Department of Transport and Main Roads

Queensland Good jobs Better services Great lifestyle

Port Procedures and Information for Shipping - Port of Gladstone

November 2024

Queensland Government

Harbour Master's Direction

Transport Operations (Marine Safety) Act 1994

Division 2, Subdivision 1, Section 88 – 92

Queensland Government

I, **Captain John Fallon, Regional Harbour Master (Gladstone),** am appointed as harbour master under part 7 of the Transport Operations (Marine Safety) Act 1994.

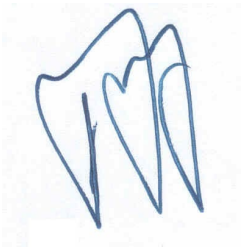
Under section 86 of the Transport Operations (Marine Safety) Act 1994 a harbour master may give direction if the harbour master reasonably considers it necessary to give the direction to ensure safety and the effectiveness and efficiency of the Queensland maritime industry. Further section 86A of the 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 Gladstone. Sections of the Port Procedures and Information for Shipping – Port of Gladstone (http://www.msq.qld.gov.au/Shipping.aspx) are mandatory and must be complied with. Only those sections listed in Schedule 1 are mandatory by this general direction.

I DIRECT THAT:

The Port Procedures and Information for Shipping Port of Gladstone must be complied with by all vessels operating within the Port of Gladstone Pilotage area.

It is an offence to fail to comply with direction without a reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of power. The maximum penalty is $20,000 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 from you as a debt in civil jurisdiction.



Captain John Fallon

Regional Harbour Master (Gladstone)

Maritime Safety Queensland

DATED AT GLADSTONE THIS 08th DAY OF NOVEMBER 2024.

Schedule One

Section	Title
2.2	Arrival Check List
2.3	Departure Check List
2.7	Arrival / Departure Report
2.8	Dangerous Goods
3.5	Prior Notification of Movements
3.7	Booking a Vessel Movement
3.8	Reporting Defects
3.10	Tug and Tow
3.14	Movement Clearance Information
3.16.1	Arrival Reporting Requirements
3.16.2	Departure and Removal Reporting Requirements
4.3	Maximum Vessel Size
5.1	Berth Information (berth restrictions)
6	Weather (including Extreme Weather Contingency Plan)
7.2	Speed
7.3	Trim Requirements
7.4	Draft Restrictions
8.5	Pilot Boarding Positions
9.1.2	Tug Requirement Guidelines
9.2	Lines Launches
10.2.1	Immobilise Main Engines
12.5	Marine Incidents
12.5.1	Reporting (Marine Incidents)

Contents

List of Tables

Table of amendments

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

Contact officer: Regional Harbour Master (Gladstone)

Phone: +61 7 4971 5200
Fax: +61 7 4971 5520

Revision Date	Change Number	Page number or section	Summary of Changes
November 2008	Version 1	Whole Document	First Issue
22 November 2016	Version 2	Whole document	Complete rewrite incorporating all previous amendments
06 December 2016	Change 2.01	Section 7-page 57	Table 21(now table 22) – UKC of LNG Vessels at berth corrected
1 February 2017	Change 2.02	Section 3.12.3 Page 32	Readiness for Departure Clarified
		Section 2.2, page 20	LNG vessel vetting documents (Forms 1,2,3)
		Section 5.1.11 – 5.1.13, page 47, 48	Correction of Fisherman's Landing arrival/departure parameters for FL1/2/4
		Section 5.1.12 page 47	Fisherman's Landing 2 departure parameter (removed ref to ballasted vessels stemming tide to CCF)
		Section 5.4.2 Page 51	Added Jacobs Channel Leading Lights to table 10
		Section 5.5.10 Page 55	Added Jacobs Channel Navigation Aids as table 20
		Section 5.1.9 Page 45	Added ebb tide arrival parameters to CCF Wharf
		Section 7.12 Page 63	Personnel transfers to and from vessels underway
26 May 2017	Version 3	Section 15.6 Page 90	Updated title and contact information
		Whole document	Updated hyperlinks and general formatting
June 2017	Change 3.01	Section 2.2, 2.4 Page 21, 22	Updated Customs document timeframes
July 2017	Change 3.02	Section 5.1.1, Page 41	Updated arrival entry times and passing parameters
		Section 5.1.2, Page 41	Updated passing parameters
		Section 5.1.3, Page 42	Updated mid-tide arrival entry parameters
		Section 5.1.5, Page 44	Updated arrival entry times and passing parameters
		Section 5.1.6, Page 44	Updated arrival entry times and passing parameters
		Section 5.1.7, Page 45	Updated arrival entry times and passing parameters
		Section 5.1.8, Page 45	Updated arrival entry times and passing parameters
		Section 5.1.9, Page 46	Amended arrival dot point four to reflect 230m x 32.3m

		Section 5.1.10, Page 47	Updated arrival and departure times
		Section 5.1.12, Page 49	Updated departure times
		Section 5.1.13, Page 50	Added passing parameter for vessels requiring to swing on departure
		Section 5.1.14, Page 50	Added passing parameter for vessels requiring to swing on departure
		Section 5.1.15, Page 51	Updated passing parameters
		Page 12	Updated list of tables
August 2017		Section 5.1.9, Page 47	Added mooring arrangements to WICET vessels
		Section 5.1.10, Page 49	Added mooring arrangements to CCF vessels
		Section 5.1.12 Page 50	Amended FL2 departure requirements to include alumina vessels over 10m draft. Removed "LOA>200m" from Caustic vessels PST
		Section 5.3.2, Page 53	Amended dot point six to clarify bunkering of vessels at South Trees Anchorages
		Appendix 16.9 Page 109	Updated Gladstone Pilot Helicopter (Landing) Operations form
September 2017		Section 2.9, Page 24	Updated definition
		Section 2.9.1, Page 24	Removed section on reporting (information covered under other sections)
		Section 2.9	Added Section 2.9 MASTREP
		Entire document	General formatting and updating hyperlinks
January 2018	Change 3.03	Section 9.1, Page 69	Amended LNG tugs from six to five
		Section 9.1 Table 23	Amended tug names to reflect SMIT Lamnalco
		Section 9.1 Table 24	Amended contact details
		Section 5.1 Table 8	Amended and updated max berthing displacements
May 2018	Change 3.04	Section 5.1.9, Page 46	Added CCF Vessel Interaction Prevention for CCF departures
		Section 5.1.15, Page 51	Amended LNG passing
		Section 9.1.2, Table 25, Page 74	Amended LNG tug requirements
		Section 9.1.4.3, Page 76	Amended berthing/unberthing requirements
		Section 9.1.4.5, Page 76	Amended Emergency Departure
		Section 7.4.3, Page 60	Added Dynamic Under Keel Clearance information
		Section 16.42, Page 162	Added DUKC Draft Request From
		Section 7.13, Page 65	Added restrictions on fuel change over while underway for trade vessels
September 2018		Section 1.7.1, 10.2.3, 12.2 and 12.4	Document updated due to the remake of the Transport Operations (Marine Pollution) Regulation 2018

November 2018	Change 3.05	Section 5.3.2, Page 52	Amended South Trees Anchorage restrictions to bunkering and updated Table 9
		Section 16.1, Page 108	Updated Heli form clarifying questions 11 and 12
		Section 3.1, Table 3, Page 27	Updated VHF channels to capture new tug channels 6 and 9
		Section 5.1.10, Page 48	Updated WICET arrivals >100K to HW-3:00 only
		Section 5.1.15 Page 51	Updated passing parameters for LNG vessels
June 2019	Change 3.06	Section 2.2, Page 22	Updated Arrival Checklist to capture DUKC forms for vessels over 8.8m into Fishermans Landing #1
		Section 2.3, Page 23	Updated Departure Checklist to capture DUKC forms for vessels over 15m departing RG Tanna Coal Terminal or WICET
		Section 5.1.9, Page 46	Amended Swing Basin depth to 11.1m and updated Vessel Interaction at CCF to include berth two
		Section 5.1.10, Page 48	Amended WICET swing basin depth to 12.0m
		Section 6, Page 59	Updated Cyclone Watch Blue Alert wording. Added Red Alert
		Appendix 16.40, Page 160	Amended Vessel Interaction Prevention letter to include berth two.
		Section 9.1.3, Page 75	Added Star H/J/K class vessels to tug requirements at Boyne Smelter Wharf
		Section 10.1, Page 77	Amended wording to reflect work permits to be submitted by QShips (removed fax and email)
		Section 10.2.1, Page 79	Amended wording to include 'strong wind warning'
		Section 5.1.14, Page 50	Added FL5 Flood tide departures tidal range <2.5m
		Section 16.28, Page 142	Replaced SV-HH form with updated form
September 2019	Change 3.07	Appendix 16.39, Page 157	Replaced Deed of Indemnity – Port of Gladstone escort Tugs
		Appendices, Page 94-165	Corrected appendix numbering
January 2020	Change 3.08	Section 3.7.3, Page 29	Change 50m to 35m as per TOMSR
		Section 3.7.3, Page 30	Wording in dot point five to include 'or a vessel's main engines' along with minor correction to wording in second last paragraph.
		Section 4.3, Page 37	Updated wording for Maximum Size Vessel
		Section 5.1, Page 40	Updated berth information where required
		Section 5.1.11, Page 50	Amended wording to reflect two unloading gantries
		Section 5.1.15, Page 52	Amended LNG wording
		Section 5.4, Page 54	Updated Navigation Aids and Leading Lights
		Section 9.1, Page 72	Added wording relating to 'The United Kingdom Standard Conditions for Towage and Other Services'

