS by 2130 hours (by telephone).
- Departures between 2200 hours & 0600 hours departure may not be brought forward. Vessels scheduled to sail later in the day may be brought forward to 0800 hours.
- Departure – Ships may be pushed back once between 2200 and 0600
- Arrivals - Between 2200 hours & 0800 hours arrivals cannot be brought forward.
- Changeover (Vessel scheduled to berth after a vessel occupying the berth has departed) – the schedule will be adjusted in line with scheduling guidelines and agent notified.
- Exception: The port reserves the right to ask a delayed vessel to sail once it has completed cargo operations between 2200 hours & 0600 hours. Should this be required, the agent will be notified of the amended time and schedule amended accordingly.

- Notwithstanding any of the above, the normal priority rules of the port and the legislated 3 hour notice will apply.

3.8.2 Prioritising of ship movements

Subject to existing Priority Berthing Contracts, the Port of Townsville in general utilises a berth booking system. The principle of first berth application correctly lodged has priority to berth (where arriving on schedule) for all ships wishing to enter the Port of Townsville. Movements (arrivals, removals and/or departures) lodged into QSHIPS first will usually be given preference over late or modified movement bookings.

As far as is practicable the VTS centre will ensure that the movements of all vessels are in accordance with the standard shipping priority guidelines below. Any conflict of vessel bookings will be referred to the Regional Harbour Master (Townsville) for resolution. The standard shipping priority guidelines, in order of precedence, for the movement of vessels in the Townsville pilotage area are:

- Deep draft or Tidal window dependent vessels - ship whose movement is governed by under keel clearance to the extent that the movement may be safely conducted within its tidal window.
- Any ship movement governed by navigational constraints (example: daylight only)
- Passenger ships operate to fixed schedules that are booked months in advance. Where possible, their schedules will be adhered to; subject to operational requirements.
- Loaded livestock vessels ready for departure
- Ships with labour waiting.

Vessels with emergencies – RHM will determine if there is a need to prioritise based on the nature of the emergency, safety of the port infrastructure and navigational safety.

3.9 Movement information and Permission to Proceed

All ships with LOA greater than 35 metres and all tug and tow combinations require Permission to proceed issued by the port VTS to enter, depart or move within the pilotage area or a Port VTS area.

It is the responsibility of the master or pilot to contact the VTS centre to obtain the necessary permission and information prior to the movement.

Permissions are valid for uninterrupted passage to a specified location or until the voyage is interrupted or completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master (or the delegate).

Ships will require to request a new permission:

- for any subsequent movement; or
- Vessel arriving at a VTS area; if the vessel has not entered the VTS area – **at the declared time + 30 minutes**.
- All other movements, if the movement has not commenced within **30 minutes of permission being granted**.

3.9.1 Arrivals – Permission to proceed

Arriving at the VTS area.

The master is to contact Townsville VTS to obtain permission to proceed into the VTS area and for arrival information, two hours before the estimated time of arrival at the Pilot boarding Place or Anchorage area (see section 8.4 – Pilot boarding position).

The arrival permission to proceed into the VTS area is valid for uninterrupted passage to the pilot boarding place or anchorage area, unless specified otherwise.

Arriving into the Pilotage area.

The **Pilot** or master must contact Townsville VTS to request permission to proceed

- into the Townsville Pilotage area, and
- for information to support a safe pilotage,

on completion of Pilot/Bridge Team exchange.

The arrival permission to proceed is valid for uninterrupted passage from the pilot boarding place to the berth, unless specified otherwise.

3.9.2 Removals – Permission to proceed

The **Pilot** or Master (Person having the conduct of the vessel) must contact Townsville VTS to request permission to proceed:

- from one berth (or place) within the pilotage area to another berth (or Place) within the Pilotage area, and
- for information to support a safe pilotage,

on completion of Pilot/Bridge Team exchange.

The permission to proceed is valid for uninterrupted passage of the removal, unless specified otherwise.

3.9.3 Departures – Permission to proceed

Masters of all vessels are to call Townsville VTS, 3 hours prior to the scheduled departure to confirm readiness to depart and advise final sailing drafts.

The ship should be ready for departure, with all documentation completed not less than 30 minutes prior to the confirmed departure time

The Pilot or Master (Person having the con of the vessel) must contact Townsville VTS to request permission to proceed:

- Depart from a berth (or place) within the pilotage area to sea or an anchorage outside the pilotage area, and
- for information to support a safe pilotage,

on completion of Pilot/Bridge Team exchange.

The permission to proceed is valid for uninterrupted passage of the removal, unless specified otherwise.

Ships that have departed a Townsville berth and proceeded to anchorage, must obtain Permission to proceed from VTS prior to weighing anchor and proceeding to sea.

3.9.4 Ross River – Townsville Port Access Road Bridge

Ships intending to proceed upstream of the Townsville Port Access Road Bridge are advised the following restrictions apply

Maximum beam – 8 metres

Maximum air draft – 6 metres

Vessels exceeding these dimensions must make application to the Regional Harbour Master (through Townsville VTS) at least 96 hours prior to the intended transit.

The application must include:

- vessel specifications;
- assisting vessels if any; and
- a risk assessment for the transit.

Each application will be assessed and applicant notified of conditions for transit if approved.

Mariners should refer to the latest Notice to Mariners for additional information regarding Ross River.

3.10 Anchoring

There is good holding ground in Cleveland Bay.

Vessels arriving to the Port of Townsville and requiring to anchor will be assigned an anchorage by Vessel Traffic Services.

There are 12 designated anchorage positions outside port limits for use of vessels waiting to berth.

There is 1 designated anchorage position within the compulsory pilotage area of Port of Townsville, generally for use of vessels requiring to conduct passenger or personal transfers.

Masters of vessels intending to carry out passenger transfer at anchor must submit a request to anchor within the compulsory pilotage area of Cleveland Bay to the Regional Harbour Master (RHMTownsville@msq.qld.gov.au) *cc* VTS: (vtstownsville@msq.qld.gov.au) advising estimated arrival and departure times and draft in metres.

Ships must report the time of anchoring to Townsville VTS and maintain a continuous listening watch on VHF channel 16 and 12. All ships at anchor must maintain a continuous anchor watch and report if vessel is observed to be dragging anchor.

Ships are not permitted to immobilise engines at anchor without the written approval of the Regional Harbour Master (refer Section 10 Work Permits). Any such request must be entered into QShips by the agent at least two standard working days prior to the intended works.

3.11 Arrival reporting requirements

The master of a ship entering, or about to enter the pilotage area must report to Townsville VTS by VHF radio according to the following table:

	Report	Information to report
1	Ship master to 'Townsville VTS' Two hours prior to entry into the pilotage area	Ship's name, position, ship's fore and aft draft, changes to ship details, defects, estimated time of arrival to pilot boarding place, Request permission to proceed.

	Report	Information to report
	Request "Permission to proceed"	
2	Townsville VTS/pilot to ship master Confirmation of pilot transfer and instructions for the ship	Instructions will include, boarding side, course, speed, estimated time of arrival and anticipated conditions
3a	Ship master to Townsville VTS On anchoring	Ship's name, anchor position as a bearing and distance from the north cardinal mark (19º08'S 146º54'E) and time of anchoring
4b	Ship master to Townsville VTS Departing anchorage **Request "Permission to proceed"**	Ship's name, Requesting Permission to proceed, anchor aweigh time
5	Pilot to Townsville VTS Pilot Transfer (when the pilot transfer has been completed) and ready to proceed with pilotage **Request "Permission to proceed"**	Ship's name, 'pilot onboard', pilot onboard time, pilot name, Pilot/ Bridge team exchange completed, ship's fore and aft draft, **Request permission to proceed into pilotage area**, estimated time of arrival at entrance beacons, Abort point, changes to ship details
5	Pilot to Townsville VTS Entering Sea Channel	Time ship abeam S2 beacon
6	Pilot to Townsville VTS Passing P13 and P14 beacons	Time passing between P13 and P14
7	Pilot to Townsville VTS Vessel secure alongside	Time of first line and when secured alongside, berth and direction.

Table 6 – Inbound reporting requirements

Exempt masters should call Townsville VTS before proceeding past the pilot boarding place to obtain clearance before entering the channel, the time of first line and the time that they are secured alongside the berth.

3.12 Departure and removal reporting requirements

The master of a ship that is departing or moving within the pilotage area must report to Townsville VTS by radio according to the following table:

	Report	Information to report
1	Ship master to 'Townsville VTS' 3 hours prior to ETD	A – ship's name, Estimated departure Draft B – Readiness to depart.
2	Ship master to Townsville VTS': Unassisted removal along the berth – greater than 20m (Maximum permissible distance without pilot 60 metres) **Request "Permission to proceed"**	A – ship's name, request permission to proceed, time of commencement of movement B – ship's name, time of completion of movement
3	Ship master/pilot to Townsville VTS	Ships name, pilot onboard time, pilot name, fore and aft draft, changes to scheduled movements

	Report	Information to report
	Pilot onboard and ship ready to depart (not greater than 30 minutes prior to estimated time of departure) **Request "Permission to proceed"**	Request permission to proceed
4	Pilot to Townsville VTS Departing berth	Ships name, departure berth, time of last line, estimated time of arrival pilot boarding place
5	Ship master/pilot to Townsville VTS Entering Platypus Channel	Passing between P13 and P14
6	Ship master to Townsville VTS Pilot transfer (when the pilot transfer has been completed from outbound ship to launch)	Ships name, pilot disembarked, pilot off time
7	Ship master to Townsville VTS Departing anchorage **Request "Permission to proceed"**	Ships name, PER submitted, destination. Request permission to proceed anchor aweigh time.

Table 7 – Outbound and removal reporting requirements

3.13 Detained Vessels

It is the responsibility of the Master to notify the Harbour Master (through the VTS) if the ship has been detained.

Any confirmed movement bookings for detained vessels will be considered cancelled until the Harbour Master has assessed the detention report and considered:

a) Implications of the cause(s) of the detention on safety of navigation, and

b) Determined if AMSA has consented for the vessel to move within the port area.

Movement of any detained vessels is subject to Regional Harbour Master has approval.

3.14 Reporting defects

The *Transport Operations (Marine Safety) Regulations 2016* requires the master of a ship that is:

- underway and entering, or about to enter a pilotage area; or
- navigating a ship from a berth or anchorage,

must report to the area VTS by VHF radio, details of damage to, defects and deficiencies in the ship that could affect the safety of the ship, a person or the environment;

Failure to report defects to VTS prior to entering or manoeuvring within the VTS area may result in the vessel being delayed or movement cancelled.

Defect to navigational and mooring equipment, steering gear, main engines, auxiliary engines, main air compressors, thrusters (bow or stern), gyro compasses, Radars, AIS, ECDIS, UMS status, VDR, Pilot ladders, Accommodation ladders, conditions of class,

outstanding port state deficiencies and so on must be reported to VTS as soon as possible by VHF or telephone.

VTS will notify the Regional Harbour Master and AMSA of the damage, defects and deficiencies.

In addition, Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be reported to AMSA using Report of suspected non-compliance with Navigation Act or safety/pollution Conventions –

AMSA 18 – incident alert

AMSA 19 – incident report

AMSA 355 - Report of suspected non-compliance with Navigation Act or safety/pollution conventions

A copy of the AMSA form must be sent to the RHM and VTS Townsville.

3.15 Access to Regional Harbour Master (Townsville)

For ordinary business, and issues arising in relation to ship scheduling, agents are to contact the VTS centre. Agents continue to have full access to the Regional Harbour Master on any subject should circumstances warrant, however outside normal working hours this should be restricted to emergencies.

4. Port description

4.1 General

Townsville is Queensland's third largest commercial port, situated 1,360 kilometres north of Brisbane and is adjacent to the Great Barrier Reef Marine Park. The port is managed by the Port of Townsville Limited, a statutory Queensland-Government owned Corporation, who maintain the dredging, security, berth infrastructure at the port. There are eight operational berths including a tanker berth, and all operate 24 hours a day seven days a week.

4.2 Townsville Pilotage Area

The pilotage area (section 16.2) is described in Schedule 2 of the *Transport Operations (Marine Safety) Regulation 2016* as the area of:

a) Waters bounded by an imaginary line:

- starting at the high-water mark on the northern extremity of Cape Cleveland
- then in a north-westerly direction to latitude 19° 04.909' south, longitude 146° 52.070' east
- then west to latitude 19° 04.909' south, longitude 146° 45.070' east
- then south to the high-water mark on the mainland at longitude 146° 45.070' east
- then by the high-water mark along the shoreline of the mainland to the starting point; and

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

4.3 Townsville Compulsory Pilotage Area

The Compulsory pilotage area (section 16.1) is described in Schedule 3 of the *Transport Operations (Marine Safety) Regulation 2016* as the area of:

a) Waters bounded by an imaginary line:

- starting at the high-water mark on the northern extremity of Cape Cleveland
- then in a south-westerly direction to latitude 19° 13.599' south, longitude 146° 54.300' east
- then west to latitude 19° 13.539' south, longitude 146° 51.450' east
- then in a north-easterly direction to latitude 19° 11.789' south, longitude 146° 52.750' east
- then in a north-easterly direction to latitude 19° 06.949' south, longitude 146° 55.050' east
- then in a north-westerly direction to latitude 19° 04.909' south, longitude 146° 52.070' east
- then west to latitude 19° 04.909' south, longitude 146° 45.070' east
- then south to the high-water mark on the mainland at longitude 146° 45.070' east
- then by the high-water mark along the shoreline of the mainland to the starting point; and

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

Transport Operations (Marine Safety) Act 1994 section 99

A person must not navigate a ship in a compulsory pilotage area unless the person uses the services of a pilot.

Maximum penalty – 200 penalty units.

4.4 Load lines

Townsville is in the tropical load line zone

4.5 Maximum vessel size

The maximum size of ships visiting the Port of Townsville is limited by the width and depth of the Platypus and Sea channels. The maximum size of a ship for the port are:

Length overall: 306 metres

Extreme Beam: 43.0 metres

Maximum Draft: 13.1 metres *

Note: The design depth of the channel is 12.5 metres but may be less between scheduled dredging. Consult the Notice to Mariners for the latest port depth information.

* *All ships must comply with the minimum under keel clearance rules for the port – refer section 7.7 Draught restrictions and Under Keel Clearance*

Deep draft ships will be tidal restricted

4.5.1 Vessels exceeding the maximum vessel size.

Vessels exceeding length overall (LOA) or extreme Beam specified in section 4.5 may be considered, subject to simulation and special conditions. Ship owners/Ship operators should approach the RHM or Port of Townsville as early as possible to determine acceptability.

4.6 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 in order to have an even keel or trimmed by the stern with:

a) the propeller fully submerged; and

b) the forward draft not less than 2% of overall length.

Ships not meeting this requirement may experience considerable delays until a solution is identified and implemented.

Ships trimmed by the head or listing may be subject to restrictions. The Regional Harbour Master and Manager (Pilotage Services) are to be informed when bookings are made.

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 from November to April.

4.7 Time zone

UTC + 10 hours throughout the year

4.8 Working hours

Port service providers are available 24 hours a day, seven days a week. Normal business office hours are Monday-Friday, 0900–1700 hours.

Stevedoring companies labour force is generally available 24 hours a day, seven days a week with the exception of the following official holidays:

- from 1500 hours (24 December) to 0700 hours (26 December)
- from 1500 hours (31 December) to 0700 hours (1 January).

4.9 Charts and books

Master's 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)

4.9.1 Notices to Mariners

Maritime Safety Queensland promulgates marine safety information to mariners, organisations and other interested parties, in the form of Notices to Mariners and Advices to Mariners. The Notices to Mariners are posted on the MSQ website. Link: Townsville: Notices to Mariners.

Notices to Mariners provide advice on:

- 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); and
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

5. Port infrastructure

5.1 Berth information

Berth	Design depth	Height above LAT	Berth pocket	Maximum LOA	Maximum Berthing Displacement	Comments
T1	12·2	5·4m	234	229[1]	90,000	NGF Berth – Bulk oil, gas, sulphuric acid, bitumen and ship's bunkers.
T2	12·2	6·0m	281	238	90,000	Discharge bulk nickel ore – serviced by one gantry cranes feeding direct to conveyor system.
T3	12·2	6·0m	284	238	90,000	Load - copper, lead, refined nickel, zinc, containers, cattle, bulk products – serviced by 55.9t gantry crane. RO-RO berth.
T4	10·7	6.0m	220	238 [2]	70,000	Load bulk molasses @ 400 tph (nominal), bulk cement, vehicles, RO-RO vessels, containers. Serviced by 65t twin lift gantry crane RO-RO ramp height above LAT 5·09m
T8	10·7	5·8m	240	220 [3]	70,000	General cargo, scrap metal, fertiliser frozen beef
T9	12·2	5·8m	248	228	90,000	*Bulk sugar rail mounted gantry @ 1800tph (nominal) - bulk molasses and bunkering facility
T10	12.0	5·8m	319	306[4]	70,000	Cruise, military, vehicle carriers, General cargo, containers and cattle
T11	12·2	9·4m	240	225	55,000	Outer berth mineral concentrates loading facility – serviced by 1350 tph (nominal) ship loader.

[1] Bow of vessel must be at least 14.5 m east of the Eastern towline of the Platypus channel.

[2] Berth2, Berth 3 and Berth 4 are aligned providing the ability to berth vessels of LOA up to the maximum LOA for the port currently 306 metres subject to conditions – refer 5.2.3

[3] vessels with LOA greater than 200 metres (but less than 220 metres) must discuss with pilots the mooring arrangements to ensure suitable preparation of mooring lines prior to approaching the berth. Use of midship mooring lines if available is recommended

* The sugar ship loader at berth T9 is fitted with a mechanical trimmer, which has a maximum outreach to the centre of the chute of 17.46 metres and a maximum air draft (LAT to horizontal boom) of 17.412 metres.

Note: Design Depths is subject to change. Refer Notices to Mariners for latest depth information

Table 8 – Berth information

5.1.1 Wharf space between ships

A minimum wharf length of 25 metres between ships applies. Safe access to all bollards must be ensured by the wharf operator. Delays will occur if safe access is denied.

5.1.2 Berthing direction

Cyclone season in Queensland is between the start of November and the end of April. During this period ships will berth head out at the Port of Townsville. Any exemptions will only be approved by the RHM. Such an exemption may be given to ships that are rigged to only permit loading and unloading whilst berthed head in.

5.2 Berth restrictions

5.2.1 Tankers at berth 1

All vessels berth starboard side alongside

Maximum LOA – 229

Minimum distance between the bow of a vessel moored at berth 1 and the extension of Eastern toeline of the Platypus channel must be 14.5 metres or greater.

Vessels at this berth may experience a risk of interaction from ships entering or leaving the Inner Harbour Swing basin.

Vessel alongside berth 1 must:

- Cease cargo operations (pumping); and
- Ensure the moorings are tight and tended.

When a ship with draft greater than 9.0m is transiting the entrance of the inner harbour until the ship has passed and it is safe to resume cargo operations.

Mooring requirements:

Vessels with LOA 150 metres or greater must be secured with the following minimum moorings.
Forward - Headlines x 4, breast lines x 2, Forward springs x 2
Stern: Stern lines x 4, breast lines x 2, Aft springs x 2
Unless the ship's mooring plan indicates a higher number of lines.