		Section 9.1.4.1, Page 77	Updated wording for tug escorts
		Section 9.1.4.2, Page 77	Updated wording for tug escorts during inclement weather
		Section 2.12, Page 26	Washdown of vessel decks and hatches
February 2020	Change 3.09	Section 3.4, Page 29	Updated LOA
May 2020	Change 3.10	Section 1.6.2, Page 20	Added VTS 1300 phone number
		Section 5.4.1, Page 54	Updated table 9 (Curtis Channel)
		Section 5.4.2, Page 54	Updated table 10 (Gladstone Harbour)
		Section 5.5.8, Page 57	Updated table 18 (Clinton Channel)
		Section 5.5.10, Page 58	Updated table (WICET)
		Section 5.5.11, Page 58	Updated table 20 (Jacobs Channel)
		Section 9.1.2, Page 76	Updated LNG tug requirements
		Section 9.1.4.1, Page 77	Updated LNG tug escort requirements
		Section 9.1.4.3, Page 78	Updated Berthing / Unberthing requirements – tug usage
		Section 9.1.4.4, Page 78	Updated standby tugs whilst berthed
January 2021	Change 3.11	Section 5.19, Page 47	Updated vessel interaction prevention requirements
		Section 9.1.1, Page 73	Notification of Tugs – Updated wording to capture vessels with a freeboard of less than 5.5m
		Section 9.12, Page 76	Updated towage requirements for LNG arrivals and departures
		Section 9.1.4.1, Page 77	Updated wording for escort tugs
		Section 9.1.4.3, Page 78	Updated wording for tugs berthing/unberthing
		Section 16.1, Page 95	Updated AMSA Marine Notice – Use of Pilot Transfer Arrangements
		Section 16.28, Page 141	Updated Report of Suspect Marine Safety Concern Form (SV-HH)
		Appendix 16.4, Page 160	Updated Vessel Interaction Prevention Letter to masters to reflect Post Panamax standby pilot and tug requirements
		Appendix 16.39, Page 155	Updated Deed of Indemnity Letter, Port of Gladstone Escort Tugs
		Section 4.6, Page 39	Removed withdrawn charts AUS244, 271, 272
March 2021	Change 3.12	Section 5.5.7, Page 58	Updated A8 to reflect it also being the CCDF PEL
		Section 5.5.8, Page 58	Removed beacon C1 and C3 from table
		Section 5.5.8, Page 58	Added A8/CCDF PEL

		Section 5.5.9, Page 59	Added CB6 West Cardinal to table
		Section 5.1.9, Page 48	Amended Post Panamax Vessel to >230m x 33m
		Section 16.40, Page 161	Updated vessel interaction prevention letter to >230m x 33m
July 2021	Change 3.13	Section 15.3, Page 92	Updated details relating to biosecurity waste service
		Section 3.1, Page 28	Removed reference to HF MSI services provided by VTS
		Section 2.5, Page 29	Updated link to Department of Agriculture, Water and the Environment
		Section 12.5.1, Page 87	Updated link to AMSA Marine Incident Reporting
January 2022	Change 3.14	Section 2.2, Page 24	Added Piot Ladder Checklist to table 1
		Section 2.10, Page 26	Updated Reef VTS wording to including Gladstone as a Reef VTS Centre, and updated hyperlink to Reef VTS webpage
		Section 3, Page 28	Updated wording
		Section 3.1, Page 28	Updated wording
		Section 3.1.1, Page 28	Added VTS Area
		Section 3.2, Page 29	Added VTS Role
		Section 3.3.3, Page 30	Added Distress and Emergency
		Table 3, Page 30	Updated channel allocation service
		Section 3.8, Page 32	Amended wording
		Section 3.11.2, Page 34	Updated wording
		Section 3.17, Page 38	Added reporting requirements for Fishing Vessels
		Section 4.1, Page 40	Updated Gladstone Pilotage Area
		Section 5.19, Page 50	Removed vessel interaction requirements for standby tug/pilot
		Section 7.12, Page 70	New para "Personnel transfers to and from vessels using pilot or combination ladders"
		Section 8.63, Page 72	New paragraph – Pilot Launch Preparation
		Annex 16.13, Page 125	Updated map to reflect new compulsory pilotage area
		Section 16.40, Page 164	Updated Vessel Interaction Prevention CCF Berths - letter
		Section 16.43, Page 168	Added Pilot Ladder Checklist
		Section 16.44, Page 172	Added Safe Work Method Statement – Boarding by ladder
March 2022	Change 3.15	Section 5.4.2 Page 57	Amended wording
		Section 5.5.3 Page 59	S24 removed due to beacon being withdrawn
July 2022	Change 3.16	Section 3.1 Page 28	Updated wording to reflect new IMO Resolution

September 2022	Change 3.17	Appendix 16.43, Page 167 Section 3.1 Page 28	Updated Pilot Ladder Checklist Minor update to wording to reflect new IMO Resolution
October 2022	Change 3.18	Section 5.1, Page 44	Updated FL1 max displacement from 90,000 to 104250T
December 2022	Change 3.19	Section 16.1, Page 98	Updated Marine Notice for Pilot transfer arrangements
		Section 1.6.2, Page 22	Updated Gladstone VTS phone number
		Section 3.4, Page 31	Update Gladstone VTS phone number
April 2023	Change 3.20	Entire Document	Amending broken links and correcting outdated corporate forms. Correction of numbering.
		Section 9.1.2, Page 78,79	Updated bow thruster requirements for AP4 arrivals
		Section 5.1.9, Page 52	Updated max draft for ebb tide departures from CCF2/3/4
July 2023	Change 3.21	Page 69, section 7.11, 7.12	Update contact details for marine animals and wording
		Page 98-108, section 16.1	Updated Marine Order 04/2023 Pilot Transfer Arrangements
October 2023	Change 3.22	Page 177-180, Section 16.43	Update Pilot ladder checklist
November 2023	Change 3.23	Section 16.17, Page 92-95	New Pilot ladder checklist - again
May 2024	Change 3.23	Section 3.12.1, Page 50	Amended priorities to include container ships
		Section 3.9.3, Page 47	Amended wording ref use of a tug for removals
		Section 7.14, Page 97	Amended wording ref the conduct of fuel changeovers while in port
		Section 9, Page 107	Amended towage requirements for FL1 for when the loader is in the down position
		Section 6, Page 83	Updated Weather Information – Alert Status Levels
June 2024	Change 3.24	Section 9.1.2, Page 103	New paragraph under subject heading to include escort towage requirements west of A5 and A6
		Section 9.1, Page 101	Updated table 25 removed SL Targinnie. Added SL Murjan and Lulu
		Table 26, Page 109	Updated Auckland Point berths 1 to 4 towage requirements to minimum of one escort tug. Updated Fisherman's Landing berths 2,4 and 5 to minimum of one escort tug
		Section 5.1.9, Page 68	Updated towage requirement on arrivals for 'anchor behind' manoeuvres to two tugs.
		Section 5.1.9, Page 68	Added 'Main Channel Hot Changeover' arrival manoeuvre details
August 2024	Change 3.25	Section 3.12	Updated ToA information
October 2024	3.26	Various	Broken links updated
November 2024	3.27	Section 7.14, Page 87	Amended Harbour Transits – fuel changeover
		Section 10.1 Page 103	Added engine trials to work permit list

		Section 10.1, Page 103	Added engine trials permit request to table 28
		Section 10.2.2, Page 105	New paragraph to capture main engine trial requirements while alongside
		Section 5.1.11, Page 63	Amended FL1 arrivals to reflect daylight only requirement from WICET to FL1

1. Introduction

1.1 General

Welcome to the port of Gladstone, the principal port in central Queensland.

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

The State of Queensland is divided up into six regions, five of which are controlled by a Regional Harbour Master (RHM) and the sixth by a manager, 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; 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 channel and waters of the port.

Collectively, the Regional Harbour Master and Gladstone Ports Corporation have responsibility for managing the safe and efficient operation of the port.

1.2 Port Description

Gladstone is situated just south of the Tropic of Capricorn, approximately 520 kilometres north of Brisbane, and is the principal port in central Queensland. It services a large area that is rich in natural resources, particularly coal. The principal cargoes that are discharged are bauxite that is refined and re-exported as alumina, petroleum products and caustic soda; exports include coal, cement clinker, gas, grain, alumina, scrap and containers and aluminium. See section 4, Page 54 for detailed description of the Gladstone Pilotage Area.

1.3 Purpose

This document defines the standard procedures to be followed in the pilotage area of the port of Gladstone – it contains information and guidelines to assist ship's masters, owners, and Shipping Agents of vessels arriving at and traversing the area. It provides details of the services and the regulations and procedures to be observed.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect of precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date in the document control sheet at the start of this manual. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given regarding 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 and may have changed. Readers are strongly recommended to consult their respective websites 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 Gladstone Ports Corporation website should be consulted for the latest information on port 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 (Gladstone)

Maritime Safety Queensland

Address: PO Box 123, Gladstone Queensland 4680

Phone: +61 7 4971 5200

Email: RHMGladstone@msq.qld.gov.au

1.3.1 Change Management

Changes to the Port Procedures Manual (PPM) will be required from time to time as circumstances change. These changes may have a significant impact upon shipping within the Port of Gladstone. Therefore, a Change Management Process has been introduced to ensure that change is appropriately managed. The authorised version of the PPM resides on the MSQ website and is a controlled document amended as required under the authority of the Regional Harbour Master (RHM).

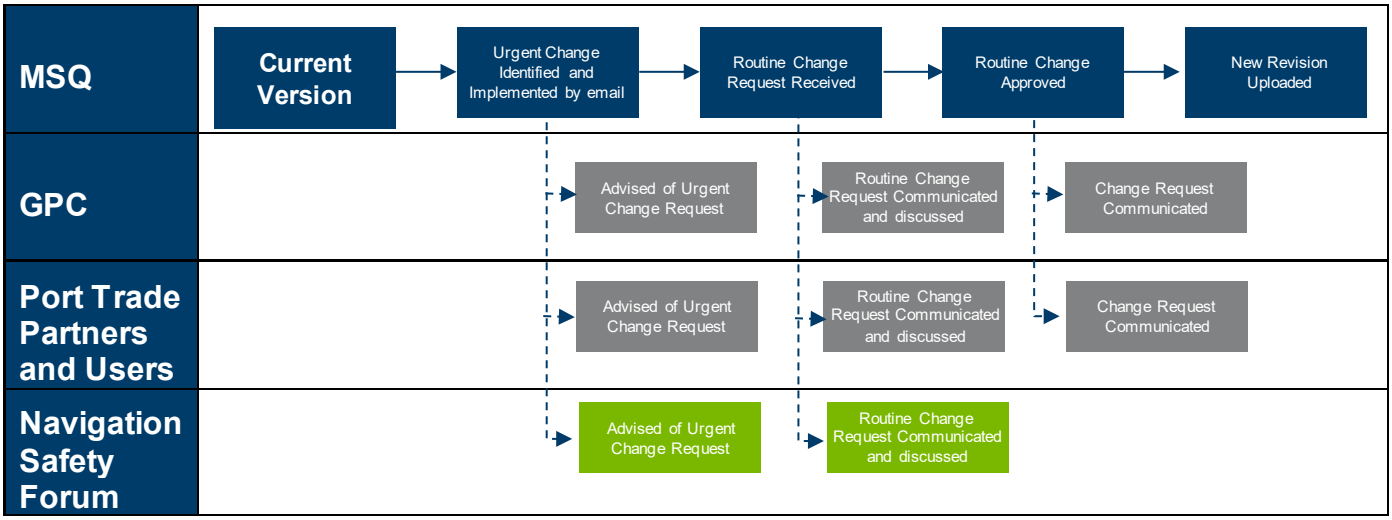
The Gladstone Port Trade Partner Forum and Navigation Safety Forum will include consultation on changes as a routine agenda item.