Vessels with LOA 150metres or less must be secured with the following minimum moorings.
Forward - Headlines x 3, breast lines x 2, Forward springs x 2
Stern: Stern lines x 3, breast lines x 2, Aft springs x 2
Unless the ship's mooring plan indicates a higher number of lines.

5.2.2 Berth T1 and T2

Vessels berthing at Berth T2 must have a minimum clearance during berthing and departures.

If Berth T1 is not occupied the clearance from a vessel at berth T3 must be greater than LOA of vessel going to Berth T2 + 50m (maneuvering margin)

Berth T1 is occupied the clearance from a vessel at berth T3 must be greater than LOA of vessel going to Berth T2 + 90m (50m maneuvering margin + 40 metres for the beam of the Berth 1 vessel).

Masters of ships at berth T1 will be notified by Townsville VTS of impending ship movements. Masters of ships at T1 must:

- ensure the ship moorings are secured and attended.
- ensure that shore connections are secure and attended.
- prohibit the use of gangways or ensure that gangways are secure and attended.
- ensure that a notice prohibiting the approach of other vessels closer than 30 metres is prominently displayed.

5.2.3 Berth T2,T3 and T4

The berth face and berth pockets of Berth T2, BerthT3 and Berth T4 are aligned providing the ability to berth vessels of LOA up to the maximum LOA for the port, currently 306 metres subject to the following conditions.

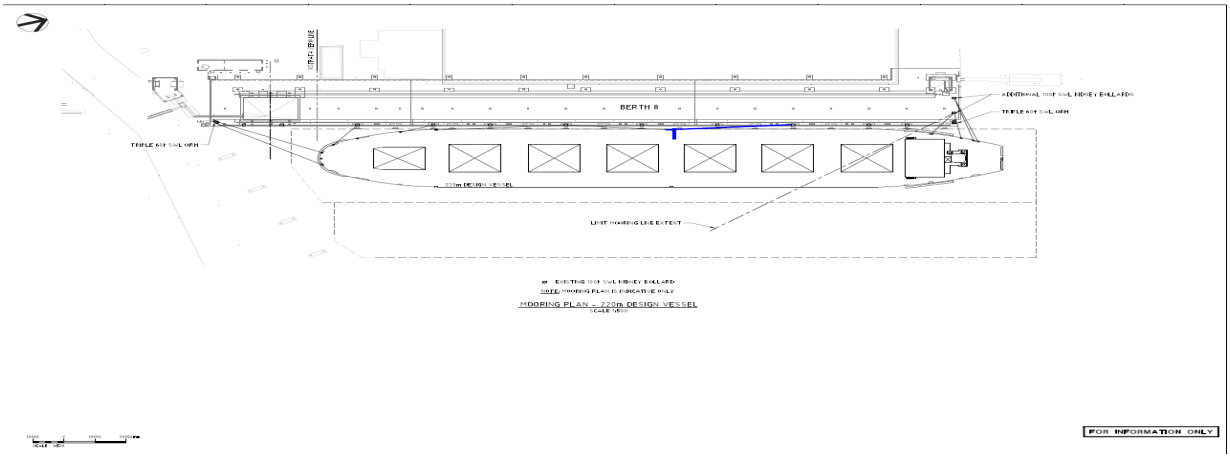
Vessel is alongside 2 berth pockets

- When a vessel straddles 2 berths, the controlling depth is the declared depth of the shallower berth.
- Minimum 25 metres distance between vessels at berth is maintained.

5.2.4 Berth T8

Maximum LOA –220*

* Masters of vessels with LOA greater than 200 metres (but less than 220 metres) must discuss with pilots the mooring arrangements to ensure suitable preparation of mooring lines prior to approaching the berth. Use of midship mooring lines if available is recommended (Refer mooring arrangement diagram)



5.2.5 Berth T9

Vessels with LOA 190 metres and over arriving at berth number 9 to load sugar will generally berth head in to enable loading of all cargo holds.

5.2.6 Berth T10

Berth No.10 berth pocket is 319 metres and is designed to berth vessels up to 306 metres LOA. The decking of the berth extends from the “0” chainage mark to 180m chainage and a breasting dolphin at the 228m chainage mark.

5.2.7 Berth T11

All vessels must swing on arrival and berth port side to:

- maximum overall length is 225 metres
- diameter of swing basin 352 metres
- the maximum wind speed during berthing is 20 knots.
- the maximum wind speed for departure is 25 knots.

- berthing is to be carried out at slack water or on ebb tide.
- departure is permitted at any state of tide.
- minimum UKC refer section 7.7.1.

No departures from inner harbour while another vessel is maneuvering in Townsville Outer Harbour Berth 11 basin. (See Section).

All vessels at berth 11 must be secured with the following **minimum** moorings.
Forward: Headlines x 4, breast lines x 2, Forward springs x 2
Stern: Stern lines x 4, breast lines x 2, Aft springs x 2

Unless the ship's mooring plan indicates a higher number of lines

5.3 Minimum mooring requirements

LOA 150 metres or greater must be secured with the following **minimum** moorings.
Forward : Headlines x 4, breast lines x 2, Forward springs x 2
Stern: Stern lines x 4, breast lines x 2, Aft springs x 2
Unless the ship's mooring plan indicates a higher number of lines.

Vessels with LOA 150metres or less must be secured with the following minimum moorings.
Forward: Headlines x 3, breast lines x 2, Forward springs x 2
Stern: Stern lines x 3, breast lines x 2, Aft springs x 2
Unless the ship's mooring plan indicates a higher number of lines.

5.4 Shore-based cargo handling equipment

Incorrectly positioned cargo handling equipment presents a serious risk to personnel, equipment, and ships arriving to or departing from the berth

At least, one hour prior to the arrival of a ship at the berth or 15 minutes prior to departure.

- Mobile cranes, portainers, bulk loaders, not operating on fixed rails should be stowed a safe distance (at least 10 metres) away from the wharf face; and
- Portainers, gantries and bulk loaders operating on fixed rails along the wharf should be in their designated positions.

Berth 2, 3 and 4 - Continuous wharf line - the designated position is

- at least 40 metres forward of the bow; or
- at least 40 metres astern of the stern; or
- If neither of the above options are possible then midway along the wharf line to be occupied by the ship.

Berth 8 - designated position - storm park position – shore ward of the "0" mark

Berth 9 - designated position

- Midway along the wharf line to be occupied by the ship; or
- Storm park position. If loader is stowed at the 'storm park' position, then the shoreward end of the vessel is to be no closer than the 65m mark.

Berth 11 - designated position - midway along the wharf line to be occupied by the ship

5.4.1 Positioning of Crane, gantry, portainer or bulk loader booms.

Cranes, gantries, portainers and bulk loaders should have their loading arms (booms) raised when parked:

- anywhere seaward of the Zero mark; and
- Within the manoeuvring zone (manoeuvring zone means the wharf line to be occupied by the ship + 25 metres Ford & aft of the ship).

Wharf operators should ensure no equipment is protruding beyond the rigid line of the wharf when a vessel is berthing/departing.

Wharf operators are to be aware of these requirements and masters should check that shore gantries do not prevent the positioning of their gangway after arrival at the berth.

5.4.2 Crane, gantry, portainer or bulk loader, breakdown.

Where a crane, gantry, portainer or bulk loader has broken down within the manoeuvring zone of a ship:

a) Arrivals: Terminal should consider rescheduling the berthing to after the cranes, gantry, portainer or bulk loader has been repaired. If the vessel is already with pilot on board and past the abort point, Pilot should bring the vessel to the swing basin and in consultation with Master consider returning to anchorage. Pilot must not berth the vessel unless completely satisfied it is safe to do so.

b) Departures: Terminal should make every attempt to park the cranes, gantry, portainer or bulk loader in a location to the satisfaction of the Master and pilot. Pilot must not depart the berth unless completely satisfied it is safe to do so.

5.5 Yacht marinas

The Breakwater Marina

Located has been established adjacent to the harbour entrance with a current capacity of 280 berths for vessels up to 43.0 metres in length. The marina is accessed using the Breakwater Marina channel, marked by the white sector of the of the Breakwater Marina channel sector light (refer section 16.8)

Townsville Yacht Club

Located in the Ross Creek has a capacity for 180 vessels up to 20 metres in length. Access to this marina and Ross creek is through the Port of Townsville swing basin Mariners are advised to comply with the port busy signal and not to transit when the Port busy signal is lit.

Any vessel with LOA greater than 35 metres must notify the RHM (through VTS) to seek permission to proceed transit the Pilotage area.

5.6 Townsville Ross Creek

Ships visiting a berth situated upstream of the front lead in Ross Creek is limited by the width of the channel, swing basin and depth of the Ross Creek channel. The maximum size of ships is:

- Length overall: 50 metres (Self-propelled or Dumb barge/tug combination)
- Extreme Beam: 20.0 metres

- Minimum UKC required: 0.4 metres.

Any vessel with LOA greater than 35 metres must notify the RHM (through VTS) to seek permission to proceed to berth.

5.7 Townsville Marine Precinct.

The Townsville Marine Precinct has been established at the mouth of the Ross River. The precinct has a barge ramp, ship-lift, docking facility and associated marine facilities. There are approximately 50 trawler berths and pile moorings.

The maximum size of ships visiting the Townsville Marine Precinct is limited by the width of the entrance and depth of the Ross River channel. The Precinct limits ship size to

- Length overall: 65 metres (Self-propelled or Dumb barge/Tug)
- Extreme Beam: 20.0 metres
- Minimum UKC required: 0.4 metres

Note: The maintained depth of the river is 2.5 metres, The Ross River channel is affected by siltation and depths may be less between scheduled dredge campaigns. Mariners are reminded to consult the Notices to Mariners for the latest depth information.

5.8 Anchorage areas

5.8.1 Inner Anchorage

There is good holding ground in Cleveland Bay. There is 1 designated anchorage position within the Compulsory Pilotage Area of Port of Townsville, generally for use of vessels requiring to conduct passenger or personal transfers.

Anchorage Number	Latitude	Longitude	Depth	Diameter	Maximum Draft
1	19° 08.250' S	146° 55.000' E	11 metres	1 Nm	8 metres

Masters of passenger vessels intending to anchor in Cleveland Bay within the compulsory pilotage area of Port of Townsville to carry out passenger transfers at anchor, must submit a request to anchor within the compulsory pilotage area of Cleveland Bay to the Regional Harbour Master by email:

To: RHMTown@msq.qld.gov.au (cc vtstownsville@msq.qld.gov.au)

The following information will be required in the request:

i) Estimated arrival and departure times; and

ii) Draft in metres.

The Regional Harbour Master will assess the request to determine suitability and notify the vessel through VTS and the shipping agent.

5.8.2 Outer Anchorage

Vessels arriving off the Port of Townsville and requiring to anchor will be assigned an anchorage by Vessel Traffic Services.

There are 12 designated anchorage positions outside port limits for use of vessels waiting to berth.

Anchorage Number	Latitude	Longitude	Depth	Diameter	Maximum Draft
2	19° 07.000' S	146° 55.750' E	14 metres	1 Nm	8 metres
3	19° 07.000' S	146° 57.000' E	14 metres	1 Nm	8 metres
4	19° 07.000' S	146° 58.250' E	16 metres	1 Nm	10 metres
5	19° 07.000' S	146° 59.500' E	17 metres	1 Nm	11 metres
6	19° 05.750' S	146° 55.750' E	16 metres	1 Nm	10 metres
7	19° 05.750' S	146° 57.000' E	18 metres	1 Nm	12 metres
8	19° 05.750' S	146° 58.250' E	19 metres	1 Nm	13 metres
9	19° 05.750' S	146° 59.500' E	19 metres	1 Nm	13 metres
10	19° 04.500' S	146° 55.750' E	19 metres	1 Nm	13 metres
11	19° 04.500' S	146° 57.000' E	19 metres	1 Nm	13 metres
12	19° 04.500' S	146° 58.250' E	20 metres	1 Nm	14 metres
13	19° 04.500' S	146° 59.500' E	21 metres	1 Nm	15 metres

5.8.3 Anchoring off Australian ports

AMSA has issued a Marine Notice (3/2014) to remind Masters of the precautions to be taken when anchoring off Australian ports. Masters should apply the basic tenets of good seamanship and common sense when anchoring in off-shore and exposed anchorages.

5.8.4 Anchoring Prohibited

Anchoring of any vessel is prohibited within the waters

- Commencing at the mean high-water mark of the western bank of Ross Creek nearest to location 19° 14.662'S, 146° 49.973'E,
- then north-easterly to beacon P15, at, or about, location 19° 14.578'S, 146° 50.026'E,
- then north-easterly to beacon P1 at, or about, location 19° 11.487'S, 146° 51.970'E,
- then north-easterly to beacon S11 at, or about, location 19° 11.196'S, 146° 52.131'E,
- then north-easterly to beacon S5 at, or about, location 19° 9.342'S, 146° 52.875'E,
- then north-westerly to location 19° 9.230'S, 146° 52.590'E,
- then north-easterly to location 19° 6.310'S, 146° 53.830'E,
- then south-easterly to location 19° 6.680'S, 146° 54.810'E,
- then south-westerly to location 19° 11.770'S, 146° 52.720'E,
- then north-westerly to beacon P2 at, or about, location 19° 11.540'S, 146° 52.086'E,
- then south-westerly to beacon P14 at, or about, location 19° 14.096'S, 146° 50.438'E,
- then to the mean high-water mark of the Port of Townsville Eastport development nearest to location 19° 14.616'S, 146° 50.621'E,

- then south-westerly, and north-westerly along the mean high-water mark to the location on the mean high-water mark nearest to location 19° 14.570'S, 146° 50.130'E,
- then south-westerly, westerly and south-westerly along the mean high-water mark of the Port of Townsville swing basin, and the eastern bank of Ross Creek upstream to a location on the mean high-water mark of Ross Creek, adjacent to the George Roberts Bridge, nearest to location 19° 15.583'S, 146° 49.146'E,
- then northerly across Ross Creek to the mean high-water mark of the western bank of Ross Creek nearest to location 19° 15.534'S, 146° 49.133'E,
- then north-easterly along the mean high-water mark of the western bank of Ross Creek back to the point of commencement.

And

- Nelly Bay harbour and Nelly bay entrance channel, and
- The Breakwater Marina and Breakwater Marina channel, and
- Ross River Channel from the entrance of Ross River channel to upstream limit of the buoyed channel in the vicinity of the Ross River Buoy “RR 22”

Refer Map S3t-3-10

Large vessels transiting the Sea and Platypus Channels are constrained by their draft and are severely restricted in their ability to deviate from their course.

During the passage of large vessels transiting the Sea channel, Platypus Channel or manoeuvring within Port of Townsville Swing basins, smaller ships **must not drift or idle** within Sea channel, Platypus Channel or manoeuvring within Port of Townsville Swing basins**.**

5.9 Navigation aids

5.9.1 Lighthouses and leading lights in Cleveland Bay

Cape Cleveland – W.R 7·5s, 64m 15/12M
The red sector covers Salamander Reef through an arc of 27º from 259º through 286º. It is located on the extremity of Cape Cleveland.

Leading Lights	Position	Light
Sea Channel Arrival Front Lead (SAFL) Beacon P4	19°11.7252'S 146°51.9671'E	FlR4s + F Bu (FW day)
Sea Channel Arrival Rear Lead (SARL)	19°12.7140'S 146°51.5576'E	FlY2.5s + F Bu (FW day)

Leading Lights	Position	Light
Platypus Channel Departure Front Lead (PDFL) Beacon S12	19°11.1294’S 146°52.2771’S	Fl R 4s + F Bu (FW day)
Platypus Channel Departure Rear Lead (PDRL)	19°10.4373’S 146°52.7267’S	FlY2.5s + F Bu (FW day)

Leading Lights	Position	Light
Platypus Channel Arrival Front Lead (PAFL)	19°14.8449'S 146°49.8627'E	QG + F Bu (FW day)
Platypus Channel Arrival Rear Lead (PARL)	19°15.2760'S 146°49.5823'E	F Bu (FW day)

Leading Lights	Position	Light
Platypus Channel South Front Lead (**PSFL**)	19° 14. 9150'S 146°49. 8490'E	F Bu (FW day) + Iso W 4s Port Busy Light
Platypus Channel Arrival South Rear Lead (**PSRL**)	19°15.5510'S 146° 49.4380'E	F Bu (FW day) + Iso R 2s

Leading Lights	Position	Light
Berth 10 Front Lead (B10 FL)	19°14.9333'S 146°49.8667'E	F Bu (FW day)
Berth 10 Rear Lead (B10 RL)	19°15.0191'S 146°49.813'E	F Bu (FW day)

Leading Lights	Position	Light
Berth 11 Arrival Front Lead (B11FL)	19°14.7763'S 146°50.3338'E	Q Bu (FW day)
Berth 11 Arrival Rear Lead (B11RL)	19°14.8290'S 146°50.3302'E	Iso 2s Bu (FW day)

Sugar Terminal Lights in line – F Bu
The center of the swing basin between Berth No 9 and No 10 is marked by a set of leads located on the shore. They are in line showing same bearing as the line of the wharves at the finger berths, bearing 199º - 019º.

Outer Harbour Lights in line – FlY2s
The center of the swing basin for this berth is marked by 2 beacons Fl Y 2·5s on a bearing of 092°. The 8.5 m contour marking the southern boundary of the dredged basin is marked by 2 buoys Fl Y 4s.

Breakwater Marina Channel is indicated by a sector light
Occ G 3 secs 200.6°T to 205.6°T
Occ 3 secs 205.6°T to 206.6°T indicating centre of channel
Occ R 3 secs 206.6°T to 044.6°T the white sector.
The white sector marks the dredged channel

5.9.2 Buoys/beacons

All buoys in the bay are liable to a change of position. The positions given must, therefore, be regarded as approximate only. The majority of buoys have been replaced by beacons. In the

lists of buoys and beacons below, beacons are indicated by the legend ‘Bn’ buoys are indicated by the legend ‘By’. The beacons in the Sea and Platypus Channels with Fl 4s lights are radio synchronised.

Navigational Aid	Name	Position	Light
Cardinal mark	North Cardinal Beacon	19° 07.7089'S 146°54.3819'E	Q

5.9.2.1 Sea Channel

Navigational Aid	Name	Position	Light
Port Lateral Mark	Beacon S2	19° 08.4492'S 146°53.3935'E	QR
Starboard Lateral Mark	Beacon S5	19° 09.3419'S 146°52.8750' E	QR
Port Lateral Mark	Beacon S6	19° 09.3874'S 146°52.9999'E	QR
Starboard Lateral Mark	Beacon S7	19° 09.8848'S 146°52.6644'E	FIG4s
Port Lateral Mark	Beacon S8	19° 09.9247'S 146°52.7739'E	FIR4s
Starboard Lateral Mark	Beacon S9	19° 10.4236'S 146°52.4469'E	FIG4s
Port Lateral Mark	Beacon S10	19° 10.4628'S 146°52.5543'E	FIR4s
Starboard Lateral Mark	Beacon S11	19°11.1965' S 146°52.1312'E	FIG4s
Port Lateral Mark Front Lead	Beacon S12 (PDRL)	19°11.1294’S 146°52.2771’S	FIR4s + F Bu (FW day)

Table 9 – Sea Channel

5.9.2.2 Platypus Channel

Navigational Aid	Name	Position	Light
Starboard Lateral Mark	Beacon P1	19°11.4870'S 146°51.9696' E	QG
Port Lateral Mark	Beacon P2	19°11.5401'S 146°52.0858'E	QR
Port Lateral Mark Front Lead	Beacon P4 (SAFL)	19°11.7952'S 146°51.9671'E	FIR4s + FBu (FW day)
Starboard Lateral Mark	Beacon P5	19°12.1766'S 146°51.5186'E	FIG4s
Port Lateral Mark	Beacon P6	19°12.2441'S 146°51.6332'E	FIR4s
Port Lateral Mark	Beacon P8	19°12.7074'S 146°51.3346'E	FIR4s
Starboard Lateral Mark	Beacon P9	19°13.0992'S 146°50.9143'E	QG
Port Lateral Mark	Beacon P10	19°13.1697'S 146°51.0355'E	QR
Starboard Lateral Mark	Beacon P11	19°13.5601'S 146°50.6122'E	FIG4s
Port Lateral Mark	Beacon P12	19°13.6334'S 146°50.7374'E	FIR4s
Starboard Lateral Mark	Beacon P13	19°14.0219'S 146°50.3094'E	FIG4s
Port Lateral Mark	Beacon P14	19°14.0959'S 146°50.4379'E	FIR4s
Starboard Lateral Mark	Beacon P15	19°14.4902'S 146°50.0025'E	QG
Port Lateral Mark	Beacon P16	19°14.5766'S 146°50.1550'E	QR

Navigational Aid	Name	Position	Light
Starboard Lateral Mark	Beacon 17	19°14.6658'S 146°49.9687'E	OcG4s

Table 10 – Platypus Channel

5.9.2.3 Townsville Harbour

Navigational Aid	Type	Characteristic
Swing Basin	Bn	F. Bu lights on northern end of sugar shed are the clearing marks for the swing basin on 198.9°

Table 11 – Townsville Harbour

5.9.2.4 Ross Creek

Navigational Aid	Type	Characteristic
Dredged Toe Line Front Mark	Bn	Q. G (between boat ramps)
Western Bank	Bn	Q. G (upstream of Ferry Terminal)
Hayles Jetty (western side)	Bn	Q. G.
Repair Berth	By	Fl R (3) (marks clear water)

Table 12 – Ross Creek

5.9.2.5 Ross River

Navigational Aid	Type	Characteristic
RR 1	By	Fl R 2·5s
RR 2	Bn	Fl R 2·5s
RR 3	By	Fl G 2·5s
RR 4	Bn	Fl R 2·5s
RR 5	By	Fl G 2·5s
RR 6	Bn	Fl R 3s
RR 7	By	Fl G 2·5s
Marine Precinct – Starboard Lat.	Bn	Fl G 4s
Marine Precinct - North Cardinal	Bn	Q W
RR 9	By	Fl G 2.5s
RR 10	Bn	Fl R 2.5s
RR 11	Bn	Fl G 2.5s
Ross River TPAR Bridge		
RR 12	Bn	Fl R 2.5s
RR 13	Bn	Fl G 2.5s
RR 14	Bn	Fl R 2.5s
RR 15	Bn	Fl G 2.5s
RR 16	Bn	Fl R 2.5s
RR 17	Bn	Fl G 2.5s
RR 18	Bn	Fl R 2.5s

Navigational Aid	Type	Characteristic
RR 19	Bn	Fl G 2.5s
RR 20	Bn	Fl R 2.5s
RR 22	Bn	Fl R 2.5s

Table 13 – Ross River

5.9.2.6 Breakwater Marina

Navigational Aid	Type	Characteristic
No 1	Bn	Fl G 2·5s
No 2	Bn	Fl R 2·5s (Western breakwater)
No 3	Bn	Fl G 2·5s (Western Arm)
No 4	Bn	Fl R 2·5s (Eastern Bank)
No 5	Bn	Q Fl R (Western Arm)
No 6	Bn	Q Fl G (Eastern Bank)

Table 14 – Breakwater Marina

6. Weather information

6.1 General

The prevailing winds tend to be easterly to south easterly. Although calmer conditions occur during the winter months, they may become very difficult during the summer months when the sea breeze augments the prevailing south easterlies.

As a general rule, high windage vessels will not be moved when the wind speed exceeds 25 knots especially when coupled with a following tide.

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.

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

Alternatively the following telephone numbers offer the listed information service.

1300 659 210…….tropical cyclone information

1300 659 210…….coastal marine warning

1300 878 6264……..current tsunami threat

All ships at berth and anchorage must maintain listening watch on Channel 12 for weather warnings from Townsville VTS. All ships must acknowledge receipt and compliance.

6.2 Cyclone procedures

The Queensland Extreme Weather Event Contingency Plan follows the signs, warning levels and calls to action consistent with the Australian Warning System. For your information the figure below details the Australian Warning System in general, and while it does not detail the maritime specific calls to action, it does provide the icons at all levels for cyclones, severe weather and flooding.

Under the Australian Warning System, the warning signs are consistent in colour for each hazard and the symbol refers to the hazard that the warning relates to. Below are examples of each symbol that may be referred to in the Maritime Safety Queensland Extreme Weather Event Contingency Plan.

The maritime specific calls to action are detailed further on in the document and apply to all ships.

The Port of Townsville Limited (POTL) landside operations emergency procedures define four colour-coded cyclone conditions. Refer to the Port of Townsville website.

6.2.1 Severe weather event

The Townsville region severe weather contingency plan is located on the MSQ website (Preparing for extreme weather)

The ports of Townsville adheres to the Australian Warning System for extreme weather events incorporating a tier alert system of five distinct phases

Appendix 10 - Townsville Extreme Weather Event Contingency PlanIn the event of an extreme weather event threat the Regional Harbour Master will take the following action:

- Restrict the movement of vessels if necessary.
- Direct and oversee the evacuation of the port or specific areas of the port or other affected areas if applicable.
- Close and reopen the port if necessary.

The Regional Harbour Master will also:

- Advise mariners of relevant warnings and response requirements
- Seek compliance with the response requirements.

These actions will be enacted over five distinct phases that allows for the development of appropriate responses to the threats faced.

Yellow – Advice

Destructive Winds, Swell, Rain or Riverine Flooding Forecast Within 24-48 Hours

Orange – Watch and Act

Destructive Winds, Swell, Rain or Riverine Flooding Forecast Within 12-24 Hours

Red – Emergency Warning

Destructive Winds, Swell or Riverine Flooding Forecast Within 6 Hours

Yellow – Advice

After The Event Has Passed, Recovery Underway

White – All clear

Port Open To All Traffic, Business As Usual

Reopening of the port
The pilotage area will not be re-opened until the Regional Harbour Master is satisfied that all danger has passed, and the pilotage area is safe for vessels to re-enter and following inspections and surveys to critical maritime infrastructure (for example navigational aids, wharfs) as well as clearance of navigational hazards.

The vessel traffic services centre will coordinate the safe movement of vessels following the opening of the pilotage area in accordance with normal practice. Berths will be re-opened and operations resumed when wind and sea conditions are within operational limits.

Communication
The successful implementation of this plan relies on high quality communication of information and directions.

The vessel traffic services centre will implement the extreme weather event contingency plan on behalf of the Regional Harbour Master by acting as the central communications point for the duration and aftermath of the extreme weather event.

The vessel maritime control centre call sign is Townsville VTS.

VHF channels 16, and 12, will be continuously monitored before and during the extreme weather event. Extreme weather watches, warnings and any directions will be issued on these channels.

If the plan requires for actions such as port evacuation or closure, it will be coordinated by the Townsville VTS

Key contacts

Regional Harbour Master (Townsville):	(07) 44218 800
Townsville VTS (24 hours):	1300 721 263
Reef VTS	1300 721 293
Townsville Water Police:	(07) 4760 7812
Port of Townsville:	(07) 4781 1500

Vessels calling at the Port of Townsville are also reminded to familiarise themselves with the Port of Townsville "Emergency Procedures" located on the website : www.townsville-port.com.au/

6.3 Tidal information

The flood tide fills Cleveland Bay from the north east which results in a tidal current flowing to the west across the entrance of the harbour at speeds of up to 0.5 knots. To safely make the harbour or depart often necessitates substantial allowance for set drift. The ebb tide is less noticeable but it does set to the east across the channel. Its effect may not be felt when easterlies are blowing.

Pilots have access to real time tidal and tidal current data collected at Beacon P14.

6.3.1 Tide boards/gauges

Townsville is a standard port in the Queensland Tide Tables. Predictions are available on the MSQ website and also available on the Bureau of Meteorology website.

The Port of Townsville Limited has tide boards in the following locations:

- End of berth 8/9.

The board refer to LAT and give the actual tide above LAT.

Automatic tide gauges are positioned on the seaward end of berth 2.

Townsville VTS has a direct link to weather stations providing data on tide height and wind direction and speed.

6.3.2 Tidal information – tsunami effects

The north-west 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.

6.4 Water density

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

7. Port navigation and movement restriction

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 and 84 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 and

The *Transport Operations (Marine Safety) Regulation 20166* sections 82, apply and refer to Personal Watercraft not being operated at a speed of more than 6 knots when within 60 metres of any wharf, boat ramp or pontoon, a vessel at anchor, or moored or made fast to a jetty.

The speed limits specified in sections 7.3, 7.4 and 7.5 are based on static under keel clearances and speed profiles.

7.3 Speed - Vessels with draft greater than 10m

This section applies to any vessel with draft greater than 10 metres, having a minimum Static UKC 1.8 metres.

Area	Maximum Speed
Sea Channel	**10 knots**
Platypus Channel Bn. P1 to Bn. P16	**10 knots**
Platypus Channel passing beacon P16	**6 knots**
Swing basin	**6 knots**

Table 15– Speed limits – Vessels with draft > 10m

Master and Pilot may require to maintain lower speed profiles to ensure adequate UKC is maintained throughout the transit.

7.4 Speed – Vessels operating on UKC 1.3m to 1.8m

This section applies to any vessel with

a) Length overall less than 240 metres; **and**

b) **operating on a minimum Static UKC 1.3 m to 1.8 m**.

Area	Maximum Speed
Sea Channel	**8 knots**
Platypus Channel Bn. P1 to Bn. P16	**8 knots**
Platypus Channel passing beacon P16	**6 knots**
Swing basin	**6 knots**

Table 16 – Speed limits – Vessels with LOA < 240 and UKC 1.3m to 1.8m

Master and Pilot may require to maintain lower speed profiles to ensure adequate UKC is maintained throughout the transit.

7.5 Vessels with draft less than 10m.

This section applies to any vessel with draft less than 10 metres.

Area	Maximum Speed
Sea Channel	**14 knots**
Platypus Channel Bn. P1 to Bn. P16	**12 knots**
Platypus Channel passing beacon P16	**6 knots**
Swing basin	**6 knots**

Table 17 – Speed limits – Vessels with draft less than 10m.

Master and Pilot may require to maintain lower speed profiles to ensure adequate UKC is maintained throughout the transit.

7.6 Vessels with LOA less than 35m

The following speed limits apply in the Port of Townsville:

Area	Maximum Speed
Breakwater (Beacon P15) to Ross Creek Front Lead	**10 knots**
Ross Creek (upstream of the Front Lead)	**6 knots**
Ross River (upstream of beacon No 4)	**6 knots**
Breakwater Marina	**6 knots**

Table 18– Speed limits – Vessels with LOA less than 35m

No speed limits are specified in Cleveland Bay. Ships are to proceed at a safe speed that complies with the Queensland *Transport Operations (Marine Safety) Act 1994*, and subordinate legislation.

7.7 Draught Restrictions and Under Keel Clearance

Maximum permissible draft of vessels transiting the Sea channel and Platypus channel is 13.1 metres.

The UKC requirements specified in this section is the minimum requirement for ships transiting the channels. It includes:

a) **Squat** based on a transit speed for the respective channels

Sea channel 10kts; (14kts for vessels less than 10m draft)

Platypus channel 8 kts; (14kts for vessels less than 10m draft)

b) **Manoeuvrability margin** (MM) as per PIANC guidelines.

c) **Other allowances** for dredging tolerances and bottom changes between surveys, and so on.

Ships must have a minimum static under keel clearance as stated in Section 7.7.1 during the transit and stay in port.

7.7.1 Under keel clearance (UKC)

Static Under Keel Clearance (UKC) is used for vessels calling Port of Townsville.

The minimum UKC a vessel must maintain within is declared in the following table:

Static under keel clearances	Vessels with LOA <240m		Vessels with LOA > 240m	
Sea Channel	UKC 1.3 m	Max Speed 8 Kts	UKC 1.8m	Max Speed 10Kts
Platypus Channel	UKC 1.3 m	Max Speed 8 Kts	UKC 1.8m	Max Speed 10Kts
Inner Harbour Swing Basin	UKC 0.6 m			
Outer Harbour Swing Basin	UKC 1.3 m or 10% of draft *(whichever is greater)*			
Alongside at berths - Inner Harbour	UKC 0.5 m			
Alongside at berths - Outer Harbour	UKC 1.3 m or 10% of draft *(whichever is greater)*			
Ross River	UKC 0.4 m in channel and inside Marine Precinct			
Ross Creek Channel	UKC 0.4m in channel between swing basin and Reef HQ			

Table 19 – Minimum under keel clearances

The Static under keel clearance stated in the table 19 – "Minimum under keel clearances" is the minimum UKC required by the port.

If the Ships SMS (or their squat calculations) indicate a greater UKC is required, than that stated in the Port Procedures and Information for Shipping – Port of Townsville, every effort must be made to navigate to the ship's SMS, (lower speed, delay berthing if greater tide is required).

Tidal Window are calculated for all vessels with a draft exceeding the declared channel depths – 1.3m (Refer to latest Notice to Mariners for declared channel depth).

Example:

Tidal Window Calculation	Vessels with LOA < 240m		Inner Harbour	Outer Harbour	Vessels with LOA > 240m	
	Sea	Platypus			Sea	Platypus
Vessel Draft	10.7m	10.7m	10.7m	10.7m	10.7	10.7
UKC Required	1.3 m	1.3 m	0.6m	1.3m	1.8m	1.8m
Draft + UKC	**12.0**	**12.0**	**11.3**	**12.0**	**12.5**	**12.5**
Channel Depth (NTM)	12.0	11.5	11.5	11.4	12.0	11.5
Minimum Tide required	**0.0**	**0.5m**	**Nil**	**0.6m**	**0.5m**	**1.0m**

Tidal window calculations will be made using the predicted tides on the relevant day. This will provide the tidal window with the required UKC maintained for the duration of the transit.

All vessels arriving to berth 11, regardless of draft will require a tidal window calculation.

Vessel draft information (arrival and departure) must be in QSHIPS no less than 48 hours before the planned movement, VTS will assess draft information and calculate tidal windows and notify the shipping agent through QSHIPS.

7.8 Approaches to pilot boarding places (AUS 256)

The Port of Townsville is situated in Cleveland Bay and is generally approached between ESE and NNW from the Inner Route of the Great Barrier Reef.

Pilot Boarding Place “A” is in position Latitude 19° 04.2200' S, Longitude 146° 55.0600' E.

All ships with Length overall (LOA) 50 metres or more will embark pilot at Pilot boarding place“A”.

Ships approaching Pilot boarding place “A” from the south west should avoid transiting through the anchorages

Vessels approaching the pilot boarding place must maintain a sharp lookout for other vessels which may be in the process of boarding or disembarking a pilot. Masters should exercise caution and stay well clear of other vessels.

7.8.1 Dangers off Cleveland Bay

Salamander Reef lays 087º (T), 2·8 nautical miles from Cape Cleveland Lighthouse. The reef consists of several rocky heads, some of which dry at low tide. The depth of water surrounding Salamander Reef is not less than 14 metres (LAT). There is nearly always a break on this reef.

Four-Foot Rock lies 101º (T), 1·9 nautical miles from Cape Cleveland Lighthouse.

Twenty-Foot Rock lays 128º (T), 1·5 nautical miles from Cape Cleveland Lighthouse. The passage between this and the Four-Foot Rock is nearly 0·8 nautical miles wide.

Orchard Rocks lie 0·15 nautical miles off the northeast extremity of Magnetic Island being 18·3 m high and plainly visible.

Burdekin Rock awash at low water lays 258º (T), 2·56 nautical miles from Bay Rock Lighthouse. Ships will be to the north of this danger when Bay Rock is in transit with the north point of Magnetic Island, and to the east of it when the highest peak of the Great Palm Island is open eastward of Cordelia Rock.

7.9 Shifting vessels (removals)

Notification of Removal from one berth to another must be submitted via QSHIPS at least 24 hours prior to the intended movement, refer section 2.2.

7.9.1 Warping – Distance less than 20m

Where **any** removal

- is movement of a vessel along a continuous uninterrupted stretch of wharf using the mooring ropes only (Warping);
- the movement is less than 20 metres; and
- the final location of the ship is within the same berth (berth 3 to berth 3).

The removal is not required to be submitted through QSHIPS.

The ship / agent must notify VTS and Port services at least 3 hours prior to the movement of the following:

- the distance of the movement;
- initial and expected final berth marks;
- ship's masters confirms the ship's ability to safely conduct the manoeuvre; and
- Master and mooring supervisor must discuss the warping plan and ensure an adequate number of ships lines will be fast ashore at all times.

Where **any** removal is movement of a vessel along a continuous uninterrupted stretch of wharf using the mooring ropes only (Warping) and the distance of movement is 20 or more the removal is required to be submitted via QSHIPS.

To ensure the safe and efficient operation of the port, the regional harbour master, may require the removal (warping) to be conducted by a pilot and may require tug(s) to be used.

7.9.2 Warping – Distance greater than 20m but does not exceed 60m

Generally, when the warping:

- Distance does not exceed 60 metres;
- The removal (warping) is along a continuous uninterrupted stretch of wharf; and
- Vessel does NOT intend to use Main engines;
- Vessel does NOT intend to use tugs; and
- Adequate number of ships lines will be fast ashore at all times,

The Regional Harbour Master may permit the warping to be conducted by the master of the ship without a pilot provided the following are complied with:

1. The mooring supervisor and Master have discussed the warping plan; and
2. The master confirms the ship's ability to safely conduct the manoeuvre; and
3. The weather is suitable for the manoeuvre. (Generally, less than 20kts)

Master must assess whether the use of a lines launch would be beneficial to the safety of the movement and request the same if considered a safety benefit.

The ship must contact Townsville VTS on Channel 12

- prior to commencement of the movement, to request permission to proceed, and
- on completion; and
- report time of commencement of the removal and the time of completion of the movement (all fast).

7.9.3 Warping – Distance more than 60m

When a Ship is intending to warp

- More than 60 metres;
- Requires a tug for the movement; or
- Intends to use main engines to assist in the movement

A pilot is mandatory for the movement.

The Pilot must contact Townsville VTS on Channel 12:

- prior to commencement of the movement, to request permission to proceed;
- on completion; and
- report time of commencement of the removal and the time of completion of the movement (all fast).

7.10 Tug and barge operations

Tug and barge operators are required to demonstrate that master and crew are competent to operate tug and barge combinations.

All commercial operators are required to have a training programme for masters and crew included in the vessel's SMS manual.