The RHM will approve changes to the PPM either as a:

- follow up to an urgent change to Port Operations that will have been communicated initially by other means; or

- routine amendment implemented in response to changed circumstances and initiated by any Port User.

An indication of this management of change process for the Port Procedures Manual is indicated below:



The RHM reserves the right of powers under section 86 of *the* *Transport Operations (Marine Safety) Act 1994*, to give a direction to ensure safety and the effectiveness and efficiency of the Queensland maritime industry. Furthermore, 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.

As an adjunct the Transport Infrastructure Regulations (Ports); regulation 17 or 18, allows an authorised officer of Gladstone Ports Corporation to issue a port notice affecting the entry on to, and use of, Gladstone Ports Corporation's port areas.

1.4 Datum

All water depths refer to the lowest astronomical tide height (LAT).

All positions in this manual are in WGS84.

All directions are referenced to true north.

1.5 Definitions

1.5.1 Australian Maritime Safety Authority (AMSA)

The Australian Maritime Safety Authority is the commonwealth authority charged with enhancing efficiency in the delivery of safety and other services to the Australian maritime industry.

1.5.2 Australian Standard 3846 – 2005

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

1.5.3 Deep Draft Vessel

A deep draft vessel is any vessel which can only navigate within the confines of the main shipping channels with a tide height of mean low water neaps (typically 1.57 metres).

1.5.4 Estimated Time of Arrival (ETA)

ETA refers to the expected time of arrival at a designated place.

1.5.5 Estimated Time of Departure (ETD)

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

1.5.6 Gladstone Ports Corporation (GPC)

The Gladstone Ports Corporation (GPC) is owned by the Queensland government and is charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure and provisioning of pilots.

1.5.7 Lowest Astronomical Tide (LAT)

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

1.5.8 Maritime Safety Queensland (MSQ)

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

1.5.9 Modernised Australian Ship Tracking and Reporting System (MASTREP)

The Australian Ship Reporting System established under division 14 of the Navigation Act 2012 and specified in MO63 Vessel Reporting Systems.

1.5.10 Navigation Act

Refers to the *Navigation Act 2012*.

1.5.11 Nett Explosive Mass (NEM)

The NEM refers to the nett content of explosive material in any given amount or parcel of cargo (sometimes also referred to as the nett explosive content (NEC) or the nett explosive quantity (NEQ).

1.5.12 Non Gas-Free Tankers (NGF)

A tanker (includes OBO) or product carrier which has not had its cargo tanks washed, vented and inspected, or been issued with a gas free certificate.

1.5.13 Nuclear

Nuclear refers to any plant or equipment which incorporates the use of substances capable of emitting radiation (see *Special Plan for Visits of Nuclear Powered Warships to Gladstone*).

1.5.14 Overall Length (LOA)

Extreme length of the vessel.

1.5.15 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.

1.5.16 Queensland Shipping Information Planning System (QSHIPS)

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

The programme allows port service provider organisations the ability to accept service requests made by Shipping Agents and streamline ship movement planning by significantly reducing the existing levels of point-to-point communications that are necessary to ensure a planned ship movement has been adequately resourced with supporting services.

1.5.17 REEFREP

The mandatory ship reporting system established by IMO Resolution MSC.52 (66), as amended from time to time and specified in Marine Orders 63 Vessel Reporting Systems.

1.5.18 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.

1.5.19 Regional Harbour Master (RHM)

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

1.5.20 Sailing Time

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

1.5.21 Ship Scheduler

A person suitably qualified delegated by the Regional Harbour Master to schedule the movement of vessels and to give direction under the relevant provisions of the *Transport Operations (Marine Safety) Act 1994*.

1.5.22 Vessel Traffic Service Operator (VTSO)

A person, suitably qualified, delegated by the Regional Harbour Master to monitor the safe movement of vessels and to give direction under the relevant provisions of the *Transport Operations (Marine Safety) Act 1994*.

1.5.23 Vessel Traffic Service (VTS)

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

1.6 Contact Information

1.6.1 The Regional Harbour Master

For operational maritime questions, marine incidents, pollution, buoy moorings, navigation aids and towage requirements please contact the regional office. The regional office is located at:

Physical address:

Level 7, 21 Yarroon Street

Gladstone Queensland 4680

Postal address: PO Box 123, Gladstone Queensland 4680

Phone: +61 7 4971 5200

Fax: +61 7 4971 5520

Email: RHMGladstone@msq.qld.gov.au

1.6.2 Port Control

The port control centre is situated at the regional office. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to the port control centre.

Call sign ‘Gladstone VTS’ is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community. The contact details are:

VHF radio: VHF 13 and 16

Phone: +61 7 4839 0208

Phone: +61 1300 458 887

Email: VTSGladstone@msq.qld.gov.au

In the event of an emergency, the VTS centre is the key notification and communications facility that will activate the appropriate response agencies.

Ship traffic movements may be accessed on the QSHIPS website.

1.6.3 Port Authority

The primary function of the Gladstone Ports Corporation Limited (GPC), under the *Transport Infrastructure Act 1994*, is to establish, manage and operate effective and efficient facilities and services within the port and the regulation and control of small craft at the Gladstone Marina, while maintaining appropriate levels of safety and security.

These procedures in no way limit the Port Authority in issue of Port Notices in accordance with the *Transport Infrastructure Act 1994 S284 – Port Authority may control activities by Port Notice.*

To contact the Gladstone Ports Corporation:

Phone: +61 7 4976 1333

Fax: +61 7 4972 3045

1.7 Regulations

The regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international conventions of the IMO and ILO, such as the SOLAS convention and its amendments (for example the IMDG Code), MLC and MARPOL and state, national and local port authority Port Notices are in force in the port of Gladstone.

1.7.1 Applicable Regulations

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

- *Transport Operations (Marine Safety) Act 1994* (TOMSA)
- *Transport Operations (Marine Safety) Regulations 2016* (TOMSR)
- *Transport Operations (Marine Pollution) Act 1995* (TOMPA) and *Regulations 2018* (TOMPR)
- International Maritime Dangerous Goods Code (IMDG Code)
- Australian Standard AS3846 – 2005
- I*nternational Ships and Ports Security Code (ISPS Code)*
- *Maritime Transport and Offshore Facilities Security Act 2003* and *Regulations 2003*.
- *Maritime Safety Queensland Act 2002*

In addition, it will also complement the procedures of:

- Gladstone Ports Corporation (GPC)
- Gladstone Regional Council (GRC)
- Maritime Safety Queensland (MSQ)
- Australian Maritime Safety Authority (AMSA)
- Australian Border Force
- Department of Agriculture, Fisheries and Forestry
- Royal Australian Navy (RAN).

As they relate to ship movements within the jurisdiction of the Regional Harbour Master (Gladstone).

2. Arrival and Departure Procedures

2.1 General

For a quick reference of what and when to report, please consult the tables below.

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

This section lists all the requirements for notifying the port authorities.

2.2 Arrival Check List

Table 1 Arrival check list

Sequence	Time	Report
1	7 days before arrival	All vessels berthing at QCLNG, APLNG, GLNG must submit Forms 1,2,3, General Arrangement and Mooring Plans to Gladstone Ports Corporation and the Regional Harbour Master for vessel vetting
2	48 hours before arrival	Arrival information to Regional Harbour Master via QSHIPS (see QSHIPS (Qld Shipping Information Planning System)
3	48 hours before arrival	Dangerous goods report to VTS and Gladstone Ports Corporation (see Dangerous Cargo)
4	48 hours before arrival	Gas Free status for tankers (see16.27 Gas Free Status).
5	48 hours before arrival	DUKC Draft Request Form (only required for vessels arriving with a draft over 8.8m to Fishermans Landing #1)
6	96 hours before arrival	Customs (see Customs).
7	48 hours before arrival	Arriva/departure report to port control (see Arrival / Departure Report).
8	Not more than 96 hours or less than 12 hours before arrival	Quarantine (see Quarantine)
9	24 and 12 hours before arrival update ETA if necessary.	Arrival information update to Regional Harbour Master via QSHIPS.

10	Not less than 12 hours before arrival	Advice to agent regarding 16.9 Gladstone Pilot Helicopter Operations Declaration and 16.41 Pilot Ladder Checklist
11	24 hours prior to loading / handling dangerous goods (includes bunkers)	Dangerous goods report to Port (see Dangerous Cargo Report).
12	Two hours before arrival pilotage area	Call 'Gladstone VTS' VHF 16 (See 3.16.1 - Arrival Reporting Requirements).
13	In transit	VTS reporting points Arrival Reporting Requirements.

2.3 Departure check list

Table 2 – Departure check list

Sequence	Time	Report
1	48 hours before departure	DUKC Draft Request Form (only for vessels departing RG Tanna Coal Terminal or WICET with a draft over 15m)
2	24 hours before departure	Confirm departure information to Regional Harbour Master via QSHIPS).
3	Three hours before departure	Dangerous goods report to VTS and Gladstone Ports Corporation (see 11.1.1 - Notification).
4	Two hours' departure	Pre-entry report to Reef VTS (see 2.10 – Reef VTS).
5	In transit	Port Control Reporting Points (see Reporting requirements)

2.4 Customs (Border Force)

Vessels arriving from overseas must submit their documentation 96 hours prior to the nominated date of arrival. If the voyage from the last port is likely to take less than 96 hours, the following timeframes will apply –

72 hours or more but less than 96 hours – submit documentation 72 hours prior

48 hours or more but less than 72 hours – submit documentation 48 hours prior

24 hours or more but less than 48 hours – submit documentation 24 hours prior

All Australian Customs and Border Protection Service forms may be accessed on their website www.abf.gov.au

2.5 Quarantine

The Department of Agriculture and the Environment (Biosecurity Australia) require vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to Arrival. Contact details at Gladstone:

Phone: +61 1800 900 090 or +61 3 8318 6700 (from outside Australia)

2.5.1 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, Water and the Environment provides a Ballast Water Management summary sheet for use by Masters/Agents.

2.6 AMSA

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the Australian Maritime Safety Authority Act 1990 (the AMSA Act).

All Australian Maritime Safety Authority forms may be accessed on their website https://www.amsa.gov.au/forms.

2.7 Arrival / Departure Report

If a visit cannot be booked into QShips, all Shipping Agents, owners or masters are required to complete the Arrival / Departure Report (Form 3452) and lodge it with the Regional Harbour Master's office 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 the Regional Harbour Master (Gladstone) RHMGladstone@msq.qld.gov.au.