Training programme must include – but not limited to:

- passage planning – berth to berth including berthing/departure manoeuvres;
- bridge resource management;
- procedures and contingency planning;
- communication;
- clearance from other moored vessels;
- interaction between tug and barge;
- understanding of wind and tidal effects;
- knowledge of 'hip up' procedure;
- stability;
- requirement and use of workboats;
- requirement to use correctly rated lines, shackles and other equipment;
- procedures for replacing lines and shackles when no longer fir for purpose;
- maintain a gear register with manufacturers certificates;
- documentation of training; and
- manual of company SMS procedures for towing, including identification of high risk areas.

Workboats should be fit for purpose and manned by a trained competent operator.

Barge must be able to deploy and recover its anchor using the onboard equipment at all times.

7.11 Swinging and passing restrictions

Size limits depend on berth pocket length and swing basin width:

- Maximum LOA of a vessel transiting Sea/Platypus Channel is 306 metres;
- Maximum beam for a vessel transiting Sea/Platypus Channel is 43.0 metres;
- Only one ship at a time is permitted to use the swing basin;

- Passing of ships within the Platypus and Sea navigational channels is not permitted; and
- Where ships, by virtue of their draft are required to use the Sea and/or Platypus channels, only one ship is permitted to occupy the channel/s at any given time.

7.11.1 Ships with LOA greater than 306m or beam greater than 43.0m.

The Regional Harbour Master may approve larger ships. Approval will be based on a risk assessment, generally requiring simulations to be conducted to determine if the vessels may be navigated safely in and out of the port and to determine any special conditions or restrictions which may include (but not limited to):

- daylight hours;
- tidal requirements;
- weather restrictions; and
- increased number of tugs.

7.11.2 Ships transiting Ross River to and from Townsville Marine Precinct.

This section applies to

- all ships with LOA 35 metres or more; and
- Tug and tow combinations 35 metres or more.

Due to the nature of the entrance and restricted visibility to ships exiting or entering the Townsville Marine Precinct, transit is restricted to daylight hours only.

For the purpose of this section daylight commences at morning Civil Twilight (approximately 24 minutes before sunrise) and ceases at evening civil twilight (approximately 24 minutes after sunset).

Mariners are reminded to maintain a sharp lookout for small vessels, transiting the Ross River.

7.11.3 Transiting to and from Ross Creek

All ships and ferries transiting the Platypus channel to or from Ross Creek are advised to maintain a sharp lookout for large ships with attending tugs maneuvering in the port of Townsville swing basin and the platypus and sea channels.

Masters of ships are reminded of their obligation under the international regulations for prevention of collisions at sea rule 9 "Narrow channels".

Small vessels, sailing vessels, ferries and personal watercrafts (including kayaks, canoes, jet skis and so on):

- Must not impede (larger) vessels which can navigate only within a narrow channel.
- Must not cross a channel if to do so would impede another vessel which can navigate only within that channel.
- Must maintain a safe clearing distance from large vessels and attending tugs
- Must navigate with extreme caution when coming down Ross Creek and near the Platypus Channel and liaise with Townsville VTS on VHF Channel 12 or 16 if there is any doubt on shipping movements.

Mariners are advised to refer to section 16.13– Townsville harbour – Port busy Restricted area.

7.11.4 Port busy signal

The Port Busy Signals is exhibited when a large ship is approaching the port entrance or departing a berth in the port. During this period there will be considerable movement of tugs and other assisting ships. Due to the nature of the manoeuvres the ship's propellers, its bow thrusters and the tugs propellers will generate considerable wash in multiple directions.

The Port busy signal Occ R (3 vert) 5s, (3 lights in a vertical line, synchronized to flash Occulting Red every 5 secs) will be exhibited by day and night from:

- Platypus channel beacon P 16 directed north west with a 160°an arc of visibility 075°(t) to 235°(t); and
- Platypus Front Lead in position, directed up stream with a 160° an arc of visibility 300°(t) to 100°(t).

When the Port busy signal is exhibited

- Ships and watercraft departing the Ross Creek must not proceed seaward (downstream)of the Platypus Channel Front Lead;
- Ships and watercraft intending to transit the Platypus channel and swing basin to enter the Ross Creek must not proceed into that section of the Platypus Channel between beacons P14 and the Platypus Channel front lead; and
- Ships and watercraft must not enter, drift or anchor within the Port of Townsville swing basin.

Until the signal is turned off.

If in doubt masters may contact Townsville VTS on VHF channel 12 or 16.

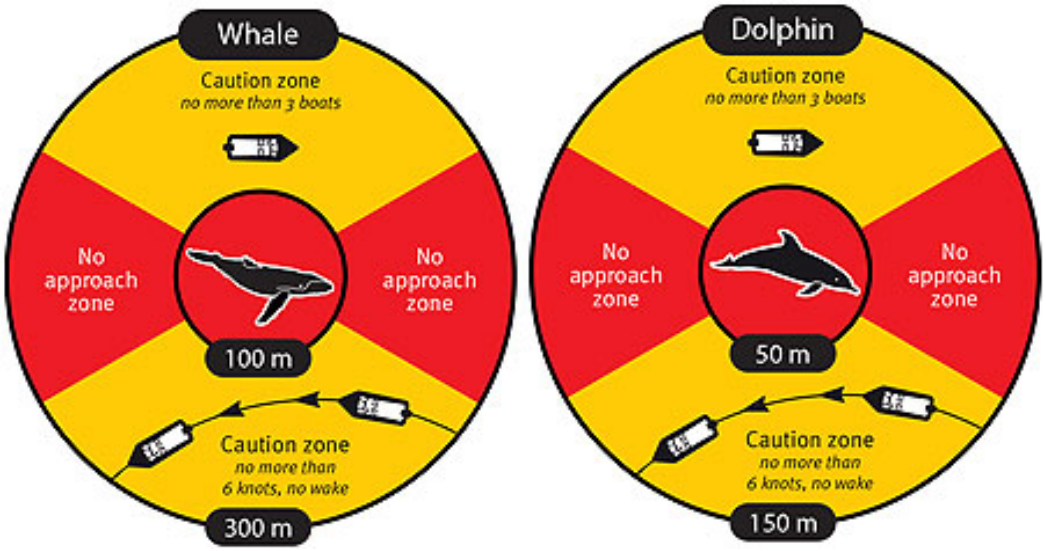
Mariners are advised to refer to section 16.13 – Townsville harbour – Port busy Restricted area.

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

Marine wildlife strandings | Environment, land and water | Queensland Government

8. Pilotage

8.1 General

The *Transport Operations (Marine Safety) Act 1994* specifies that, unless a current Pilotage Exemption Certificate (PEC) endorsed for the pilotage area is held by the master of a ship, pilotage is compulsory for:

- a ship that is 50 metres or more;
- a vessel towing another vessel where the combined length of the vessels is 50 metres or more;
- a ship whose owner or master asks for the services of a pilot; and
- a ship whose master is directed by the Regional Harbour Master to use the services of a pilot.

The Townsville Pilotage Area (section 16.2) is described in Schedule 2 of the *Transport Operations (Marine Safety) Regulation 2016* as the area of:

a) Waters bounded by an imaginary line:
   - starting at the highwater mark on the northern extremity of Cape Cleveland;
   - then in a north-westerly direction to the position of latitude 19º 04.909'S, longitude 146º 52.07'E;
   - then west to latitude 19º 04.909'S, longitude 146º 45.07'E;
   - then south to the highwater mark on the mainland at longitude 146º 45.07'E; and
   - then by the highwater mark along the shoreline of the mainland to the starting point.

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

The Townsville compulsory pilotage area (section 16.2) is described in Schedule 3 of the *Transport Operations (Marine Safety) Regulation 2016* as the area of:

a) Waters bounded by an imaginary line:
   - starting at the high-water mark on the northern extremity of Cape Cleveland;
   - then in a south-westerly direction to latitude 19° 13.599' south, longitude 146° 54.300' east;
   - then west to latitude 19° 13.539' south, longitude 146° 51.450' east;
   - then in a north-easterly direction to latitude 19° 11.789' south, longitude 146° 52.750' east;
   - then in a north-easterly direction to latitude 19° 06.949' south, longitude 146° 55.050' east;
   - then in a north-westerly direction to latitude 19° 04.909' south, longitude 146° 52.070' east;
   - then west to latitude 19° 04.909' south, longitude 146° 45.070' east;
   - then south to the high-water mark on the mainland at longitude 146° 45.070' east; and

- then by the high-water mark along the shoreline of the mainland to the starting point.

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

Transport Operations (Marine Safety) Act 1994 section 99

A person must not navigate a ship in a compulsory pilotage area unless the person uses the services of a pilot.

Maximum penalty – 200 penalty units

8.2 Night pilotage

The Port of Townsville is open for pilotage ship movements 24 hours a day.

8.3 Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2016* shall be observed for all bookings. Port of Townsville provides a pilotage service for ship arrivals, departures and removals. All pilot transfers are carried out by pilot launch. Requests for pilotage services are described in QSHIPS booking procedures.

8.3.1 Number of pilots required

Vessel	Mandated Pilot requirements
LOA 240m or less	1 Pilot
LOA greater than 240m	2 pilots

8.3.2 Notice required

Ships requiring the services of a pilot in the Port of Townsville are required to submit arrival, removal and 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 Pilot Transfer Arrangements

All preparations shall be completed prior to the pilot boarding time; in accordance with the instructions in this section.

Ships pilot ladders must comply with the requirements of SOLAS CH V – Regulation 23 – Pilot Transfer Arrangements Resolution A.1045(27).

Ships must conduct a comprehensive check of the transfer arrangements (pilot ladder, manropes, and other accessories), complete the Pilot Ladder Checklist (see Section 16.20). The checklist must be submitted to the port duty officer and VTS Townsville at least 24 hours prior to arrival.

Reference should also be made to Marine Notice 04/2023 Pilot transfer arrangements and Pilot Boarding Ladder Arrangement

Boarding and disembarkation is generally undertaken with the ship underway:

- Proceeding at a Safe speed, and
- Providing a good lee.

8.4.1 Pilot Boarding Places (Ground)

Pilots will board all ships at **Pilot boarding place "Alpha"** in position Latitude: 19°04.22'S, longitude: 146° 55.06'E.

All ships taking a pilot must proceed to Pilot boarding place "Alpha" and await instructions for boarding.

Tug and Tow combinations

Pilot will board Tug and barge combinations bound for Port of Townsville, Ross Creek or Townsville Marine Precinct at **Pilot boarding place "TT"** in position Latitude: 19º 13·35'S, longitude:146º 51·93'E

All tug and tow combinations and ships approved by the Harbour Master to taka a pilot at Pilot boarding Place "TT" must:

- not enter the Sea or Platypus channel. Vessels must chart courses to navigate well clear of the compulsory pilotage area; and
- have anchors ready for deployment throughout the transit of the Pilotage area.

8.4.2 Transfers

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

- Pilot boarding time;
- Restrictions/requirements;
- Boarding position; and
- Pilot boarding/disembarkation sequence.

Pilot transfer instructions from the Pilot vessel may be given to the ship, if the Pilot determines the requirement to do so and may include:

- Desired course and speed to conduct the transfer; and
- Stopping of Engines, etc.

8.4.3 Pilot boat

The pilot boat has the word pilots painted in black on either side of the main superstructure.

By day – a flag, the upper horizontal half of which is white and lower half red.

By night – the signals prescribed in the International Regulations for the Prevention of Collisions at Sea (Colregs) for a power driven pilot vessel on pilotage duties.

8.5 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. The proposed manoeuvres should be discussed with the master before commencing the pilotage. This 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;
- confirmation the ECDIS has the updated Passage plan from Pilot boarding Place to the swing basin.
- general agreement on plans and procedures including contingency plans for the anticipated passage;
- 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; and
- confirmation of the language to be used on the bridge.

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.

8.6 Master/pilot responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of the *Transport Operations (Marine Safety) Act 1994* (the Act) and *Transport Operations (Marine Safety) Regulation 2016* (the Regulation). When a pilot has the conduct of the vessel, the pilot is responsible for due compliance with the provisions of the act and regulation, 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 Regional Harbour Master.

8.6.1 Fatigue management

Port of Townsville provides professional pilotage services for the Port of Townsville on a 24 hour basis but is not an ‘on-demand’ service. A Pilot Fatigue Management Plan is followed to ensure that adequately rested pilots are assigned to ships

Safety and fatigue is managed efficiently across a number of services providers, including pilots and tugs by developing a set of guidelines for schedule changes between 2200 hours and 0600 hours.

In essence, arrival (POB berthing) and departure times cannot be brought ahead between 2200 hours and 0600 hours with final notification of changes to be made by 2130 hours daily.

VTS/Port are aware of the need to expedite vessels port stays and where able we will work with the agents to facilitate changes depending on other port movements throughout the night, however proposed guidelines are as follows.

Changes to schedule between 2200 hours and 0600 hours.

- Change for shipping for the period 2200 hrs to 0600 hrs must be communicated to VTS by 2130 hrs (by telephone).
- Departures - Between 2200 Hrs & 0600 hrs departure may not be brought forward is 0600 hrs.
- Departure – Ships may be pushed back once between 2200 and 0600
- Arrivals - Between 2200 Hrs & 0800 hrs arrivals cannot be brought forward.
- Changeover (Vessel scheduled to berth after a vessel departs)
- Exception: The port reserves the right to ask a delayed vessel to sail once it has completed cargo operations between 2200 & 0600 hrs. Should this be required the agent will be notified of the amended time and schedule amended accordingly.
- Notwithstanding any of the above, the normal priority rules of the port and the legislated 3 hour notice will apply.

8.6.2 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 Townsville, or about to depart. Severe penalties apply for infringements.

8.7 Pilot licences, pilotage area endorsements and exemption from pilotage licences

A person must hold

- a pilot licence with a pilotage area endorsement (relevant to the pilotage area of operation); or
- an exemption from pilotage licence and endorsed for the vessel and area of operation,

in order to have the conduct of a ship within the pilotage area for Townsville.

8.7.1 Examination for exemption from pilotage

The standards for licensing and training marine pilots have 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 bases.

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

8.7.2 Pre-requisites for issue of exemption from pilotage

Exemption from pilotage licenses will be issued as per Maritime Safety Queensland Guideline for Issuing Exemptions from Pilotage.

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 the Pilot fails to comply with port procedures.

8.7.4 Pilotage requirements for Torres Strait and Great Barrier Reef (GBR)

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

9. Tug Arrangements

9.1 General

Tugs are an aid to the safe and efficient maneuvering of ships in confined waterways. Whilst it is possible to berth and unberth ships in certain tide and weather conditions without the aid of tugs, requirements for the safe and efficient movement of ships within the Port of Townsville may necessitate the employment of tugs during ship handling operations.

Towage services are provided by Smit Lamnalco Towage Australia. There are two tugs available for towage stationed in Townsville.

	Bollard pull	H.P.	Steering system
SL Leichhardt	58t	5000	Z-Pellor
SL Herbert	58t	5000	Z-Pellor

Table 20 – Tugs

PB Towage Australia	
Company profile:	Smit Lamnalco Towage Australia provides tug services to vessels at the Port of Townsville.
Corporate address:	Gate B51, Unit 5 11-13 Friendship Road, Port Botany, NSW, 2036
Postal address:	PO Box 733, Botany, NSW, 1455
Operations phone:	02 9695 0700
Operations email	SLTowageTownsville@smitlamnalco.com

Table 21 – Smit Lamnalco Towage Australia contact details

9.1.1 Notification of tugs

Generally the vessel's agent will requisition tug services via the QSHIPS programme. Amendments to tug bookings should be made by telephone; the email address is monitored from 0800 to 1800 hours daily.

The tug usage guidelines is the minimum number of tugs required for a particular movement. In some instances, the Master, the Pilot or the Regional Harbour Master may require the ship to engage a greater number of tugs than that listed in section 9.2 - Table 22. Any request for additional tugs must be complied with.

Ships' Master may consider it appropriate to seek a reduction in the number of tugs listed in section 9.2 - Table 22 required for a movement or removal. If it is intended to seek a reduction in the number of tugs the Master of the ship must submit a request to the Regional Harbour Master in the appropriate format for each movement at least 2 business days prior to the planned movement.

Each request must address each of the following criteria:

1. Ship's name and IMO;
2. Berth and side to;
3. Capacity of bow thruster;
4. Condition of the bow thruster;

5. Defects/restrictions with navigational and mooring equipment, steering gear and engines including auxiliary engines);
6. Immobilisation in port or at anchor;
7. Draft Forward and Aft;
8. Displacement; and
9. Declaration from Master stating he has assessed the intended manoeuvre and is satisfied with the request.

At Appendix 16.16 the appropriate form for requesting a tug reduction can be found. This is the form that is to be submitted to Townsville VTS.

9.1.2 Communicating with tugs

- Townsville tugs use VHF channel 16 for call up and VHF channel 8 for communicating with ships during berthing operations. VHF channel 6 is the alternative working channel if channel 8 is being used;
- VHF channel 13 is for emergency communications with tugs should the working channel fail. A standby radio must be tuned to this channel when operating with tugs in the harbour, see section 16.6 Tug Commands and indicated response.

9.2 Towage requirements

As a general rule the towage requirements within the Port of Townsville are:

BERTH	Less than 120 m		Between 120 and 145		Between 145 and 240		Greater than 240	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
1STB	1	1	2	2	2	2	3	3
1Port	1	1	2	1	2	2	3	3
2STB	1	1	2	2	2	2	3	3
2Port	1	1	2	2	2	2	3	3
3STB	1	1	2	2	2	2	3	3
3Port	1	1	2	2	2	2	3	3
4STB	2	1	2	2	2	2	3	3
4Port	1	1	2	2	2	2	3	3
8STB	1	1	2	2	2	2	3	3
8Port	2	1	2	1*	2	1*	3	3
9STB	1	1	2	1*	2	1*	3	3
9Port	1	1	1	2	2	2	3	3
10STB	1	1	2	2	2	2	3	3
10Port	1	1	2	1*	2	1*	3	3
11STB	2	1	2	2	2	2	3	3
11Port	2	2	2	2	2	2	3	3

Table 22 – Tug usage guidelines

* Draft 11.0 metres or greater - 2 tugs

a) High windage vessels (vehicle Carriers, passenger ships) – minimum 2 tugs

b) Livestock Carriers – 2 tugs

c) Vessels with LOA <240 but beam > 32.3 metres – 2 tugs

d) Any vessel with LOA 150 metres or greater will have a minimum of one tug.

e) Any vessel with LOA 270 metres or greater will have a minimum of two tugs

These tables show the minimum requirements. These may be exceeded in certain adverse conditions (that is wind, tide or limited space on wharf, and so on.)

9.2.1 Removals

Ships moving from one berth to another (except along a continuous straight line berth) require a pilot and tugs in accordance with section 9.2.

Ships moving more than 60 metres along a continuous straight line berth require a pilot. The tug requirements will be determined on a case by case basis. Generally, one tug is required for ships greater than 150 metres overall length.

Ships moving 60 metres or less along a continuous straight line, refer section 7.9.

9.3 Thrusters

Ships requiring 2 tugs under the section 9.2, having operable and efficient thrusters and/or enhanced ship handling capabilities may seek to have tug requirements reduced by 1 tug. Dependant on thruster's power, the required manoeuvre, berth occupancy and weather conditions each application will be considered.

An operable and efficient Bow / Stern thruster: means a fully operational, sufficiently immersed bow thruster, adequately powered relative to ship's size and prevailing weather conditions.

Note 1: Bow Thrusters and Stern Thrusters are transversal propulsion devices. The effectiveness and efficiency of thrusters varies with draft, speed, depth vs draft, and so on.

Note 2: Multiple thrusters or enhanced ship handling capability will not be eligible for multiple tug reductions.

9.4 Line boat requirements

A line boat is required for:

- all ships to berth T1;
- all ships to berth T2;
- all ships with a LOA > 150m to berth T10; and
- all vessels berthing without tugs (with or without thrusters) – use of a line boat is at the discretion of the pilot berthing the vessel.

10. Work permits

10.1 General

A permit to undertake certain work on ships alongside a berth in the Port of Townsville or at anchorage is required.

Masters, owners or their agents must seek approval from the appropriate authority before that work may proceed.

Applications to the Regional Harbour Master may be submitted via QSHIPS or by Email

Applications to other authorities may be submitted by fax or email .

Please refer to the table for guidance on various types of permits.

Permit	Who	To	When	Comments
Immobilisation	All ships	RHM / VTS	Prior to event	Lodged to Regional Harbour Master (VTS) via QSHIPS or email
Immobilisation at anchor	All ships	RHM / VTS	48 hours prior.	Lodged to Regional Harbour Master (VTS) via QSHIPS
Hot work alongside in port or at anchorage	All ships	Port of Townsville Limited	48 hours prior to arrival	Lodged to Port of Townsville Limited with final approval by RHM required
Diving operations at anchorage	All ships	RHM / VTS	Prior to event	Lodged to Regional Harbour Master (VTS) via QSHIPS or email
Diving operations at berth	All ships	Port of Townsville Limited	Prior to event	Lodged to Port of Townsville Limited with final approval by RHM required
Hot work alongside in port or at anchorage	All ships	Port of Townsville Limited	48 hours prior to arrival	Lodged to Port of Townsville Limited with final approval by RHM required
Life boat drill	All ships	RHM & Australian Border Force	Prior to event	Lodged to Customs (Australian Border Force) and VTS
Engine trials Alongside	All ships	Port of Townsville Limited	Prior to event 48 hours prior to undertaking trials	Lodged to Port of Townsville Limited
Tankers at non-tanker berths	All tankers	RHM & Port of Townsville Limited	48 hours prior to arrival	Lodged to Regional Harbour Master and Port of Townsville Limited. Must be certified as 'gas free' by an independent chemist on approved 16.18 Example – Chemist's Certificate of Compliance

Gas free declaration	All tankers	RHM	48 hours prior to arrival	Declared by master on approved form – lodged to Regional Harbour Master (VTS)
Alongside Berth Overside work (Painting, hull cleaning)	All ships	Port of Townsville Limited	48 hours prior to arrival	Lodged to Port of Townsville Limited
Loading or discharging cargo units >50mt	Heavylifts using ships gear (cargo >50mt)	RHM / VTS	72 hours prior to arrival	Lodged to Regional Harbour Master (VTS) via QSHIPS or email; Stability calculation during discharge; Procedure; etc
Loading or discharging cargo units >100 mt	Cargo>100 mt	RHM / VTS	96 hours prior to arrival	Lodged to Regional Harbour Master (VTS) via QSHIPS or email; Stability calculation during discharge; Procedure; etc

Table 23 – Permit requests

10.1.1 Immobilisation main engines whilst alongside

Ships intending to be immobilised must apply for permission from the Regional Harbour Master in the prescribed form (16.14 Request to immobilise Main Engines in port), during normal business hours.

During cyclone season (November to April), permission may not be given for more than 24 hours.

Outside of cyclone season April to November permission may not be given for more than 48 hours

A risk of main engine failure exists after immobilisation. All vessels which have been immobilised are required to have tug support for departure berth.

10.1.2 Immobilisation main engines whilst at anchorage

Ships intending to immobilise main engine/s to undertake routine maintenance at Townsville Anchorage must apply for permission from the Regional Harbour Master in the prescribed form (16.15 Request to immobilise Main Engines at Anchorage). Any such request must be entered into QShips by the agent at least two standard working days prior to the intended works, such entry to also include any sea trial movement that may be required

During cyclone season (November to April), permission may not be given for more than 24 hours.

Outside of cyclone season April to November permission may not be given for more than 48 hours.

Vessels conducting maintenance work which impacts the ability to provide the entire range of engine manoeuvring speeds or engine response may require to undertake a running in navigation trip to ensure it can deliver entire range of engine manoeuvring speeds for the pilotage passage.

10.1.3 Diving /Under water operations – at anchorage

Ships wishing to carry out diving underwater operations (underwater inspection, underwater repairs, and so on) at anchorage must:

- Lodge an application in writing with VTS Townsville stating the reason for the operations.
- If the operations involve repairs to hull and or valves/pipes within the vessels requiring the plugging of ship side openings, – Master should provide complete details of the work to be carried out including (but not limited to):
    1) Details of the repairs to be conducted
    2) Depth below the water line of the pipeline section(s) or Valve(s) to be replaced or repaired
    3) Diameter of the pipes on which the repairs will be undertaken
    4) Pipeline drawing showing & highlighting
        i) sea chest to be plugged
        ii) pipeline section(s) or Valve(s) to be replaced or repaired
        iii) Valve(s) between the sea chest & the pipeline section(s) or Valve(s) to be replaced or repaired – that can be closed off as a safety precaution in case the plug blows out – both suction and discharge side.
        iv) Emergency Bilge pumping arrangement
        v) Capacity to transfer & hold any water ingress on board.
        vi) Type of plug to be used and method to confirm plugs are holding, monitoring of sealing and confirmation spare plugs standby
    5) Risk assessment specific to this particular task

RHM will assess the request and advice conditions to ensure the task is conducted safely. Masters must comply with all the requirements of the permit.

10.1.4 Diving /Under water operations permit – alongside

Ships wishing to carry out diving underwater operations (underwater inspection, underwater repairs, and so on) alongside a berth in port must:

- Lodge an application in writing with Port of Townsville stating the reason for the operations.
- If the operations involve repairs to hull and or valves/pipes within the vessels requiring the plugging of ship side openings, – Master should provide complete details of the work to be carried out including (but not limited to):
    1) Details of the repairs to be conducted
    2) Depth below the water line of the pipeline section(s) or Valve(s) to be replaced or repaired
    3) Diameter of the pipes on which the repairs will be undertaken
    4) Pipeline drawing showing & highlighting
        i) sea chest to be plugged
        ii) pipeline section(s) or Valve(s) to be replaced or repaired

iii) Valve(s) between the sea chest & the pipeline section(s) or Valve(s) to be replaced or repaired – that can be closed off as a safety precaution in case the plug blows out – both suction and discharge side.

iv) Emergency Bilge pumping arrangement

v) Capacity to transfer & hold any water ingress on board.

vi) Type of plug to be used and method to confirm plugs are holding, monitoring of sealing and confirmation spare plugs standby

5) Risk assessment specific to this particular task

Port of Townsville and RHM will assess the request and advice conditions to ensure the task is conducted safely. Masters must comply with all the conditions and requirements of the permit.

10.1.5 Hot work permit

Ships wishing to carry out repairs and any form of metal work, which includes performing hot work either at berth or anchorage, must:

- Lodge an application in writing with Port of Townsville Limited. When final approval is granted by RHM, masters must comply with all the conditions and requirements of the permit; and
- Masters are required to advise Townsville VTS on VHF channel 12 when such hot work will commence and again when all work has been completed.

10.1.6 Life boat drills

Ships wishing to carry out life boat drills or put boats in the water for painting or maintenance purposes must first obtain clearance from Customs (Australian Border Force).

Masters are required to advise Townsville VTS on VHF channel 12 prior to launching and again after recovery of the lifeboat.

10.1.7 Engine trials

Masters of vessels will contact Marine Services to seek permission to test engines.

Marine Services will verify and confirm that:

a) any diving/underwater activity in progress in the vicinity of the vessel has ceased, divers/personal if any are out of the water and it's safe to test engines; and

b) confirm with the master that he has observed all precautions including but not limited to safety items 2 to 6 in emergency procedures prior to granting permission to test engines.

10.1.8 Notification of handling of bulk liquids

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 Regional Harbour Master 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. Such notification is required on the approved form which is a section of the dangerous goods notification available from the Port of Townsville website – www.townsville-port.com.au/operations-

trade/operations/permits-forms/ and is to be lodged with the Regional Harbour Master and Port of Townsville Limited.

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

The operations of bunkering and the pumping of sewage or sludge from vessels, by road, barge or ship transfer, are to be submitted to the Port of Townsville on the 'transfer of non-cargo liquid transfer notification' form.

Masters of vessels conducting bulk liquid transfers, as specified above, are required to notify Marine Services on VHF channel 12 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed as per the checklist.

10.1.9 Gas-free status and OBO's

A tanker or products carrier will be regarded as non-gas free unless a gas free declaration has been received at least 48 hours prior to arrival.

The declaration must include the following:

- Whether the ship is carrying any IMDG Class 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 meter and a zero reading has been obtained;
- Slop tanks and pump rooms are free of hazardous residues;
- An explosive gas detector meter is held on board and calibrated correctly;
- A current copy of the ISGOTT Manual is held on board; and
- Maintain a zero gas reading for the atmosphere in each pump room, cargo tank or residue space.

The declaration should be forwarded to the Regional Harbour Master and Port of Townsville Limited. Once the above requirements have been satisfied the Harbour Master shall determine the ship's gas-free status for movement purposes and forward written confirmation to the agent and Port of Townsville Limited as appropriate.

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 safety certificate in an approved form.

10.1.10 Overside maintenance work alongside

For environmental reasons, the Port of Townsville Limited has strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must:

- Comply with the conditions spelt out in the Port of Townsville Limited Port Notice – overside maintenance; and
- Lodge a request with the Port of Townsville Limited for permission to undertake overside work. When granted, masters must comply with the conditions of the permit.

10.1.11 Overside maintenance work at anchor

For any overside maintenance work when the vessel is at anchor and outside the Port limits, a permit is required if the work is in GBRMPA areas, then a processing fee and an application assessment timeframe of 16 weeks would be applicable.

The use of permits helps the Great Barrier Reef Marine Park Authority (GBRMPA) ensure the conservation and sustainable use of the Great Barrier Reef's state and Commonwealth Marine Parks.

More information on GBRMPA Permits and Permit Application Assessment Fees are available from their website.

11. Dangerous cargo

11.1 General

The Port of Townsville Limited is responsible for the management of dangerous goods in port, 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 Regional Harbour Master will assist Port of Townsville Limited in controlling traffic movement in the port, maintaining on-water safety distances, and responding to any emergency situation.

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

- IMO – IMDG Code
- International Chamber of Shipping Oil Companies, International Marine Forum
- Society of International Gas Tankers and Terminals (ISGOTT)
- Australian Standard AS 3846-2005
- AMSA – Australian Annexe to the IMDG Code – Marine Orders Part 41
- AAPMA – Dangerous Substances Guidelines

11.1.1 Notification

Section 90 & 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 Harbour Master at least 48 hours prior to the arrival of the ship. The notification of transporting and handling dangerous goods form should be submitted to the Regional Harbour Master who will note and forward the form to the Port of Townsville Limited. The duty officer will issue a permit for the handling of the cargo within the jurisdiction of the Port of Townsville Limited.

Accompanying the Notification of Transporting Handling Dangerous Goods (marine) should be giving the correct technical name as listed in the IMDG Code, the UN No, IMDG Class 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 ground
Ship departure or removal	3 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 TO(MS) Reg 2016*)

Table 24 – Notification

11.1.2 Dangerous cargo limits

Port of Townsville Limited has established tonnage limits that apply to some classes of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for the approved berths. Specific limits apply to the storage, handling and transport of dangerous goods Class 1 (Explosives), and dangerous goods Class 5.1, Class 9 and Calcium Ammonium Nitrate (SSAN). These can be found in the Port of Townsville Port Notices.

All containers used for the transportation of ammonium nitrate shall be constructed and labelled in accordance with the IMDG Code and will be in good condition.

Written permission from POTL must be obtained at least 48 hours prior to moving, handling or storing, Dangerous Goods on or throughout the Port

Refer to Australian Standard – AS3846 – 2005 in relation to the handling and transport of dangerous cargoes in port areas.

11.1.3 Check list of required conditions when handling Class 1.1 and 5.1 cargoes.

There are special precautions, tasks and controls required for the storage, handling and transport of dangerous goods Class 1.1 (Explosives), and dangerous goods Class 5.1 Ammonium Nitrate over set thresholds.

Written permission from POTL must be obtained at least 48 hours prior to moving, handling or storing, Dangerous Goods on or throughout the Port

11.1.4 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; the report should contain the following information:

- correct technical name or names of goods
- UN number or numbers
- IMO hazard class or classes
- names of manufacturers of goods when known, or consignee or consignor
- types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
- an estimate of the quantity and likely condition of the goods
- whether lost goods floated or sank
- whether loss is continuing
- cause of loss
- 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

- 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 is 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 Harbour Master as soon as reasonably practical.

12. Emergency, pollution, marine incidents

12.1 General

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.

All marine incidents occurring within the Townsville region regardless of the regulatory agency must be reported to the Regional Harbour Master (Townsville).

Initial reports should be conveyed through to VTS Townsville:

Telephone: 1300 721 263

VHF channel: 12 or 16

Written reports must be submitted within the relevant timeframes as specified in the respective regulations (refer: 12.6.1; 12.6.2; 12.6.3; 12.6.4) in the appropriate format to:

Physical address: Maritime Safety Queensland, 60 Ross Street, South Townsville Qld 4810

Postal address: GPO Box 1921, Townsville Qld 4810

Fax: +61 7 4721 2028

Email: RHMTownsville@msq.qld.gov.au or vtstownsville@msq.qld.gov.au

Emergency contact numbers:

Organisation	Telephone
Townsville VTS	1300 721 263 (24 hours)
Pollution reports	1300 721 263 (24 hours)
Police (Townsville)	000 or +61 7 4759 9777
Ambulance (Townsville)	000
Fire	000
Water Police	+61 7 4759 9790
Port of Townsville - Marine Services	+61 7 4781 1684 (24 hours)
Hospital (Townsville)	+61 7 4796 1111
Regional Harbour Master	+61 7 4421 8100 (After Hours contact Townsville VTS)
Department of Agriculture (Canberra) - Quarantine	1800 900 090
Department of Agriculture (Townsville) – Quarantine	+61 7 4789 7888
Customs (Australian Border Force -Townsville)	+61 7 4722 3700

Maritime Safety Queensland (Townsville)	+61 7 4421 8100 (After Hours contact Townsville VTS)
Australian Volunteer Coastguard	+61 7 4771 4831

Table 25 – 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.* Port of Townsville Limited has published an emergency response plan for the Port of Townsville which details the required response to an emergency within the port. All emergencies should be reported to Townsville VTS on VHF channel 16, who will activate the emergency response plan and call the appropriate emergency response service fire/police/ambulance on 000.

12.3 Fire

Call the Queensland Fire and Rescue Service (QFRS phone 000) and notify Townsville VTS on VHF radio. Queensland Fire and Rescue Service is the lead agency when the ship is at the berth and Maritime Safety Queensland when the ship is off the berth. The Regional Harbour Master (Townsville), in consultation with the facility operator and Port of Townsville Limited, will make the decision if the vessel is to be removed from the berth for the safety of the port.

There are 19 fire hydrants and hose reels that are located at berths around the port fed by salt water pumps. Firefighting monitors (towers and nozzles) are installed at the tanker berth which can be activated by remote control from the port control tower. The tugs ‘Leichardt’ and ‘Herbert’ are equipped as firefighting platforms. Firefighting foam for use on oil fires is stored adjacent to the tank farms.

12.4 Marine pollution

The *Transport Operations (Marine Pollution) Act 1995 (TOMPA)* 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.

12.4.1 Reporting a pollution incident

Section 67 of the *Transport Operations (Marine Pollution) Act 1995 (TOMPA)*requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master.

The Master of the ship (or a person observing pollutants in the water) must report a marine pollution incident immediately to the VTS Centre.

The Master of the ship must also complete form F3968 Marine Pollution Report and submit the same as soon as possible and in any event within 48 hours of the incident.

The following details should be provided in a report of marine pollution to the VTS centre:

- 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

- Notify the relevant authorities
- If the report is from **a person observing pollutants in the water, VTS will complete form** F3968 Marine Pollution Report and submit the same.

12.5 Marine incidents

Section 125 of the *Transport Operations (Marine Safety) Act 1994* requires the master of a ship to report an incident to a shipping inspector

All marine incidents occurring in the Townsville Region must be reported immediately (as soon as safe and practical) to a shipping inspector **or the Regional Harbour Master (Townsville)** through Townsville VTS

Telephone: **1300 721 263**

VHF channel: **12 or 16**

Written reports must be submitted within the relevant timeframes as specified in the respective regulations (refer: 12.6.1; 12.6.2; 12.6.3) in the appropriate format to:

Physical address: Maritime Safety Queensland, 60 Ross Street, South Townsville Qld 4810

Postal address: GPO Box 1921, Townsville Qld 4810

Email: RHMTownsville@msq.qld.gov.au

12.6 Marine incident reporting

12.6.1 Ships under port pilotage or command of a Pilot Exempt Master

A ***marine incident*** is an event causing or—

(a) the loss of a person from a ship; or

(b) the death of, or grievous bodily harm to, a person caused by a ship's operations; or

(c) the loss or presumed loss or abandonment of a ship; or

(d) a collision with a ship; or

(e) the stranding of a ship; or

(f) significant damage, or danger of significant damage, to a ship; or

(g) significant damage caused by a ship's operations; or

(h) danger of significant damage to a structure caused by a ship's operations; or

(i) danger to a person caused by a ship's operations.

A ***near miss*** is an unplanned event which has the potential to develop into a marine incident and required action to prevent an incident occurring.

Where a marine incident or a near miss occurs during the pilotage, the pilot or Pilot Exempt Master must:

I. As soon as practical notify Townsville VTS of the situation, requesting assistance as required; and

II. Within 48 hours of the incident or near miss submit a written report to the Regional Harbour Master providing details of the incident or near miss. The report must be made on the approved Marine Incident Report Form F3071.

12.6.2 Recreational Vessels (vessels regulated under TOMSA)

Under the *Transport Operations (Marine Safety) Act 1994*, a marine incident is an event causing or involving—

(a) the loss of a person from a ship;

(b) the death of, or grievous bodily harm to, a person caused by a ship's operations;

(c) the loss or presumed loss or abandonment of a ship;

(d) a collision with a ship;

(e) the stranding of a ship;

(f) significant damage, or danger of significant damage, to a ship;

(g) significant damage caused by a ship's operations;

(h) danger of significant damage to a structure caused by a ship's operations; or

(i) danger to a person caused by a ship's operations.

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 Maritime Safety Queensland 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 F3071 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 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; and
- 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.