2.8 Dangerous Goods

Dangerous goods must not be brought into or handled in the pilotage area until notification has been sent to the harbour master and the Gladstone Ports Corporation in the approved form. The Dangerous Cargo Report (Form 3217) must be submitted at least 48 hours prior to arrival in port limits. For further information, refer to Section 11 Dangerous Cargo.

2.9 MASTREP

Marine Order 63 issued by AMSA makes the provision of Position Reports mandatory for:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- All regulated Australian vessels whilst in the MASTREP area.

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

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

2.10 Reef VTS

Reef VTS is a coastal vessel traffic service (VTS) dedicated to the Great Barrier Reef and Torres Strait mandatory ship reporting system (SRS) operated under joint federal and state arrangements between Maritime Safety Queensland and the Australian Maritime Safety Authority (AMSA) from the Reef VTS centres in 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* the following vessels are required to report to Reef VTS:

- All vessels of 50 metres or more in overall length;
- All oil tankers, liquefied gas carriers and, chemical tankers or ships coming within the INF Code regardless of length; and
- 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.

2.11 Security

All commercial vessels with a gross tonnage of 500 tons or more and passenger ships are required to report their security information to the Gladstone Ports Corporation.

2.12 Wash down of vessel decks and hatches

It is prohibited to wash down vessel decks and hatches in the Port of Gladstone and the Great Barrier Reef Marine Park, except for the helicopter landing hatch. The hatch may only be washed down to ensure the safety of all helicopter operations.

3. Movement and Traffic Procedures

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 Gladstone VTS via the QSHIPS ship planning programme in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF 13 and 16 and if equipped on VHF 15, whilst within the Gladstone VTS Area.

All vessels within the Gladstone VTS Area are to listen out on VHF13 for announcements made by Gladstone VTS, regarding movements within the port.

3.1 Vessel Traffic Service (VTS)

Vessel Traffic Services 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 Gladstone VTS area.

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

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

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.

Gladstone 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.

Gladstone 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

Gladstone 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 Gladstone 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 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.

3.1.1 Gladstone VTS area

The VTS Area is described as follows:

the waters bounded by a line commencing at:

a) the coastline at the eastern extremity of Connor Bluff, Curtis Island,

- then south-easterly to Latitude 23° 45.000' South, Longitude 151° 31.000' East,
- then south-easterly to Latitude 23° 54.000' South, Longitude 151° 45.000' East,
- then south-westerly to the coastline at the northern extremity of Tiber Point on Hummock Hill Island at approximate Latitude 23° 59.444’ South, Longitude 151° 26.437’ East,
- then west to the coastline on Wild Cattle Island at approximate Latitude 23° 59.444’ South, Longitude 151° 25.719’ East,
- then northerly by the coastline to the north-western extremity of Wild Cattle Island at approximate Latitude 23° 57.016’ South, Longitude 151° 22.721’ East,
- then west to the coastline on the mainland at approximate Latitude 23° 57.016’ South, Longitude 151° 22.583’ East,
- in a generally northerly along the coastline to approximate Latitude 23° 38.686' South, Longitude 151° 04.644’ East in The Narrows,
- then east-north-easterly to the western coastline of Curtis Island at approximate Latitude 23° 38.512' South, Longitude 151° 04.926’ East,
- then by the coastline of Curtis Island in a southerly, then easterly and then northerly direction to the starting point at the eastern extremity of Connor Bluff; and

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

3.2 VTS Role

The role of the Gladstone VTS ('call sign: Gladstone VTS') is to facilitate the safe and efficient movement of shipping within the VTS area, to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial manner.

Gladstone VTS is situated at the Regional Harbour Master's office. For ship traffic scheduling, pollution and marine incidents and reporting defective navigation aids, direct initial enquiries to Gladstone VTS.

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

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 VTS Communications

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

Gladstone VTS maintains a continuous listening watch. Contact can also be made with the Regional Harbour Master's office and pilot station through Gladstone VTS via VHF radio, telephone and facsimile.

The pilot station launch and pilot helicopter are each equipped with the relevant VHF channels. In addition, the pilot helicopter is fitted with a position indicating radio transponder, which is monitored by Gladstone VTS.

Ships are required to establish two-way communications with the VTS Centre on VHF channel 16 or VHF channel 13. Due to construction activities being carried out within Gladstone Harbour, VHF channel 15 has been designated as a working channel between VTS and all construction vessels. The main VHF channels used in the port are:

Table 3 Vessel traffic service

Gladstone VTS		
VTS area	Yes	
Level of VTS service	IALA Level IV: Information Service, Traffic Organisation Service	
	Call sign	**Service**
VHF channel 16	User	Emergency and initial calling

VHF channel 13	'Gladstone VTS'	Mandatory reporting, Vessel Traffic Management, port working
VHF channel 10	Gladstone pilots	Pilot transfer operations
VHF channel 12	User	Port operations, pilots and tugs
VHF channel 9	User	Port operations, pilots and tugs
VHF channel 8	User	Port operations, pilots and tugs
VHF channel 6	User	Port operations, pilots and tugs
VHF channel 82	User	Small craft repeater channel (VMR Gladstone)
VHF channel 15	User	Commercial vessel operations working channel

The VTS centre has telephone and email services for administrative and emergency purposes. Any marine incident, for example a collision, grounding or fire, occurring within the port must be reported immediately on VHF channel 13.

3.3.1 Language

The English language is to be used in all communication. 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. Access to the recordings is controlled by the Regional Harbour Master.

3.3.3 Distress and emergency

Gladstone 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 when VMR is not operational for emergency and distress calls only. A distress call should, in the ordinary course of events, be referred to the local Coastguard.

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

VHF radio: channel 13 or 16

Phone: +61 7 4839 0208

3.4 Harbour Contact Details

VTS centre

Phone: +61 7 4839 0208

Email: vtsgladstone@msq.qld.gov.au

Regional Harbour Master

Phone: +61 7 4971 5200

Email: RHMGladstone@msq.qld.gov.au

Gladstone Ports Corporation

Phone: +61 7 4976 1333

Fax: +61 7 4972 3045

www.gpcl.com.au

3.5 Prior Notification of Movements

Sections 168 to 175 of the Transport Operations (Marine Safety) Regulation 2016 require that all ship movements for vessels 35 metres in length or more are reported according to the following table:

Table 4 Pre-entry notification times

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

Note: All vessels of 10 metres or more in length are required to report their movements to Gladstone VTS on VHF channel 13.

3.6 QSHIPS (Qld Shipping Information Planning System)

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

https://qships.tmr.qld.gov.au/webx/

The program is operated from the VTS centre Shipping Agents submit booking information online in accordance with the reporting requirements (see section 3.16) 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 section 10). QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Since the programme is 'live', port service providers, Shipping Agents, government agencies and the general community can view scheduled movements in any Queensland port in real time.

3.7 Booking a Vessel Movement

When an agent is advised by his principals that a ship is bound for Gladstone then that agent shall book-in the ship via the QSHIPS programme at least 48 hours prior to the movement as required under Transport Operations (Marine Safety) Regulations 2016 section.168. Request for the supply of a pilot, tugs and linesmen should also be made via QSHIPS. In addition, the Gladstone Pilot Helicopter Operations Declaration (16.8) must be submitted with details of helicopter suitability.

The use of the QSHIPS programme is mandatory for notification of the impending arrival and subsequent movements of a vessel unless exceptional circumstances preclude this. In this case the VTS Vessel Booking Application Form must be submitted to Gladstone VTS by email.

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

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

This section applies to all ships entering the Gladstone pilotage area that are of LOA 35 metres and greater and all Vessels That Require a Pilot (Section 8.1) including those ships whose master holds a pilotage exemption certificate for the Gladstone Pilotage area.

3.8 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 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.

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

In addition, the Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be AMSA using Report of suspected non-compliance with Navigation Act or safety/pollution Conventions – Report of marine safety concern (form 355) | Australian Maritime Safety Authority (amsa.gov.au)

3.9 Booking a Vessel Removal

3.9.1 Notification

All removals whether they are carried out as a pilotage removal or a non-pilotage removal and from:

- one berth to another berth or anchorage
- an anchorage to another anchorage or berth
- a warp along a berth to another berth
- a warp for operational reasons on the same berth.

The use of the QSHIPS programme is mandatory for notification of the impending Removal movement and subsequent movements of a vessel unless exceptional circumstances preclude this. In this case the VTS Vessel Booking Application Form (16.1) must be submitted to Gladstone VTS by or email at least 24 hours prior to the movement.

3.9.2 Pilotage Removals

All vessels that require a pilot under Section 8.1 Vessels That Require a Pilot and are booked in for a removal from one berth or anchorage to another berth or anchorage must do so under pilotage. Such removal must also have tug requirements as per the port practice and conditions (Tug requirements guidelines). This requirement also applies to vessels that intend to let go, swing off, and make fast again at the same berth even if one or two lines are still placed on the wharf.

3.9.3 Non-Pilotage Removals

Non pilotage removals from one berth to another may be conducted by the master of the ship subject to the following conditions:

- The removal is along a continuous uninterrupted stretch of wharf;
- That the removal has been booked in with Gladstone VTS by the ship’s agent;
- The master confirms the ship’s ability to safely conduct the manoeuvre;
- The ship's lines are ashore at all times;
- The manoeuvre does not involve the use of tugs or a vessel's main engines;

- The terminal/wharf operator to have a procedural plan regarding the warping of vessels;
- The person in charge on the wharf to discuss procedures of the removal with the master of the vessel prior to the move;
- The person in charge to agree communications VHF channel and procedures with the master of the vessel;
- The master advises harbour control of the time of commencement of the removal and the time of when the vessel is all made fast again; and
- Weather and tidal conditions are favourable.

The use of a lines launch is considered an operational advantage.

Any planned removal that necessitates the use of a tug and/or main engines will require a pilot to conduct the removal. However, in the event of an emergency requiring the use of a tug and/or main engines, the vessel's master shall immediately report to VTS and take all necessary actions to ensure the safety of the vessel.

The Regional Harbour Master, to ensure the safe and efficient operation of the port, may at any time require the removal to be conducted by a pilot with or without tug assistance.

3.9.4 Dead Ship Removals

Ships requiring a dead ship removal to any berth or anchorage within the port will be treated on their merits. The Regional Harbour Master will advise the agent of the requirements when all the details are known.

3.10 Tug and Tow – Requirements

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

- The length of tow – is the total length of all items that go to make up the tow, to include tow lines, wires, bridles, vessels and/or barges, taken from the bow of the tug to the stern of the last vessel or barge making up the tow.
- Split – is when a tow consisting of two or more vessels and/or barges are separated to form single units.