12.6.3 Domestic Commercial Vessels

Ships regulated under the Marine Safety (domestic Commercial Vessels) National Law Act 2012

Under the *Marine Safety (Domestic Commercial Vessels) National Law Act 2012* (National Law), a ***marine incident*** means any of the following:

a) a death of, or injury to, a person associated with the operation or navigation of a domestic commercial vessel;

b) the loss or presumed loss of a domestic commercial vessel;

c) a collision of a domestic commercial vessel with another vessel;

d) a collision by a domestic commercial vessel with an object;

e) the grounding, sinking, flooding or capsizing of a domestic commercial vessel;

f) a fire on board a domestic commercial vessel;

g) a loss of stability of a domestic commercial vessel that affects the safety of the vessel;

h) the structural failure of a domestic commercial vessel;

i) a close quarters situation;

j) an event that results in, or could have resulted in:

  i. the death of, or injury to, a person on board a domestic commercial vessel; or
  ii. the loss of a person from a domestic commercial vessel; or
  iii. a domestic commercial vessel becoming disabled and requiring assistance;

k) the fouling or damaging by a domestic commercial vessel of:

  i. any pipeline or submarine cable; or

ii. any aid to navigation within the meaning of the Navigation Act 2012 of the Commonwealth;

l) a prescribed incident involving a domestic commercial vessel.

The *Marine Safety (Domestic Commercial Vessels) National Law Act 2012* (National Law) requires that both the owner and master of a Domestic Commercial Vessel that is involved in a marine incident, report the incident within the time frames provided for by the National Law, to the National Regulator.

As soon as possible and within 4 hours after becoming aware of the incident, you must complete and submit incident alert form 18.

You can either complete the online form below to submit an incident alert, or download form 18 and email the completed form to reports@amsa.gov.au.

It is important that incidents are reported so that AMSA can analyse the occurrence and, if necessary, take steps to improve vessel safety.

For further information regarding 'what is a marine incident?', 'when do I report a marine incident?', and 'who do I report it to?' – please refer to the Incident Report Guidance Notice and Incident Report Form.

12.6.4 Marine incident reporting – Australian Maritime Safety Authority

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; and
- a birth.

These must be reported to the Australian Maritime Safety Authority (AMSA) using form 18 incident alert within four hours of the incident occurring. A detailed Incident report must be submitted to the Australian Maritime Safety Authority, Canberra on form 19 within 72 hours of the incident occurring.

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

Complete details of these requirements are available on the Australian Maritime Safety Authority website.

12.6.5 Great Barrier Reef Marine Park Authority incident report form

To report an incident where a breach of Great Barrier Reef Marine Park Authority regulations is observed witnesses are asked to complete the GBRMPA incident report form. Urgent matters should be reported by phone to the appropriate number listed on the form.

12.6.6 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 Regional Harbour Master and the Manager (Pilotage Services) should be sought in this instance.

The vessel is to be surveyed by the appropriate authority (Australian Maritime Safety Authority or classification society) to ensure the seaworthiness of the vessel before it leaves port limits.

12.6.7 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 Regional Harbour Master's office and/or the emergency response agencies of police, fire or ambulance.

The Australian Maritime Safety Authority requests pilots, stevedores, Port of Townsville Limited 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 Infrastructure, Transport, Regional Development and Local Government (DITRDLG). POTL 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 of Townsville, must report directly to the Port of Townsville Limited or through their respective ship agency the following:

- ISPS 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
- and any security incident (as defined under the ISPS code or maritime transport security legislation) whilst in port.

13.1.1 Security levels

The federal Government determined, and will declare when necessary, three security levels.

- **Level 1**: Minimum appropriate protective security measures will be maintained at all times.
- **Level 2**: Appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- **Level 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. Ships at a port facility must await instructions from the Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG) and are to follow their instructions as required.

Unless otherwise advised the port will operate on level 1.

In addition to normal security measures undertaken, additional security measures on the land and water may be implemented:

- if directed by the Australian office of the Department of Infrastructure, Transport, Regional Development and Local Government; and/or
- the current ship security level or the port/port facility security level is higher than security level 1.

Additional security measures will include:

- increased number of maritime security guards;
- controlled access to the waterside security zone and/or additional security waterside patrols ;
- controlled access to the ship security zone and landside restricted zone; and

- random or compulsory inspection of all baggage/stores and vehicles.

Responsibility for the implementation of the additional security measures will be agreed through a declaration of security between the ship and Port of Townsville Limited or the port facility operator. If between the ship and the port facility operator, the port security officer must be consulted and agree with the security measures proposed to be implemented.

13.1.2 Shore access to ships and port facilities

Port security officers occupy the gatehouse at the Benwell Road entrance. All persons wishing to access the port must be able, when requested, to demonstrate they have official business in the port and the appropriate authorisation. For example:

- port-issued identification card;
- prior notification via port entry application;
- current drivers' licence;
- Maritime Security Identification Card (MSIC);
- Passport;
- crew visa; and
- additional security requirements such as random and compulsory baggage checks may also be carried out. Port access by members of the public is prohibited.

A number of cameras are stationed around the port to assist security officers monitoring the operations. The vision from these cameras can, if required, be passed onto third parties for their use in investigating incidents. Third parties include but are not restricted to Customs, Police, the Department of Infrastructure, Transport, Regional Development and Local Government and Maritime Safety Queensland.

It is an offence to enter or leave the port area by any means other than a designated entrance or exit. All security breaches, or potential activities that may breach security or cause harm, should be immediately reported to the port control duty officer, for example:

- suspicious activity or person
- unclaimed baggage
- inappropriately parked vehicle
- tampering with cargo and/or ship stores.

13.2 Port security contacts

Marine Services duty officer

Line 1:	+61 7 4781 1684
Line 2:	+61 7 4781 1683
Facsimile:	+61 7 4774 1993

13.3 National security

In line with the federal Government's recent publications to do with the reporting of any possible terrorist activity then 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

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, life boats, 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 and so on. Periodical inspections must be entered in the cargo gear register or else the cargo gear cannot be used.

15. Port services

15.1 Bunkering

Permission must be obtained from Port of Townsville Limited prior to undertaking bunkering operations. Master or Agent to submit Non Cargo Liquid Transfer Notification form at least 48 hours prior to commencement of any bunkering operations. The form is available from the website – www.townsville-port.com.au/operations-trade/operations/permits-forms/

Non-Cargo Liquid Transfer operations are subject to Port inspection. It is the responsibility of the vessel's Master to notify Port of Townsville Marine Services and Townsville VTS prior to commencing transfer and at completion of transfers.

Inspections, if required, will be arranged one hour prior to the start of transfer operations by contacting the ships Master.

15.2 Fresh water

Fresh water is available at all berths – contact Port of Townsville Limited.

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), waste water 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.

Facilities are available at Townsville for the collection of tank washing slops, oily mixtures containing chemicals, oily bilge water, oil sludge and sewage. (With the exception of Berth 1) The service is provided by NQ Resource Recovery.

Quarantine waste and garbage is collected by J.J. Richards.

Phone: +61 7 4774 5555

15.4 Electric power

Shore power connections are available at no 2, 3 and 4 berths at 100 amperes, 415 volts and at all other berths except no 10, at 60 amperes, 415 volts. A portable generator, 260 KVa at 415 volts is also available.

15.5 Mission to Seafarers

The contact details for The Mission to Seafarers (Port Office):

Physical address: Suter Pier, Port of Townsville

Postal address: PO Box 729, Townsville Queensland 4810

Telephone: +61 7 4772 2774

Facsimile: +61 7 4772 2774

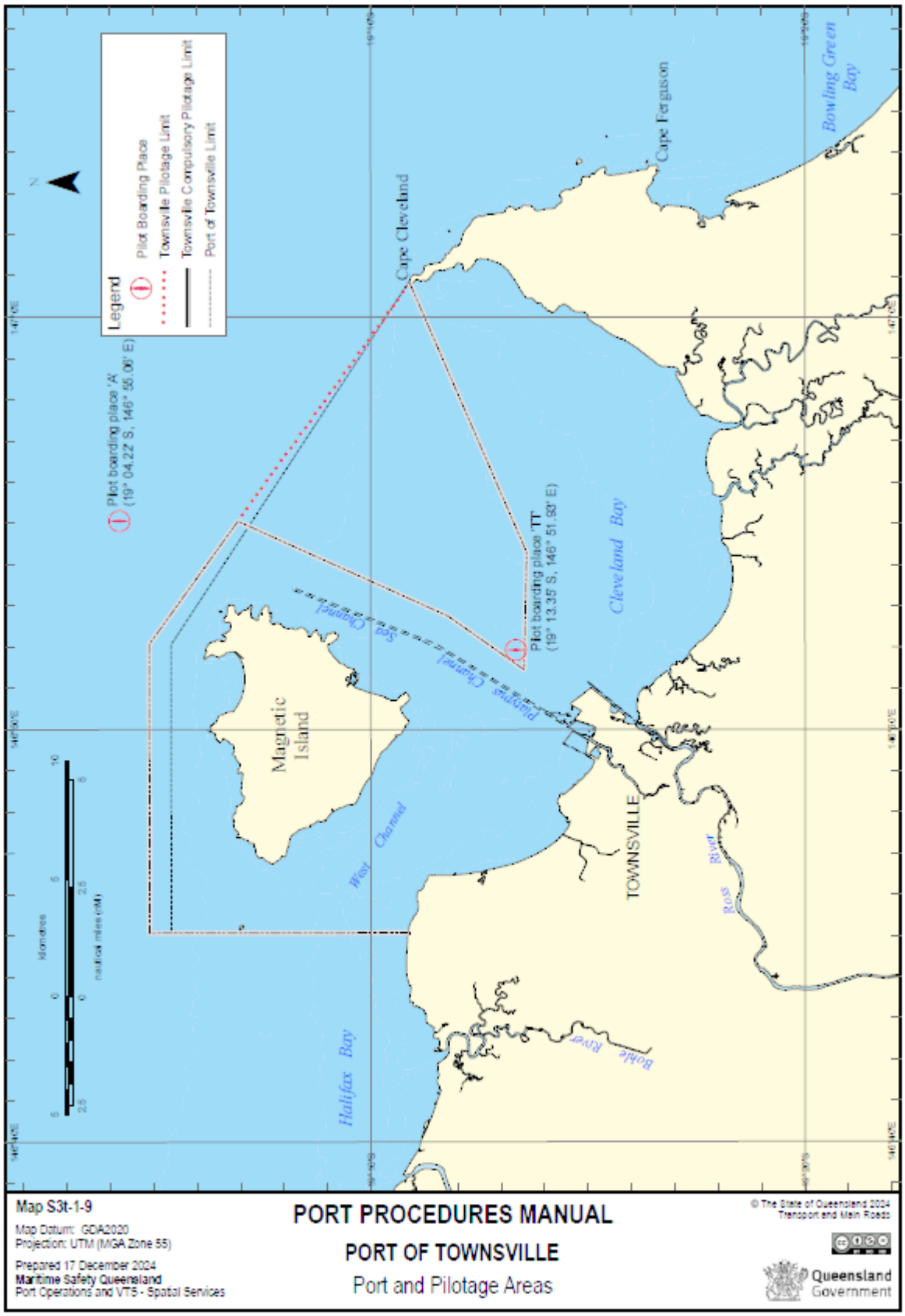
Email: seafarers.tsv@beyond.net.au

15.6 Miscellaneous contacts

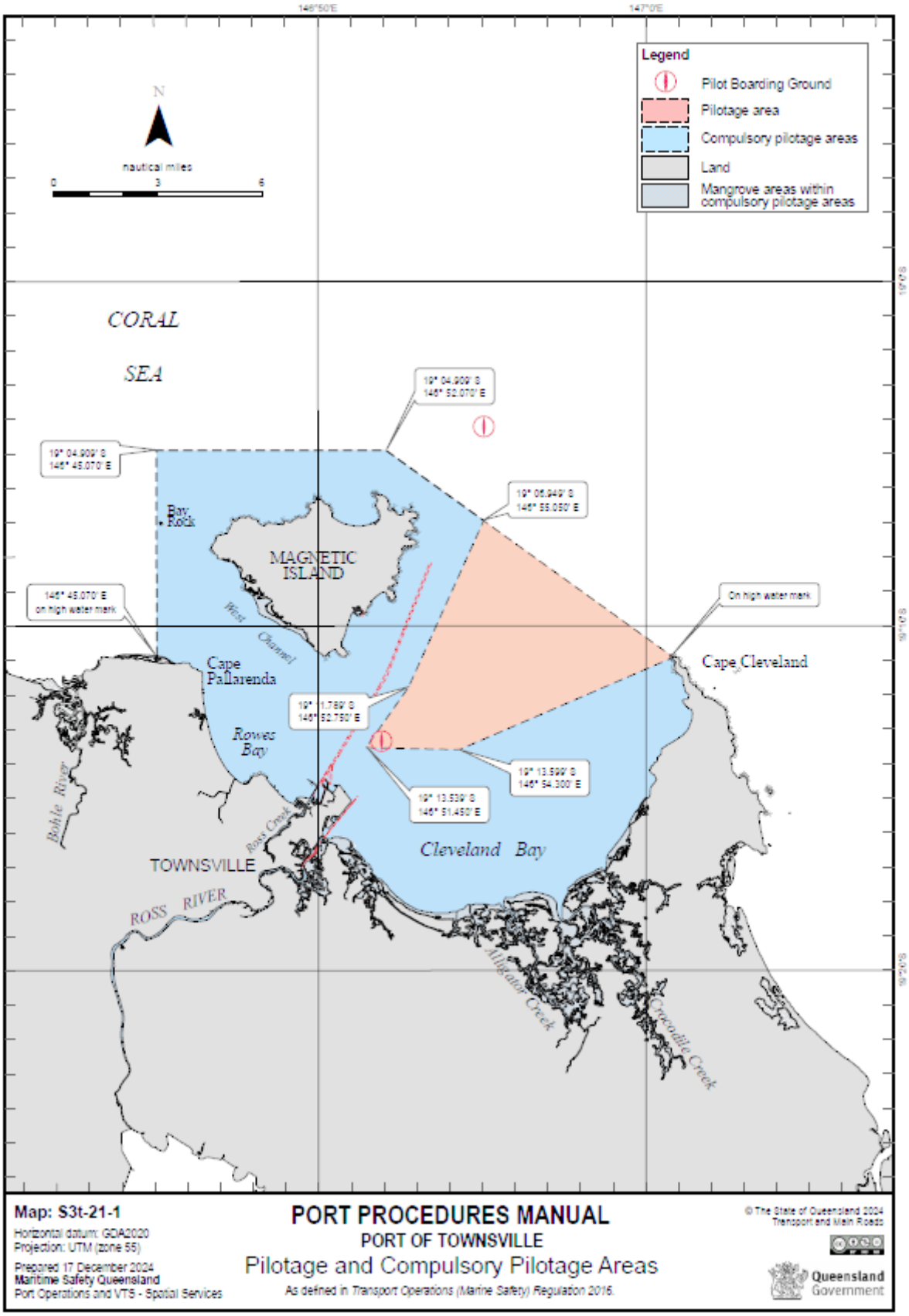
Company	Telephone number
Australian Volunteer Coastguard	+61 7 4771 4831
Townsville Water Police	+61 7 4759 9790
Townsville City Council	+61 7 4727 9000
Department of Environment and Heritage Protection	+61 7 4722 5211
Great Barrier Reef Marine Park Authority	+61 7 4750 0700

16. Appendices

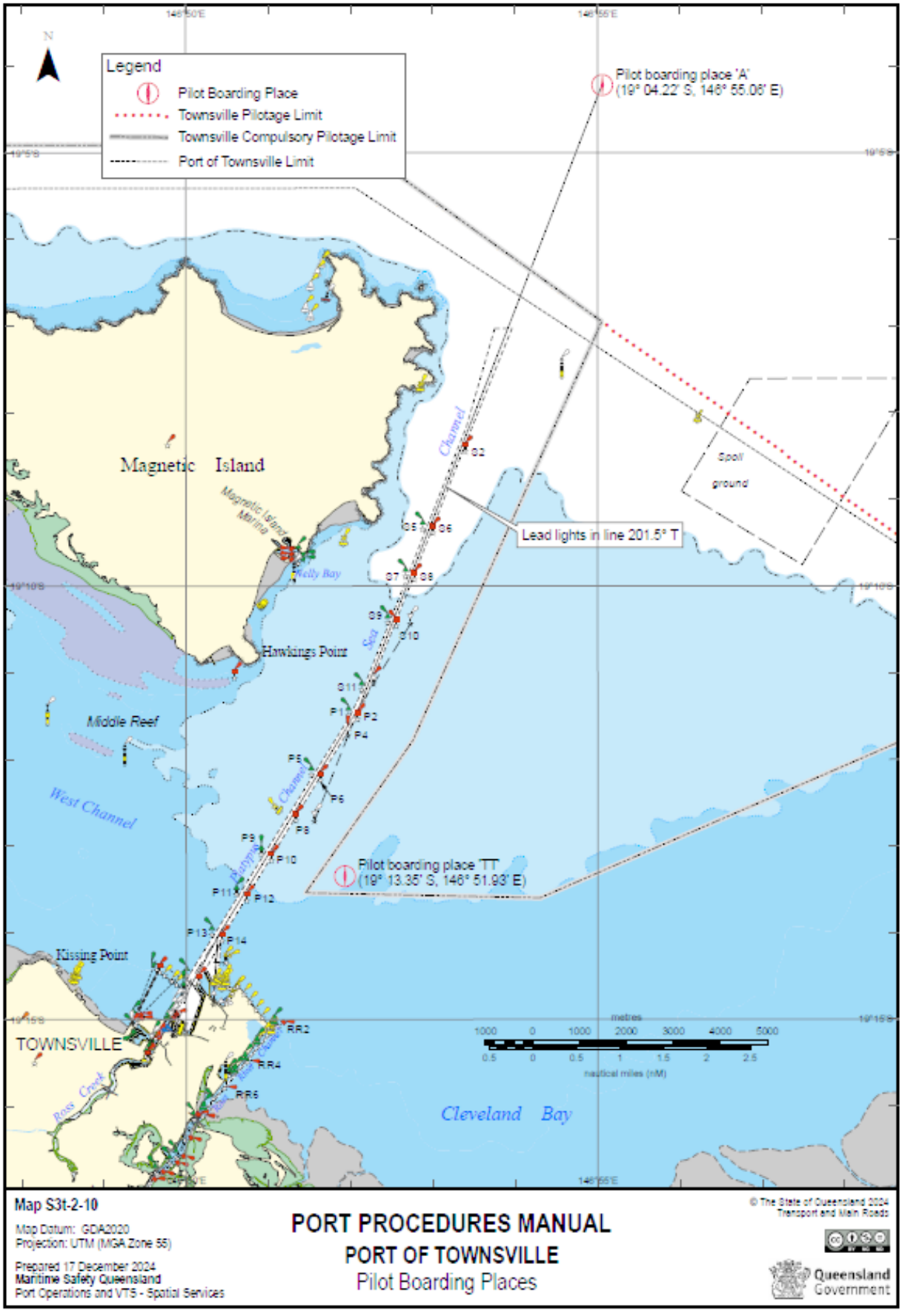
16.1 Townsville Port and Pilotage



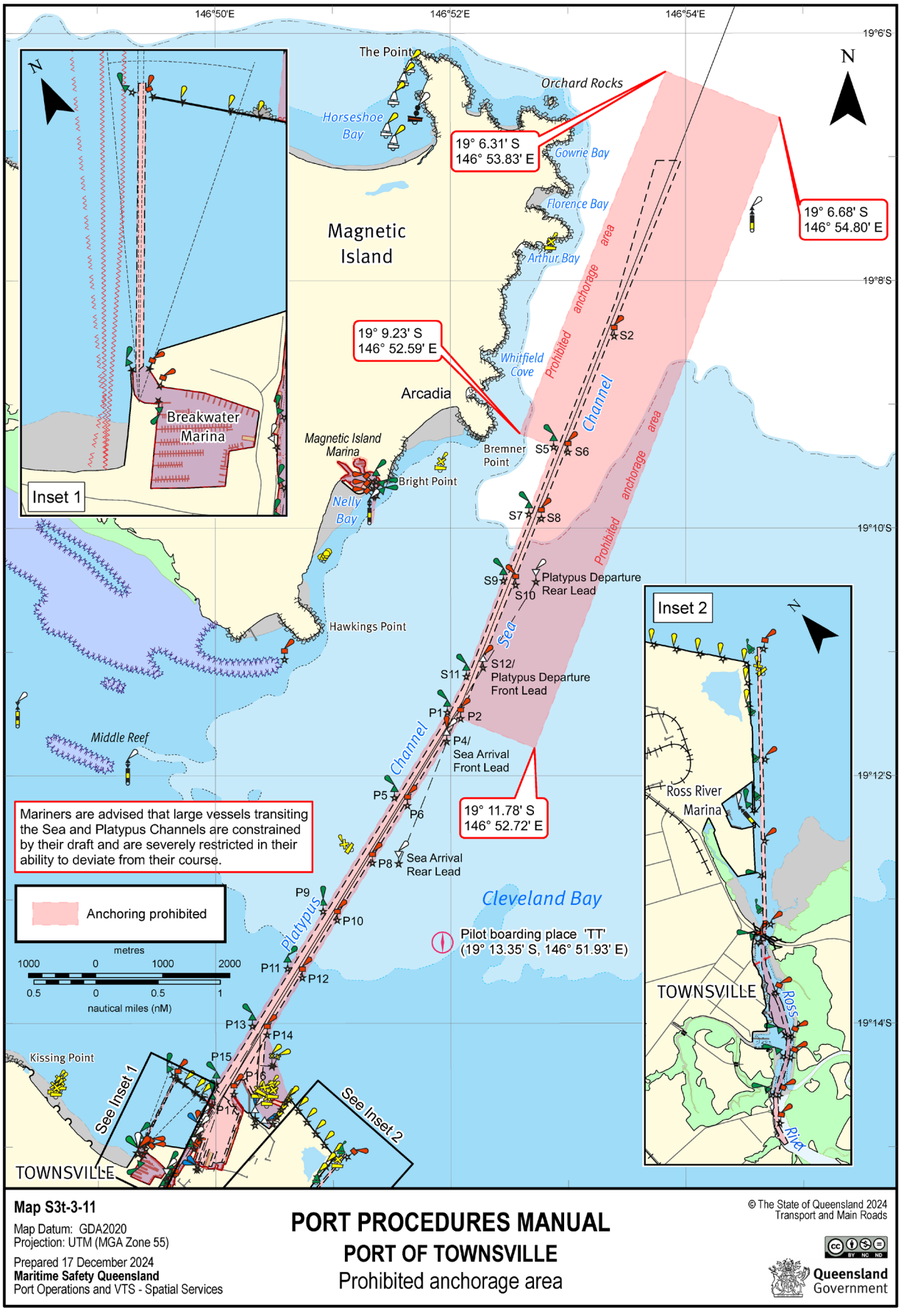
16.2 Townsville Pilotage & Compulsory Pilotage areas



16.3 Townsville Pilot Boarding Places



16.4 Townsville Prohibited Anchorage Area



Map S3t-3-11

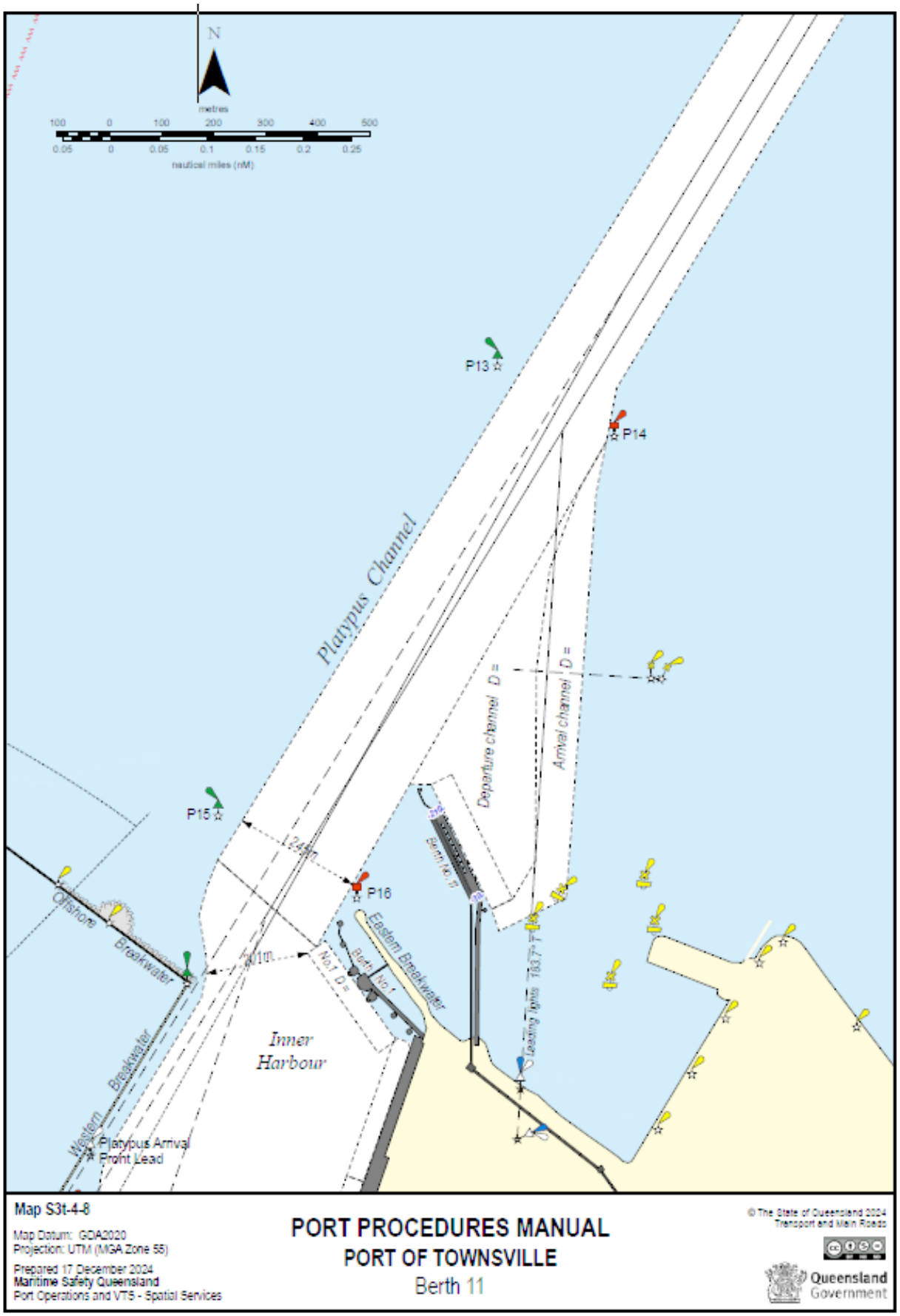
Map Datum: GDA2020
Projection: UTM (MGA Zone 55)

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

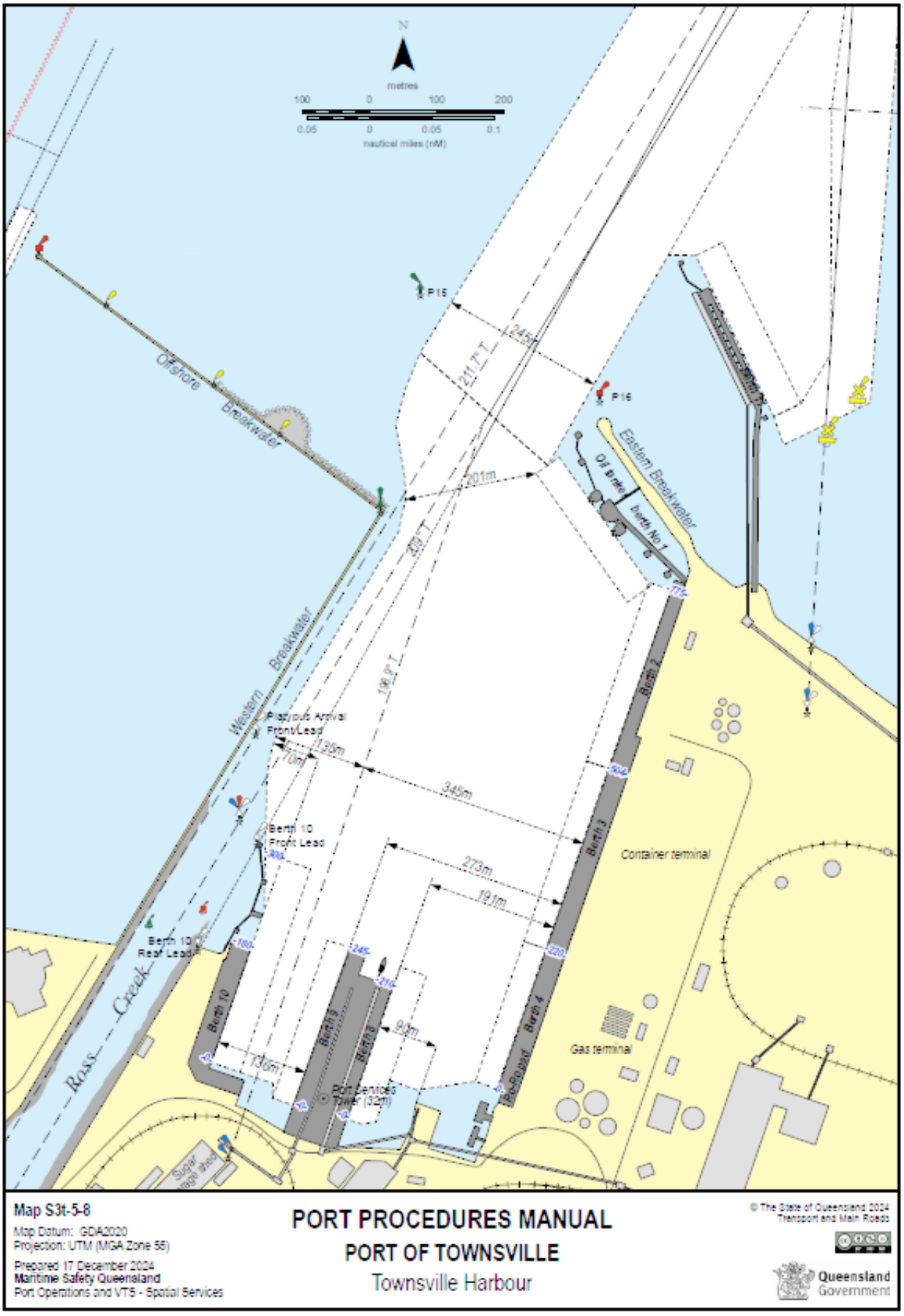
PORT PROCEDURES MANUAL
PORT OF TOWNSVILLE
Prohibited anchorage area