3.10.1 Operational Conditions

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

- All tugs and tows will be required to engage a licensed pilot as per Vessels That Require a Pilot;
- All tows are to be shortened up prior to arrival at the pilot boarding ground; and

- Any tow greater than 250 metres that is a multi-unit tow, will require to be either split prior to transit or require the assistance of an accompanying harbour tug for the full passage.

Any tow that is in a damaged condition will not be granted entry into the Gladstone 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 pushed ahead by a tug lashed and secured alongside shall not be deemed a tug and tow, however, this combination may be required to be allocated tugs as per the port procedures – see Notification of Tugs.

3.10.2 Notification

When a tug and tow is bound for, due to depart from or to do a removal within the port of Gladstone, the master, owner, or agent is required to book the tug and tow in with Port Control via the QSHIPS programme 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.

If an agent is unable to submit a booking by QSHIPS, the agent must complete the VTIS A4 – Tug and Tow Advice in addition to the VTS Vessel Booking Application Form to VTS. The information will include:

- Full details of the tug;
- Details of the vessel/s making up the tow, including dimensions, drafts and so on;
- The length of the tow at sea;
- The length of the tow when shortened up for entry into the port;
- Details of the make-up of the towline to include lengths and types of tow lines, bridles and so on; and
- Any special requirements for the handling of the tow within the port of Gladstone.

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

3.11 Movement Scheduling

3.11.1 Confirmation of Schedules

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

3.11.2 Schedule Changes and Cancellations

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

Changes requested by the master/agent to scheduled movements may be made via QSHIPS, phone or email and are to be communicated to the VTS centre and marine services as soon as practicable advising the revised schedule. Changes to the ship management database will be made as they occur. Changes within six hours of the scheduled start time must be made by phone.

Changes requested by the master/agent within three hours of a scheduled movement time will incur delay or cancellation fees in accordance with *Transport Operations (Marine Safety) Regulations 2016.*

3.12 Prioritising of Ship Movements

The principle of 'first come, first served' (ToA - Turn of Arrival) applies to all ships wishing to enter the port of Gladstone, underpinned by the safe and efficient means of achieving the maximum number of movements on any tide. For arriving ships requiring a pilot, this means first to cross the 'arrived ship radius (6 nautical miles from the Fairway buoy). A ship that has entered the ToA by entering the arrived ship radius is permitted to depart to conduct a short navigation in the local area at any time; doing so will not change the ToA.

Removals and/or departures booked first will generally be given preference over late or modified bookings. Nothing in the Priority of Ship Movements affects the ability of an authorised officer of the Gladstone Ports Corporation to issue a direction pursuant to regulations 17 or 18 of the Transport Infrastructure (Ports) Act 1994 and Regulations 2016. These Priority of Ship Movements are also subject to the powers of the Regional Harbour Master under the Transport Operations (Marine Safety) Act 1994 and Regulations 2016.

The confirmation of all movements is the responsibility of Maritime Safety Queensland who will ensure that all ships move through the port efficiently and safely as determined by the Regional Harbour Master.

3.12.1 Priority for Ship movements

As a general principle, the priority order for all vessels entering or departing the port of Gladstone will be determined considering the maximum number of movements achievable on any tide and by:

- Vessels departing the port at critical maximum draft will be given priority use of the port's channels to ensure their safe and effective passage to the Fairway Buoy. Where two or more vessels of a similar critical maximum draft wish to depart the port at the same time then the priority will be determined to maximize the safe, secure, or efficient operation of the port; and

- The priority given to vessels arriving to use the port's channels will be determined by the arrival time of the vessel at the port. The arrival time will be determined as from when the vessel crosses a six nautical mile radius from the Fairway Buoy.

In addition to the above, the following criteria may be used as further guidelines for determining priority for ship movements (listed in order):

a. Disadvantaged vessels from previous tide, unless excluded by b, c, d, e and f;

b. Scheduled Cruise Ships;

c. Maximum Draft Departure for the tide;

d. LNG vessel entry at HW + 2 hours;

e. Container vessels;

f. Vessels departing that are tidally restricted;

g. Vessels arriving that are tidally restricted and working cargo immediately on berthing;

h. Vessels arriving that are tidally restricted;

i. Other departing vessels based on order of arrival (6nm from Fairway);

j. Other arriving vessels based on their order of arrival (6nm from Fairway);

Nothing in the Priority of Ship Movements affects the ability of an authorised officer of the Gladstone Ports Corporation to issue a direction pursuant to regulations 17 or 18 of the Transport Infrastructure (Ports) Act 1994 and Regulations 2016.

These Priority of Ship Movements are also subject to the powers of the Regional Harbour master under the Transport Operations (Marine Safety) Act 1994 and Regulations 2016.

3.12.2 Maximum Draft / Tide Restricted Ships

Where a ship is at maximum draft or restricted to a narrow tidal/time window, the vessel will receive priority. Maximum draft movements are based upon static under-keel clearance computer programme guidance. Advice on draft restrictions can be obtained from the Gladstone VTS.

3.12.3 Commercial Considerations

Maritime Safety Queensland will refer all commercial considerations and decisions, where necessary to the Port Authority in accordance with the Transport Infrastructure Act.

3.12.4 Naval Ships

Under normal circumstances no special consideration is given.

3.12.5 Access to Regional Harbour Master (Gladstone)

For ordinary business, and issues arising in relation to ship scheduling, shipping agents are to contact the Gladstone VTS. Shipping Agents will continue to have access to the Regional Harbour Master on any subject should circumstances warrant.

3.13 Pilotage Delays and Cancellations

A delay fee is payable if the programmed ship movement is delayed for 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 4 of the Transport Operations (Marine Safety) Regulation 2016.

3.14 Movement Clearance Information

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

Clearances are valid for uninterrupted passage to a specified location or until the voyage is interrupted, completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Harbour Master. Ships will require a new clearance for any subsequent movement.

3.14.1 Clearance for Arrivals

The master is to report to port control to obtain a clearance and arrival information two hours before the estimated time of arrival at the pilotage area and again upon crossing a line six nautical miles seaward of the Fairway Buoy. (3.16 Arrival Reporting Requirements).

The arrival clearance is valid for uninterrupted passage to the pilot boarding ground or anchorage area, unless specified otherwise. Ships will require a new clearance to continue inbound past the pilot boarding ground or anchorage area.

3.14.2 Clearance for Removals

The master is to report to Gladstone VTS to obtain a clearance and removal information one hour before the estimated time of the movement within the pilotage area.

3.14.3 Clearance for Departures

The master is to report to Gladstone VTS to obtain clearance and departure information one hour before the estimated time of the departure from the pilotage area.

The ship must be ready for departure, with all documentation completed and marine services in attendance not less than the Pilot on Board Time, or 30 minutes prior to the scheduled departure time, whichever is the earlier. Lines are not to be released until clearance has been obtained to depart the berth. Lines are not to be slacked down and let go unless instructed by the master or pilot.

The master or pilot is to reconfirm the departure clearance and obtain any updated departure information not less than five minutes before the scheduled departure time. Ships that have anchored prior to departure from the pilotage area require a new clearance to continue which is to be obtained two hours before the estimated time of departure from the anchorage area.

3.15 Anchoring

Ships are only to anchor in the position and area designated by the VTS centre. Upon anchoring, ships are to advise VTS of their anchoring time and position. Ships at anchor in the pilotage area are to maintain a continuous listening watch on VHF channel 13 and are to report to VTS if dragging their anchor.

Ships are not permitted to immobilise engines without the written approval of the Regional Harbour Master (Sec 10.2.1).

3.16 Reporting requirements

3.16.1 Arrival Reporting Requirements

The master of a ship entering, or about to enter the pilotage area must report to Gladstone VTS by VHF radio channel 13 according to the following table:

Table 5 Inbound reporting requirements

	Report	Information to report
1	Ship master/exempt master to Gladstone VTS Two hours prior to entry into the pilotage area or for pilot exempt vessels 2 hours prior to Fairway Buoy	Ship's name: fore and aft draft, berthing draft fore and aft, displacement for entry, last port, next port, gas free status (if applicable), dangerous cargo, ETA pilot boarding ground.
2	Gladstone VTS/pilot to ship master Confirmation of Pilot transfer time and instructions for the ship	Instructions will include boarding side, course, speed, ETA and anticipated conditions.
3	**Ship master/exempt master to Gladstone VTS**	Confirm ETA

	Report	Information to report
	When six miles seaward of the Fairway Buoy	
4	Ship master to Gladstone VTS Arrival at pilot boarding ground	Ship's name, at pilot boarding ground, time or arrival
5a	Ship master/exempt master to Gladstone VTS On anchoring	Ship's name, anchor position as a bearing and distance from the Fairway Buoy and time of anchoring.
5b	Ship master/exempt master to Gladstone VTS Departing anchorage	Ships name, anchor aweigh time
6	Pilot to Gladstone VTS Pilot transfer (when the pilot transfer has been completed)	Ships name, 'pilot on-board': pilot on-board time: ships fore and aft draft: changes to ship details
7	Pilot/exempt master to Gladstone VTS When passing Fairway Buoy and when passing G1 buoy.	Time ship abeam Fairway Buoy and G1 buoy and destination berth.
8	Pilot/exempt master to Gladstone VTS When secure in berth	Time of first line and time when all fast

Should an arriving ship be delayed or fail to contact 'Gladstone VTS', alternative berthing arrangements may have to be made and pilotage cancellation fees may be applicable.

When anchoring at any of the inner anchorages, ships master's/pilots are to notify 'Gladstone VTS' with their anchoring time and position.

3.16.2 Departure and Removal Reporting Requirements

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

Table 6 Outbound and removal reporting requirements

	Report	Information to report
1	**Ship master to Gladstone VTS** Clearance one hour prior to movement	Ship's name, radio check, destination port/anchorage, ship's fore and aft draft, changes to ship details, confirm ETD
2	Ship master to Gladstone VTS Unassisted removal along the berth (Maximum permissible distance without pilot 60 metres)	A – ship's name, time of commencement of movement B – ship's name, time of completion of movement.

	Report	Information to report
3	Ship master/pilot to Gladstone VTS Departing berth	Ship's name, departure berth, time of last line
4	Ship master/pilot to Gladstone VTS Departing anchorage	Ship's name, anchor aweigh time, destination
5	Ship master/pilot to Gladstone VTS Exiting channel	Passing Fairway Buoy
6	Ship master to Gladstone VTS Pilot transfer (when the pilot transfer has been completed safely from outbound ship to launch.)	Ship's name, pilot disembarked safely, pilot off time

3.17 Reporting Requirements – Small Vessels

This direction applies, until further notice, to the masters of all ships that are 10 metres or more in length that are:

- underway and entering, or about to enter
- at a berth, or at anchor in the Gladstone pilotage area and are about to be operated in or leave the Gladstone pilotage area.