Queensland Government

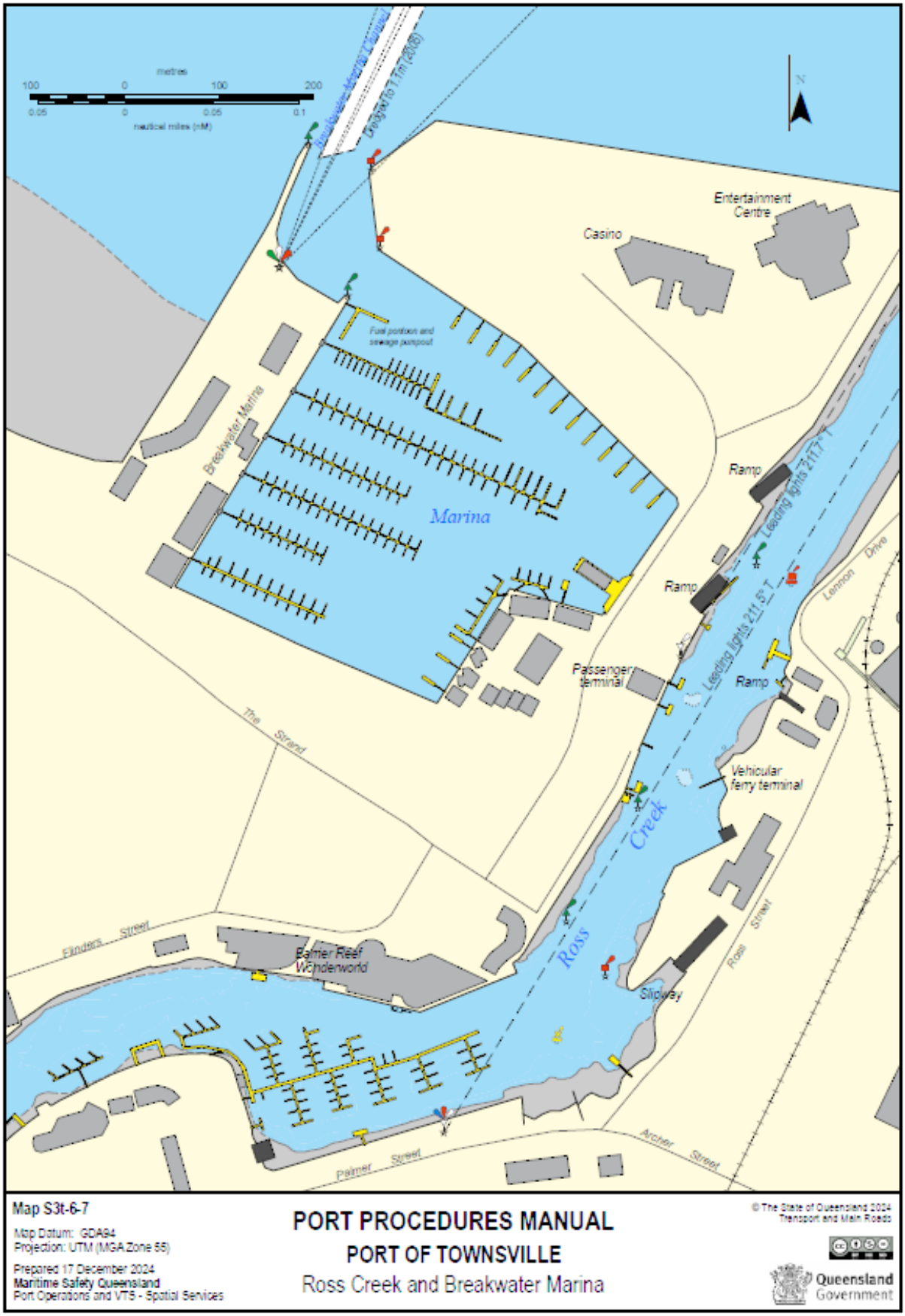
16.5 Townsville Outer Harbour



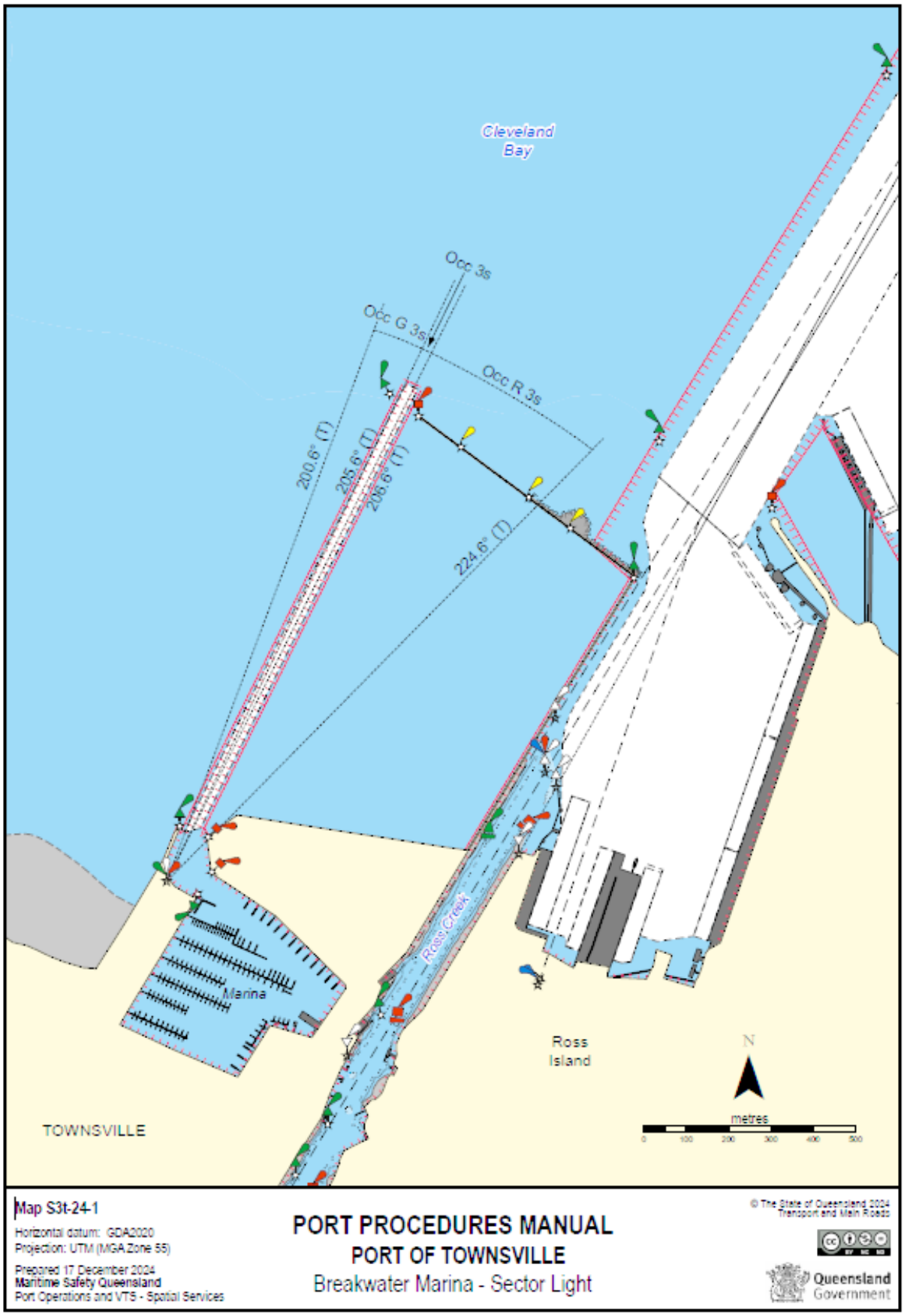
16.6 Townsville Port



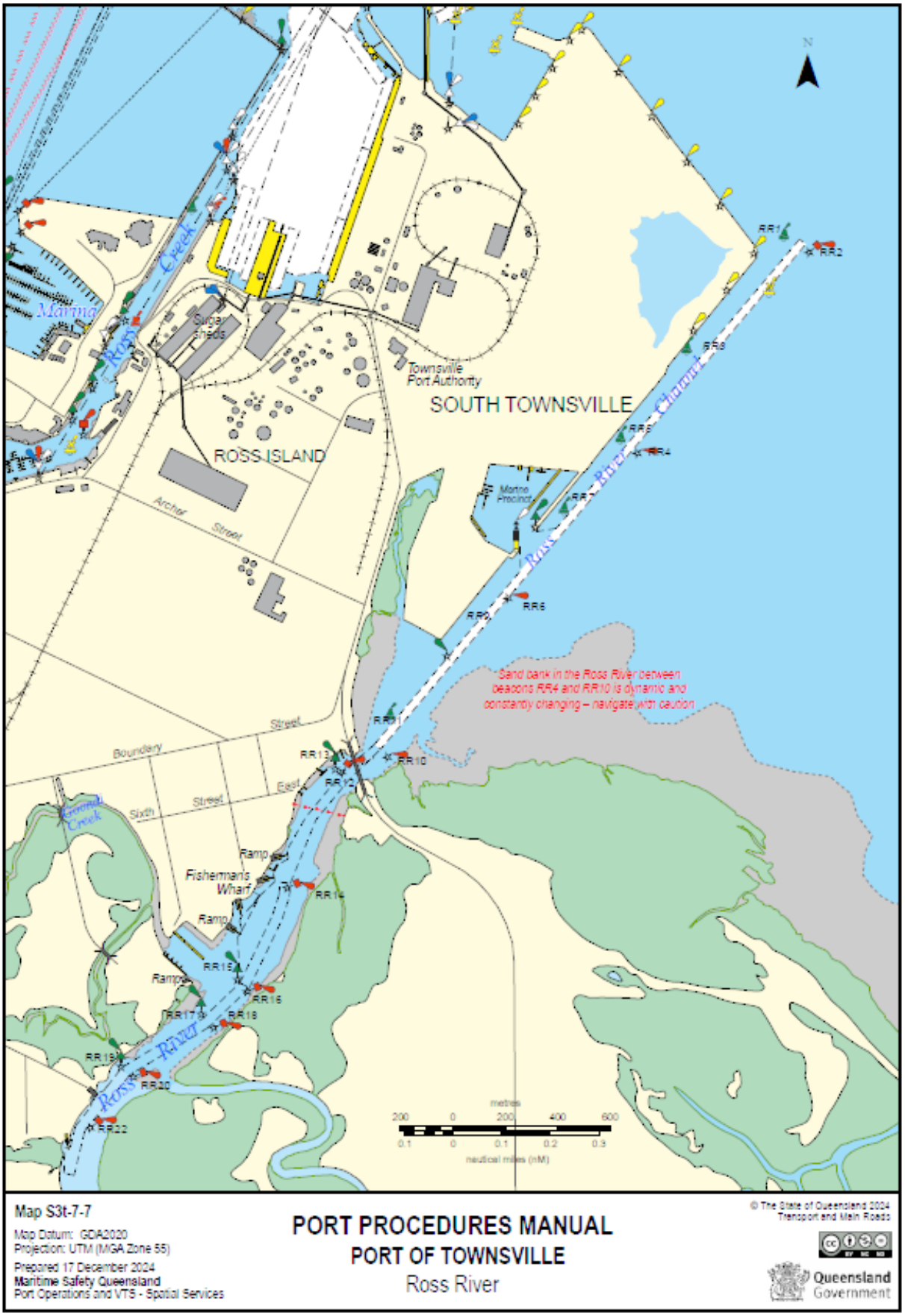
16.7 Townsville - Ross Creek and Breakwater Marina



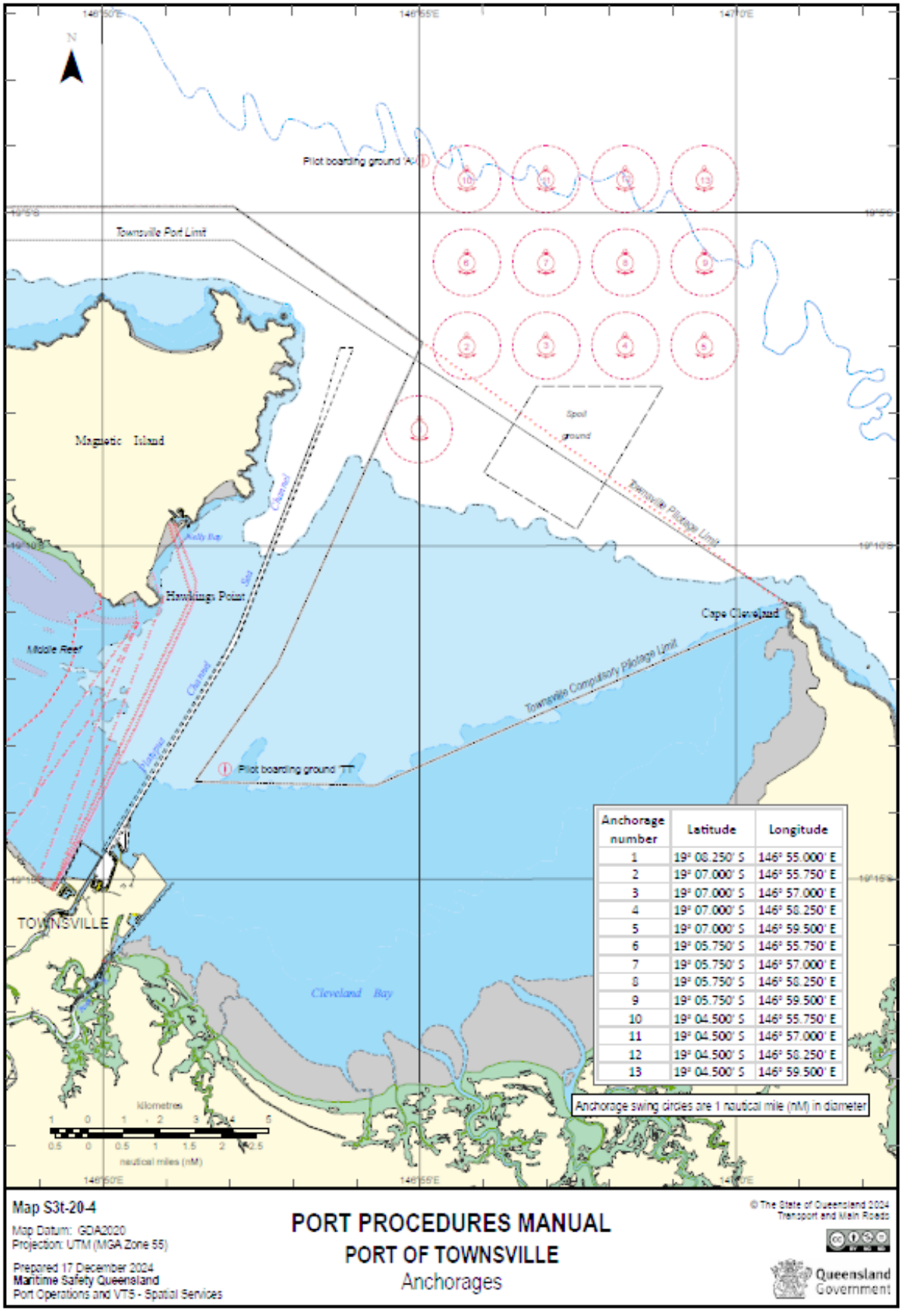
16.8 Breakwater Marina Channel – Sector light



16.9 Townsville Ross River

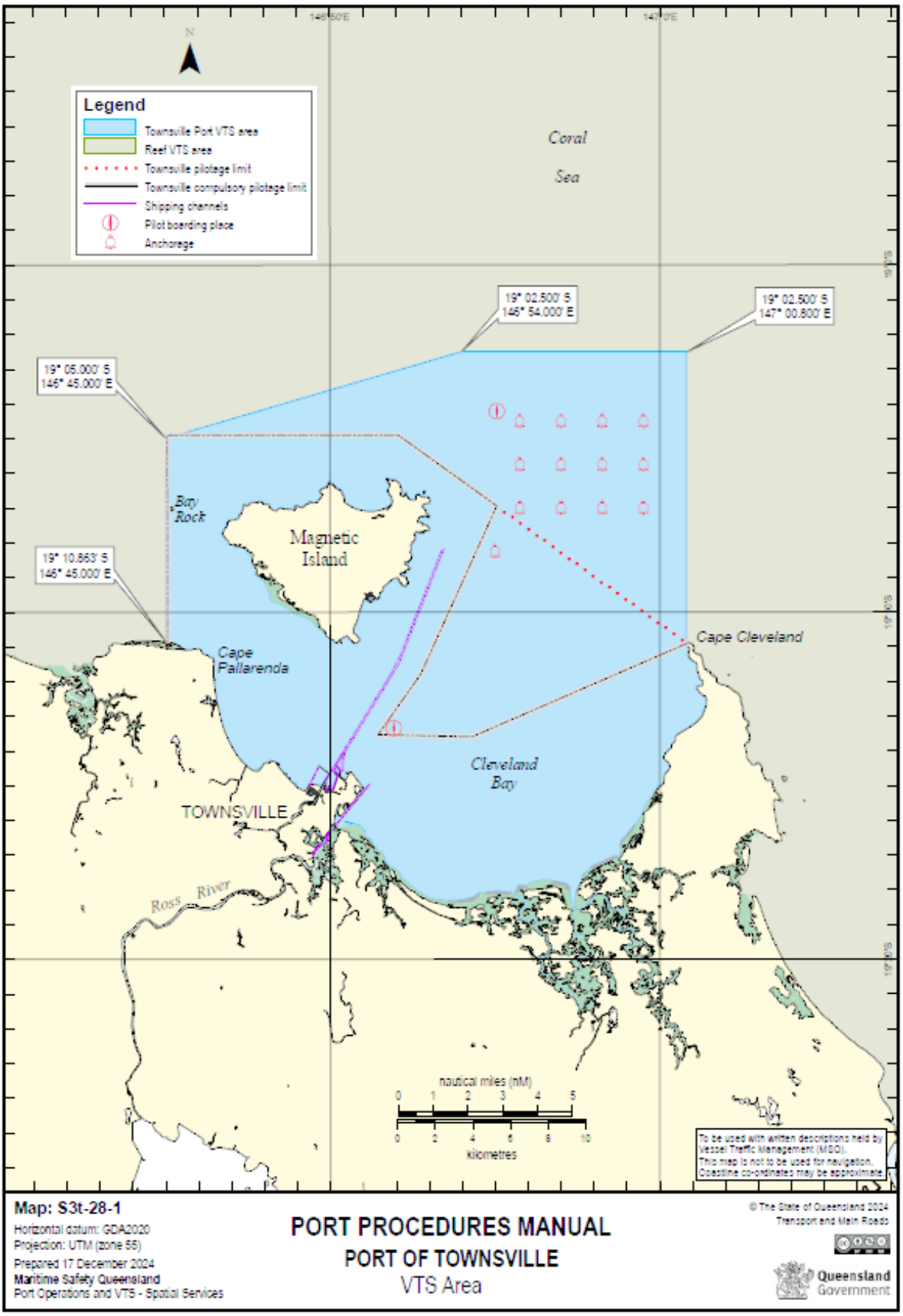


16.10 Townsville Anchorages

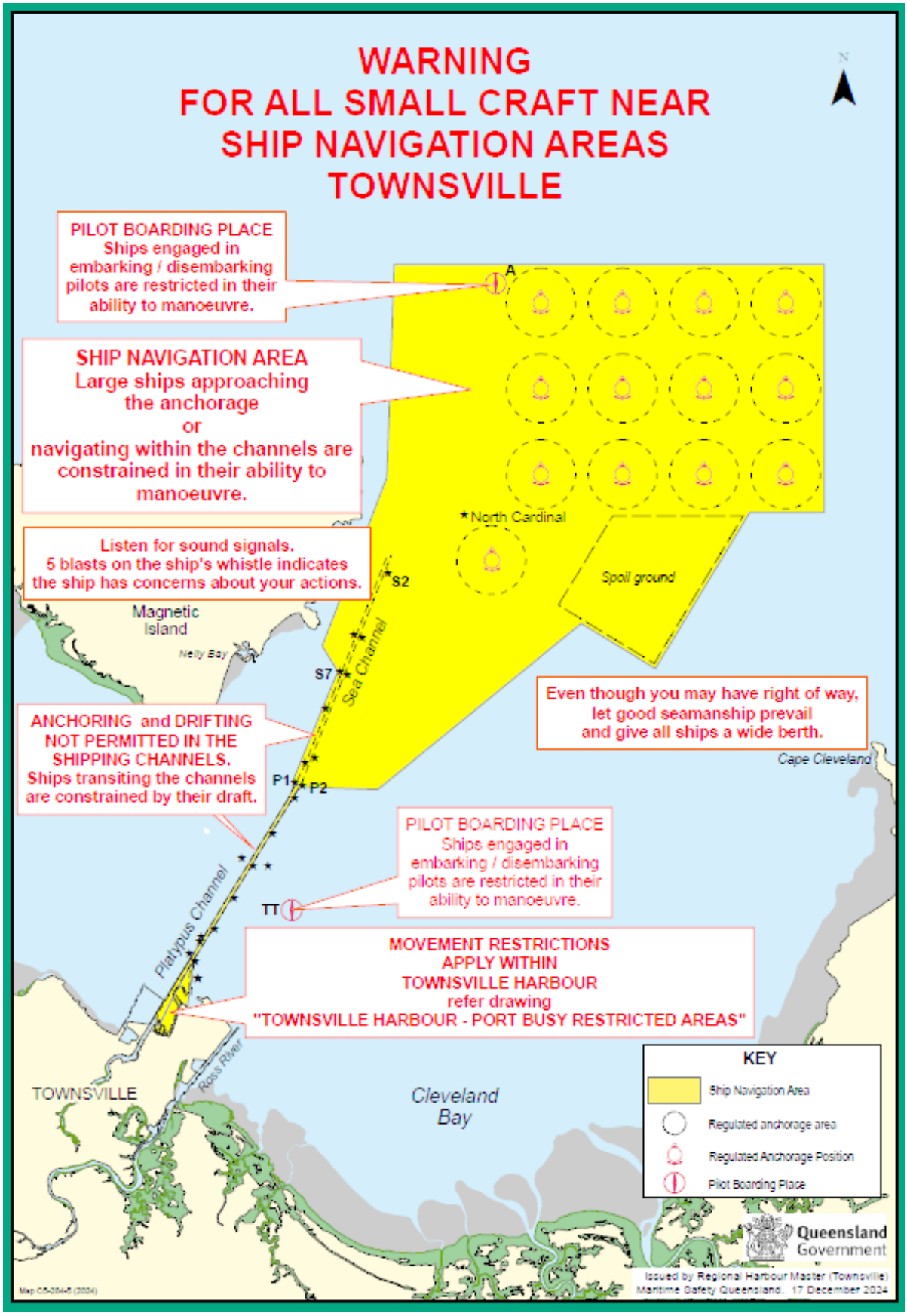


Anchorage number	Latitude	Longitude
1	19° 08.250' S	146° 55.000' E
2	19° 07.000' S	146° 55.750' E
3	19° 07.000' S	146° 57.000' E
4	19° 07.000' S	146° 58.250' E
5	19° 07.000' S	146° 59.500' E
6	19° 05.750' S	146° 55.750' E
7	19° 05.750' S	146° 57.000' E
8	19° 05.750' S	146° 58.250' E
9	19° 05.750' S	146°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

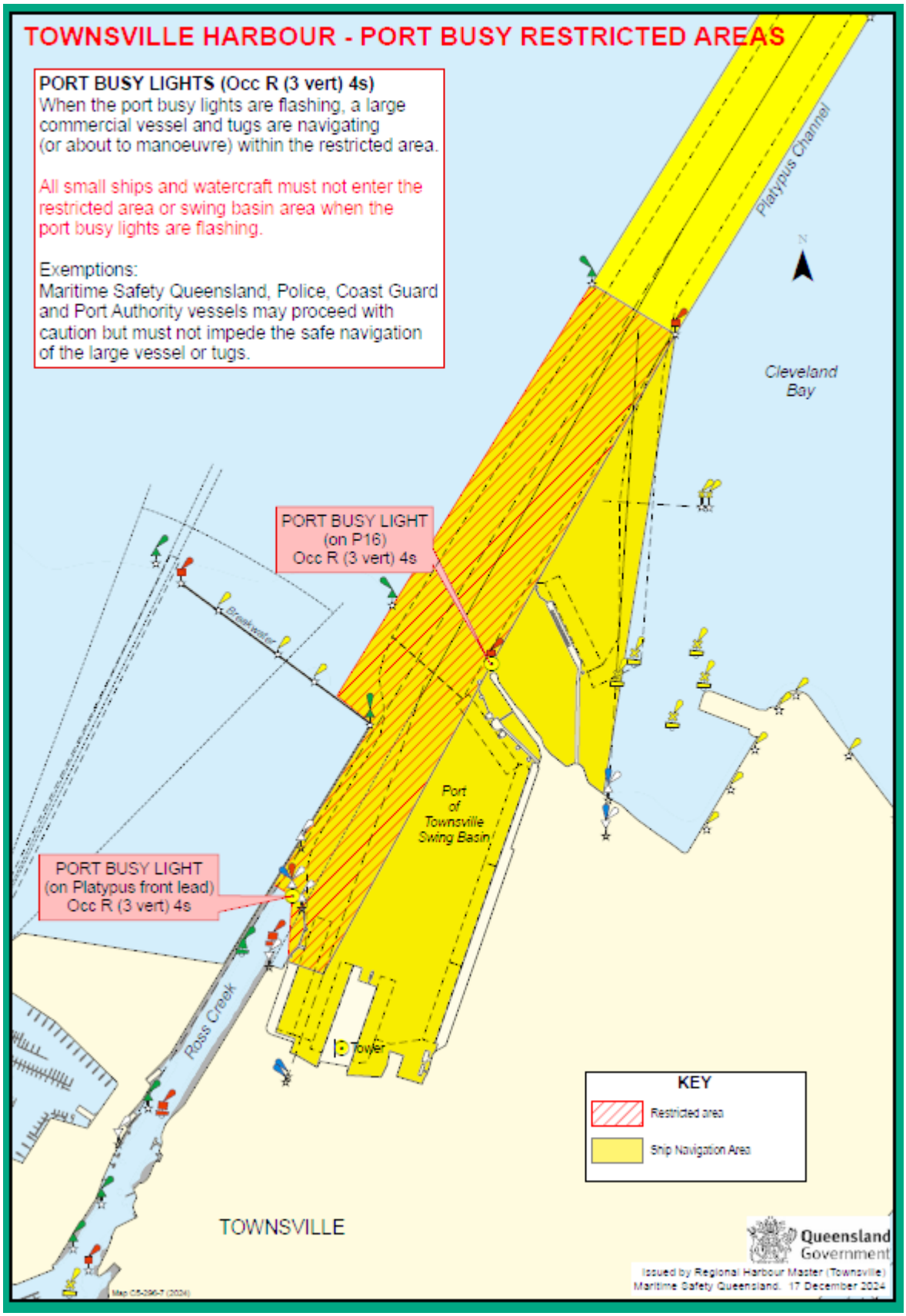
16.11 Townsville VTS Map



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

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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