For the purposes of this direction, the term 'Gladstone pilotage area' is defined in schedule 2 of the Transport Operations (Marine Safety) Regulation 2016 and is inclusive of all creeks, rivers and inlets contained within that area, (refer to *Pilotage – Gladstone Port and Pilotage Areas).*

The master of a vessel *10 metres in length or greater* must report to 'Gladstone VTS' on VHF channel 13 and maintain a listening watch on that frequency when entering, leaving or moving within the Gladstone pilotage area. Sailing vessels are required to use the safe navigable waterway extending from the recommended small craft course for the South Channel and the waters to the south. After making the crossing of the shipping channel at aids to navigation G1 and G2, then proceed in a similar manner on the northern side of the recommended small craft course to travel to The Narrows or the North Channel, or until the crossing of the shipping channel towards the entrance of Auckland Inlet and the Gladstone Marina. *(Small Craft Ship Navigation Areas and Recommended Courses).*

Reporting points for the area are:

The Narrows – when inbound and passing the starboard beacon at Laird Point at the entrance to Graham Creek.

North Entrance – when passing North Point inbound.

East Channel – when passing E2 buoy inbound.

Main (South) Channel – prior to entering channel.

Fishing vessels are to report when fishing or trawling in the following channels:

- South Channel
- Gatcombe Channel
- Auckland Channel
- Auckland Bypass Channel
- Clinton Channel
- Clinton Bypass Channel
- Targinie Channel
- South Channel Bypass
- Gatcombe Bypass Channel
- South Trees Anchorages
- Jacobs Channel

It is an offence to fail to comply with the above direction without a reasonable excuse. Maximum penalty under TOMSA Part 7, Section 88 (1) and (2) is 200 penalty units. Failure to comply with the above direction may result in prosecution.

3.18 Commercial Marine Activities

The Port of Gladstone is continually expanding with numerous commercial activities constantly underway. All commercial marine activities are to comply with The Standard for Commercial Marine Activities - Gladstone Region document as found on the Maritime Safety Queensland website.

4. Port Description

Gladstone is one of the largest coal export ports in Australia, situated 525 kilometres north of Brisbane. The port is managed by the Gladstone Ports Corporation, a statutory Queensland government owned corporation, who provide a pilotage service, maintain the dredging, security, berths, and operations at the port. There are currently twenty operational berths and operates 24 hours a day seven days a week.

4.1 Pilotage Area

The Gladstone pilotage area is described in schedule 2 of the *Transport Operations (Marine Safety) Regulations 2016* as the area of:

a) Waters bounded by an imaginary line drawn:

- starting at the high-water mark at Connor Bluff on Curtis Island at approximate latitude 23° 42.909' south, longitude 151° 17.660' east
- then in a south-easterly direction to latitude 23° 49.509' south, longitude 151° 34.660' east
- then south to latitude 23° 56.509' south, longitude 151° 34.660' east
- then in a south-westerly direction to the high-water mark at the northern tip of Tiber Point on Hummock Hill Island
- then west to the high-water mark on Wild Cattle Island
- then by the high-water mark in a northerly direction along the eastern shoreline of Wild Cattle Island to the northern tip of the island
- then west to the high-water mark on the eastern shoreline of the mainland
- then by the high-water mark in a northerly direction along the eastern shoreline of the mainland to latitude 23° 38.409' south
- then east to the high-water mark of the western shoreline of Curtis Island at latitude 23º 38.409' south
- then by the high-water mark in a southerly direction along the western shoreline, in an easterly direction along the southern shoreline and in a northerly direction along the eastern shoreline of Curtis Island 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*).* Pilotage – Gladstone Port and Pilotage Areas

4.2 Load Lines

Gladstone is in the summer zone except during the seasonal period from 1 April to 30 November each year when signatory flag states to the load line protocol have accepted that vessels may load to tropical marks.

4.3 Maximum Vessel Size

Maximum size vessels for the port are subject to the intended wharf centre and berth for a ship arrival. Maximum size vessels for each wharf centre are found in section '5.1 Gladstone Berth Information', or in section '6 Facilities' of the Gladstone Port Information Handbook (https://www.gpcl.com.au/operations/port-of-gladstone). Maximum sailing drafts for all ships are subject to restrictions determined by either Static Under Keel Clearance or Dynamic Under Keel Clearance. See section '7.4 Draft Restrictions' for further information. Subject to weather and tidal conditions, a sailing draft of 17 metres will generally be available on most days from the deep draft export terminals.

4.4 Time Zone

UTC + 10 hours throughout the year (no summertime applies).

4.5 Working Hours

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

4.6 Charts and Books

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).

Charts of the area include:

AUS 245.....Port of Gladstone (Mandatory for pilotage area)
AUS 246.....Approaches to the Port of Gladstone Mandatory for pilotage area)

AUS 817.....Great Sandy Strait and Hervey Bay

AUS 818.....Sandy Cape to Bustard Head

AUS 819.....Bustard Head to North Reef

AUS 4060 .....Australasia and adjacent waters

AUS 4602 .....Tasman and Coral Seas – Australia to Northern New Zealand and Fiji

Mariners are advised that if no paper charts held, two (2) fully operational, independently operated and approved ECDIS systems containing the charts listed above are permitted. In addition, mariners should also confirm chart requirements with AMSA and any requirements detailed within SOLAS Regulation V19, which may be more stringent than the requirements listed above.

4.7 Shipping Announcements

4.7.1 Notices to Mariners and Advice to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties, in the form of Notices to Mariners and Advice Notices.

Notices to Mariners advise of:

- navigation warnings and hazards (such as aids to navigation which may have been destroyed, missing or unlit);
- changes to the uniform buoyage system (which assists with the correction and updating of marine charts);
- navigation depths (necessary when navigating in channels with depth restrictions); 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).

Advice Notices will cover short term navigation and may include information on fireworks displays, aquatic events or similar.

5. Port Infrastructure

5.1 Gladstone berth information

Table 7 Gladstone berth information

Berth	Design depth	Ht above LAT	Air draft at LAT	Swing basin	Max LOA X max beam	Dist. to FWY BUOY (nm)	Max Displace-ment	Further Information Located at:
Boyne Smelter (BSW)	15.00	6.10	27.10	580 x 15.8	230 x 33	13.7	75,000	Arr/Dep: 5.1.1 Pilot: 8.1 Towage: 9.1.2
South Trees East NGF >63°C	12.8	6.0	18.9	540 x 12.8 (East) / 605 x 12.8 (West)	265 x max 27.4 to outboard coaming. None for tankers	14.2	110,000	Arr/Dep: 5.1.2 Pilot: 8.1 Towage: 9.1.2
South Trees West	12.8	6.0	16.4	605 x 12.8	265 x max 27.4 to outboard coaming	13.3	110,000	Arr/Dep: 5.1.3 Pilot: 8.1 Towage: 9.1.2
South Trees anchorage #1	15.8							5.3.2
South Trees anchorage #1.5 (Emergency Anchorage)	16.5							5.3.2
South Trees anchorage #2	14.3							5.3.2
South Trees anchorage #3	11.4				180m			5.3.2
Quoin Channel anchorage #1	7.3				180m			5.3.2
Quoin Channel	7.6				160m			5.3.2

Berth	Design depth	Ht above LAT	Air draft at LAT	Swing basin	Max LOA X max beam	Dist. to FWY BUOY (nm)	Max Displace-ment	Further Information Located at:
anchorage #2								
Barney Point (BPT)	15.0	6.1	17.7	490 x 9.7	270 x 45	16.7	140,000	Arr/Dep: 5.1.4 Pilot: 8.1 Towage: 9.1.2
Auckland Point #1	11.3	5.6	15.8	530 x 11.3	238 x 32	17.0	45,000	Arr/Dep: 5.1.5 Pilot: 8.1 Towage: 9.1.2
Auckland Point #2	11.3	5.6	17.5	523x 11.3	198	17.0	32,000	Arr/Dep: 5.1.6 Pilot: 8.1 Towage: 9.1.2
Auckland Point #3 NGF	11.3	5.6	N/A	440 x 11.3	220 x 32 (185 for tankers)	NA	55,000	Arr/Dep: 5.1.7 Pilot: 8.1 Towage: 9.1.2
Auckland Point #4	11.4	5.6	N/A	440 x 11.3	200x32.2	16.7	85,000	Arr/Dep: 5.1.8 Pilot: 8.1 Towage: 9.1.2
Clinton Coal #1 (CCF1)	18.8	12.3	18.5	660 x 10.6 (SE end)	315 x 55	18.5	140,000	Arr/Dep: 5.1.9 Pilot: 8.1 Towage: 9.1.2
Clinton Coal #2 (CCF2)	18.8	12.3	18.5	660 x 10.4	315 x 55	18.5	140,000	Arr/Dep: 5.1.9 Pilot: 8.1 Towage: 9.1.2
Clinton Coal #3 (CCF3)	18.8	12.3	18.5	600 x 10.4	315 x 55	18.5	140,000	Arr/Dep: 5.1.9 Pilot: 8.1 Towage: 9.1.2
Clinton Coal #4 (CCF4)	18.8	12.3	18.5	600 x 10.4	315 x 55	18.5	140,000	Arr/Dep: 5.1.9 Pilot: 8.1 Towage: 9.1.2
Wiggin Island Coal Export Terminal (WICET)	18.8	11.75	21.0	11.7	320 x 50.1	19.7	140,000/ **191,000	Arr/Dep: 5.1.10 Pilot: 8.1 Towage: 9.1.2

Berth	Design depth	Ht above LAT	Air draft at LAT	Swing basin	Max LOA X max beam	Dist. to FWY BUOY (nm)	Max Displace-ment	Further Information Located at:
Fisherman's Landing No 1 (Rio Tinto)	12.9	8.3	29.5	370 x 10.6	235x43	22.2	104,250	Arr/Dep: 5.1.11 Pilot: 8.1 Towage: 9.1.2
Fisherman's Landing No 2 (Rio Tinto)	12.9	8.3	29.5	370 x 10.6	235 x 43	22.2	90,000	Arr/Dep: 5.1.12 Pilot: 8.1 Towage: 9.1.2
Fisherman's Landing No 4 (Cement Australia) NGF	11.2	6.5	20.5	350 x 9.0	190	22.1	31,000	Arr/Dep: 5.1.13 Pilot: 8.1 Towage: 9.1.2
Fisherman's Landing No 5 (NGF)	11.2	7.1	N/A	370 x 9.0	185 x 32 (Caustic ships 183.5 x 32)	22.2	44,000	Arr/Dep: 5.1.14 Pilot: 8.1 Towage: 9.1.2
APLNG	13.0		NA	600 x 13	315M X 55	22.15	143,000	Arr/Dep: 5.1.15 Pilot: 8.1 Towage: 9.1.2
QCLNG	14.0	9.9	NA	600 x 13	315M X 55	20.97	146,950	Arr/Dep: 5.1.15 Pilot: 8.1 Towage: 9.1.2
GLNG	13.0	14.1	NA	600 x 13	315M x 55	20.46	153,000	Arr/Dep: 5.1.15 Pilot: 8.1 Towage: 9.1.2

** Whilst the displacement limit for WICET wharf is 140,000 tonnes, it is noted that the berth facility can handle vessels up to 191,000 tonnes in an emergency situation.

5.1.1 Boyne Smelter

Owned by the Gladstone Ports Corporation and operated by Boyne Smelters Ltd, the principal cargoes are aluminium ingots, petroleum coke, general cargo and liquid pitch. The berth is serviced by a gantry to load pet coke at approx. 400 tonnes per

hour. The maximum air draft for the gantry at LAT is 27.1 metres and swing basin depth 15.8 metres. Approximate time from Fairway to berth is 1 ¾ hours.

Arrivals

- Vessels can berth either side to but must stem the tide on berthing;
- To berth at or after the tide vessel will be programmed to pass the Fairway Buoy 1.5 hours before slack water;
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail at any stage of the tide.

Passing

If a passing situation is required and the outbound vessel is PST (head in) the inbound vessel will be programmed to pass the Fairway Buoy 45 minutes before the ETD of the outbound vessel. If the outbound vessel is SST (head out) the inbound vessel will be programmed to pass the Fairway Buoy 60 minutes before the ETD of the outbound vessel. This also applies if vessels are departing South Trees East or South Trees West. Ships can sail on either tide whether head in or head out. (Pilotage –Boyne and South Trees Wharves)

5.1.2 South Trees East

Owned and operated by Queensland Alumina Ltd, the principal cargoes are alumina and caustic soda. The berth is serviced by a gantry to load alumina at approximately 1200 tonnes per hour (maximum air draft 18.9 metres at LAT) and 350millimetre lines for the discharge of fuel oil (flash point >63°C) and caustic soda solution; swing basin depth 12.8 metres. Approximate time from Fairway to berth is 1 ½ hours.

Arrivals

- Vessel must be programmed to berth on low water slack or flood tide only;
- Entry time must not be earlier than one hour before commencement of flood tide;
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- If berthed starboard side to, from LW slack to 15 minutes before high water;
- Vessels berthed port side to (bauxite ships) can sail at any stage of flood or ebb tide.

Passing

If a passing situation is required and the outbound vessel is PST (head in) the inbound vessel will be programmed to pass the Fairway Buoy 30 minutes before the

ETD of the outbound vessel. If the outbound vessel is SST (head out) the inbound vessel will be programmed to pass the Fairway Buoy 45 minutes before the ETD of the outbound vessel; (Pilotage –Boyne and South Trees Wharves).

5.1.3 South Trees West

Owned and operated by Queensland Alumina Ltd, the principal cargo handled is bauxite. The berth is serviced by two gantries with clam shell grabs to discharge bauxite at approx. 2300 tonnes per hour. Maximum air draft at LAT is 16.4 metres, swing basin depth 12.8 metres. Approximate time from Fairway to berth is 1½ hours.

Arrivals

- Vessel should be programmed to berth on slack water;
- Entry time for slack water berthing must be either, 2 ½ hours before LW or two hours before HW;
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Bauxite vessels may berth at other times providing that:

- When berthing on flood tide the tidal velocity is not to exceed 1.5 knots;
- When Ebb tide berthing the tidal velocity is not to exceed 2.0 knots;
- No berthing on the flood or ebb tide if wind strength exceeds 25 knots from northern quadrants.

Departures

- Vessels may sail at any time on either tide;

Passing

Inbound vessel to pass Fairway Buoy 30 minutes prior to departure of outbound vessel.

Removals

Bauxite vessels that are doing a ‘dead ship’ removal from South Trees West to South Trees East and vice versa will always employ three tugs (Pilotage –Boyne and South Trees Wharves).

5.1.4 Barney Point

Owned and operated by Gladstone Ports Corporation. The principal cargoes handled are coal and magnesite. The berth is serviced by one traveling gantry loading at a rate of approx. 1800 tonnes per hour; maximum air draft above LAT 17.7 metres. Swing basin depth 11.5 metres. Approximate time from Fairway to berth is 1¾ hours.

Vessel Interaction Mitigation

Barney Point is subject to interaction from deep draft departures. Requirements for vessels berthed alongside Barney Point when all of the following conditions are met:

a) Vessel passing Barney Point Wharf is >14.0M draft

b) Vessel at Barney Point Wharf is >13.5M deepest draft

c) Length Overall of vessel at Barney Point is >225M

d) Beam of vessel at Barney Point Wharf is ≥32.26M

The requirements to be implemented when all of the above conditions are met are:

a) Pilot will be on board 30 minutes prior to the vessel passing

b) Tug/s will be ready to engage 30 minutes prior to the vessel passing and remain reading until the passing vessel has passed and is clear,

c) The vessels crew must tension lines and put them on the brake 30 minutes prior to the vessel passing and be clear of the deck 10 minutes prior to vessel passing, and

d) Gangway must be raised until the vessel has passed and is clear

(Barney Point Wharf Passing Vessel Interaction Prevention)

Arrivals

- Post Panamax - Vessel should be programmed to berth at low water slack and during the flood tide. Earliest entry time 1¼ hours before LW up until 1¾ hours before HW;
- Capesize – Earliest entry time 1 ¼ before LW up to 2 ½ hours before HW;
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres; and
- All vessels are to maintain a minimum of 1 metre UKC while alongside.

There is a strong flood off the eastern end of this berth; a good breast line each end to the back of the wharf is required. After a vessel is secured alongside at Barney Point Wharf, the starboard anchor is to be lowered to 1 shackle on deck with the anchor resting on the bottom. The anchor is to remain lowered until the pilot boards for departure.

Cape size vessels are subject to the following restrictions:

- Maximum vessel length 270 metres;
- Vessel may only berth in ballast condition, part loaded is not acceptable;
- Vessels may only part load to a max draft of 12.5 m at this berth.

Departures

- Vessels may sail only on the flood tide up to HW-15 minutes.

Passing

Inbound vessel to pass Fairway Buoy 30 minutes prior to departure of outbound vessel (Appendix Pilotage – Barney Point Wharf).

5.1.5 Auckland Point No 1

Owned and operated by Gladstone Ports Corporation. The principal cargoes handled are magnesia, calcite and break bulk. This wharf also accepts passenger vessels.

The berth is serviced by two mobile gantries for loading calcite with a combined loading rate of approximately 1600 tonnes per hour. One gantry is used for magnesia at 400 tonnes per hour. The maximum air draft above LAT is 15.8 metres. Swing basin depth 11.3 metres. Approximate time from Fairway to berth is two hours.

Arrivals

- Vessel should be programmed to stem the tide on arrival.
- When berthing starboard side to, earliest entry 2 hrs before LW until 2 hrs before HW.
- When berthing port side to, earliest entry 2 hrs before HW until 2 hrs before LW.
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail on any tide (see Tug requirements guidelines).

Passing

Inbound vessel to pass Fairway Buoy 15 minutes prior to departure of outbound vessel (Appendix).

5.1.6 Auckland Point No 2

Owned by Gladstone Ports Corporation and operated by Grain Corp. The principal cargo handled is grain.

The berth is serviced by a 400 tonnes per hour portable ship loader and a 1200 tonnes per hour traveling gantry. Maximum air draft for berthing is 22.0 metres above LAT and 17.5m during loading operations. Swing basin depth 11.3 metres. Approximate time Fairway to berth is two hours.

Arrivals

- Vessel should be programmed to stem the tide on arrival.
- When berthing starboard side to, earliest entry 2 hrs before LW slack to 2 hrs before HW;
- When berthing port side to, earliest entry 2 hrs before HW slack until 2 hrs before LW; and
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail on any tide (*see* Tug requirements guidelines*).*

Passing

Inbound vessel to pass Fairway Buoy 15 minutes prior to departure of outbound vessel (Appendix).

5.1.7 Auckland Point No 3

Owned by Gladstone Ports Corporation and is a multi-user berth. The principal cargoes handled are petroleum products, LP Gas, caustic soda and general cargo. The berth is serviced by two petroleum cargo lines with a capacity of 400 tonnes per hour each.

Approximate time from Fairway to berth is two hours, swing basin depth 11.3 metres.

A 30 metre exclusion zone is established around all tankers carrying dangerous cargo.

Arrivals

- Vessel should be programmed to stem the tide on arrival.
- When berthing starboard side to, earliest entry 2 hrs before LW slack to 2 hrs before HW.
- When berthing port side to, earliest entry 2 hrs before HW slack to 2 hrs before LW.
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail on any tide however extra tugs may need to be employed if vessel is not stemming the tide (*see* Tug requirements guidelines 9.1.2).

Passing

Inbound vessel to pass Fairway Buoy 15 minutes prior to departure of outbound vessel.

5.1.8 Auckland Point No 4

Owned by Gladstone Ports Corporation and is a multi-user berth. The principal cargoes handled are general cargo, containers, gypsum, magnetite and scrap metal.

Approximate time from Fairway to berth is two hours, swing basin depth 11.3 metres.

Arrivals

- Vessel should be programmed to stem the tide on arrival;
- When berthing starboard side to, earliest entry 2 hrs before LW slack to 2 hrs before HW;
- When berthing port side to, earliest entry 2 hrs before HW slack to 2 hrs before LW; and

- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail on any tide *(*see Tug requirements guidelines 9.1.2).

Passing

Inbound vessel to pass Fairway Buoy 15 minutes prior to departure of outbound vessel.

5.1.9 Clinton Coal Facility No 1, No 2, No 3 and No 4

Owned and operated by Gladstone Ports Corporation. The cargo handled is coal. The berths are serviced by three gantries with a loading rate of approx. 6000 tonnes per hour each. Maximum air draft of 18.5metres above Chart Datum (LAT) required upon commencement of loading and maintained during loading. Approximate time from Fairway to berth is 2½ hours, depth of swing basin is 11.1 metres.

Tides at these berths generally turn 15 minutes after the predicted times of high and low water at Auckland Point (See standard Port Tides).

Masters of vessels berthed at Clinton Coal Facility must adhere to the below requirements:

- Follow the directions of the Wharf Supervisors with respect to mooring lines;
- Ensure their vessel is hard against fenders when a deep draft vessel from WICET or CCF1 is passing CCF2, 3 or 4; and
- Maintain a continuous watch on VHF channel 13.

Arrivals

All arrivals may be scheduled for flood tide arrivals, or Panamax vessels (max 230m x 33m) only for ebb tide arrivals

- Flood tide entry time will be from 1.5 hours before LW until 2.5 hours before HW.
- Ebb tide entry time (Panamax only) will be during neap tides from 1 hour before HW until 3 hours before LW. Daylight only from A7 beacon inwards, current velocity <2 knots at C3 beacon and wind <15knots at CCF if from NW'ly to NE'ly. Three 70 tonne tugs will be required.
- If the inbound vessel which is in ballast condition is using the CCF Bypass Channel (maximum size 240 m x 40 m x 9 m draft) vessel must be programmed to enter 1½ hours before the departing vessel's ETD.
- Vessels to 230m x 32.3m may transit without separate tugs unless the departing vessel is at CCF4 (must have separate tugs in this case)
- If departing vessel is at CCF4 and inbound vessel is using the Bypass Channel then separate tugs are also required.

- If not using the bypass, then entry will be at the same time as the departing vessel's ETD.
- If the vessel is planned for a 'Main channel hot changeover' (LOA >240m x 40m x 9m), ballast vessels only, daylight only, not scheduled during strong wind warning forecast (wind exceeding 25kts). Manoeuvre restricted to CCF3 and CCF4 for departing vessels only. Inbound vessel will require separate tugs to departing vessels from CCF3 and CCF4. Arriving vessel can go to any berth, not just ones being vacated by the departing vessels at CCF3 and CCF4. Programmed to enter earliest LW-1:00 to HW-3:00 hours. An escort tug will be required from A5 and A6.
- If the vessel is planned to 'anchor behind' (max size <240 m) she will be programmed to enter 2¼ hours prior to the sailing vessel's ETD. Two tugs are required to assist for all vessels, Deep draft vessels shall not be considered for anchoring behind.
- Cape size vessel's max arrival displacement is not to exceed 140,000 tonnes.
- Vessel's arriving with a displacement >100,000 tonnes must have a minimum UKC of 2.00 m in the swing basin and must enter the swing basin no earlier than HW – one hour.
- Two mooring launches are required.
- All Panamax size vessels or larger to use four headlines, two breast lines and two spring lines fore, and four stern lines, two breast lines and two spring lines aft of the vessel.
- All Handysize/Handymax size vessels to use three headlines, two breast lines and two spring lines fore, and three stern lines, two breast lines and two spring lines aft of the vessel.

Departures

Vessels may sail on a flood or ebb tide. For flood tide departures the earliest departure from CCF berths is LW + ¼ hour *(*Appendix Pilotage – Auckland Point Wharves)

Separation between vessels on departure shall be 30 minutes and one hour for Cape Size and maximum draft vessels.

- In case of two deep drafted departures from adjacent berths, the seaward vessel must depart first. (Note – this is not applicable to vessels berthed at CCF4 due to its position in relation to the main channel). If the inshore vessel departs first, then the seaward vessel must:
    a) limit its mean draft to not more than 15 metres unless approved by the RHM in exceptional circumstances
    b) ensure her maximum draft does not exceed 16 metres.

c) Ebb tide departures permitted on Panamax and Post Panamax Vessels at CCF2 and CCF3 under certain conditions.

Ebb tide departures will only be from CCF2, CCF3 and CCF4. Tidal flow limited up to 1.5kts. Normal RGT precautions remain in respect of adjacent vessels. The following ebb tide conditions are in place:

- Maximum 230m x 33m with maximum draft 14.5 metres;
- 3 tugs required for departure;
- 1 pilot is required;
- Movement is not limited to daylight only; and
- SWL of bitts and bollards form to be supplied to the RHM.

5.1.10 Wiggins Island Coal Export Terminal (WICET)

Owned and operated by a consortium of eight Australian and international resources companies. The principal cargo handled is coal. The berth is serviced by one gantry with a maximum loading rate of 8250 TPH (average of 4,000 – 7,000 TPH). Maximum air draft of 21.0 metres above Chart Datum (LAT) required upon commencement of loading and maintained during loading.

Approximate time from Fairway to berth is 2.5 hours, depth of swing basin is 12.0 metres.

Tides at this berth generally turn 20 minutes after the tide table time.

Arrivals

- Vessels must be programmed to berth starboard side to on the flood tide or slack water.
- Entry time for Panamax will be from 1.5 hours before LW until 2 ¾ hours before HW
- Entry time for Cape size will be from 1 hour before LW until 2 ¾ hours before HW
- Entry time for vessels with displacement >100kt will be 3 hours before HW only
- For scheduled passing between beacons G1 and G4 entry will be at 1.0 hour after the departing vessel's ETD to allow passing in the Gatcombe Bypass Channel
- Maximum displacement is not to exceed 140,000 tonnes.
- Vessels arriving with a displacement >100,000 tonnes must have a minimum UKC of 2.00m in the swing basin and must enter the swing basin no earlier than HW – one hour.
- Two mooring launches required, and mooring lines must be synthetic or similar floating type. Wire mooring lines are not acceptable

- All Panamax size vessels or larger to use four headlines, two breast lines and two spring lines fore, and four stern lines, two breast lines and two spring lines aft of the vessel.
- All Handysize/Handymax size vessels to use three headlines, two breast lines and two spring lines fore, and three stern lines, two breast lines and two spring lines aft of the vessel.

Departures

- Vessels may only sail on the flood tide. The earliest departure is LW + 1 hour until 1 ¾ hours before HW (Pilotage - Wiggins Island Coal Export Terminal)
- For Panamax vessels using CCF Bypass earliest departure is LW +1hour until 1 ¼ hours before HW
- Separation between vessels on departure shall be 30 minutes and 1 hour for Cape Size and maximum draft vessels.

5.1.11 Fisherman's Landing No 1 (Bauxite)

Owned and operated by Rio Tinto Alcan (Yarwun) and is also a multi-user berth. The principal cargoes handled are bauxite, alumina and caustic soda. The berth is serviced by two travelling unloading gantries with a clam shell grab, average handling rate 1250 tonnes per hour each, a travelling gantry loader at 1200 tonnes per hour and a 200 millimetre line for caustic soda at 1000 tonnes per hour. Maximum air draft above LAT is 29.5 metres. Approximate steaming time from Fairway to berth is 2¾ hours.

Note: HW is approximately 30 minutes after Gladstone and LW 40 minutes after Gladstone.

Arrivals

- Vessels should be programmed to berth on the ebb tide only
- Earliest entry time is 3 hours before HW up to 1 hr before HW with daylight only from WICET.

Departures

- Vessels can depart at any state of the tide.
- Vessels can use the Clinton Bypass Channel subject to draft and UKC restrictions.
- Tugs to remain alongside until the end of the Targinie Channel.

Passing

Vessels should be programmed to berth on the ebb tide only and enter 45 minutes after the departing ship.

5.1.12 Fisherman's Landing No 2 (Rio Tinto)

Owned and operated by Rio Tinto Alcan (Yarwun) and is also a multi-user berth. The principal cargoes handled are bauxite, alumina and caustic soda. The berth is serviced by one travelling unloading gantry with a clam shell grab, average handling rate 1250 tonnes per hour, a travelling gantry loader at 1200 tonnes per hour and a 200 millimetre line for caustic soda at 1000 tonnes per hour. Maximum air draft above LAT is 29.5 metres. Approximate steaming time from Fairway to berth is 2¾ hours.

Note: HW is approximately 30 minutes after Gladstone and LW 40 minutes after Gladstone.

Arrivals

- Vessel should be programmed to stem the tide on arrival.
- Vessels loading alumina generally berth starboard side to. Loaded bauxite and laden Cabo Class vessels berth port side to and their optimum entry time is 2 hours before HW Gladstone. Chemical tankers berth either side to.
- When berthing starboard side to, earliest entry two hours before LW to 2¾ hours before HW.
- When berthing port side to, earliest entry 2 hours before HW until 2¾ hours before LW (consult the Regional Harbour Master for latest entry time on spring ebb tides).
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail on either tide see Tug requirements guidelines 9.1.2).
- Caustic vessels PST- part loaded to sail no earlier than LW to HW-30mins
- Alumina vessels >10m draft to sail from LW to HW-30mins
- Handimax alumina vessels must have sufficient UKC over the 9.0 metres swing basin when departing on the ebb tide with a tidal range not exceeding 2.5 metres.

Passing

Vessel should be programmed to stem the tide on arrival and enter 30 minutes after the ETD of a departing vessel; (appendix Pilotage – Fishermans Landing Wharves).

5.1.13 Fisherman's Landing No 4 (Cement Australia)

Owned by Gladstone Ports Corporation and is a multi-user berth. The principal cargoes handled are cement clinker, cement, fly ash, caustic soda and limestone.
Note: HW is approximately 30 minutes after Gladstone and LW 40 minutes after Gladstone.

Dry cargo vessels generally berth starboard side to. Chemical tankers berth either side to.

Approximate time from Fairway to berth is 2½ hours.

Arrivals

- Vessel should be programmed to stem the tide on arrival.
- When berthing starboard side to, earliest entry 2 hours before LW to 2¾ hours before HW.
- When berthing port side to, earliest entry 1½ hrs before HW until 2¾ hrs before LW.
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

Departures

- Vessels may sail on either tide (*see* Tug requirements guidelines 9.1.2) unless head out SST with a draft over 10m in which case earliest departure is LW to 30mins before HW.

Passing

Vessel should be programmed to stem the tide on arrival and enter 30 minutes after the ETD of a departing vessel, or 40 minutes if swinging (Appendix Pilotage – Fishermans Landing Wharves).

5.1.14 Fisherman's Landing No 5 (Bulk Liquids Berth)

Owned by Gladstone Ports Corporation and is a multi-product berth. The principal cargo handled is liquid ammonia. The berth is serviced by one x SVT hydraulically operated loading arm. Please note that HW is approximately 30 minutes after Gladstone and LW 40 minutes after Gladstone.

Approximate time from Fairway to berth is 2¾ hours.

Arrivals

- Vessel should be programmed to stem the tide on arrival.
- When berthing starboard side to, earliest entry 2 hrs before LW to 2¾ hrs before HW.
- When berthing port side to, earliest entry 1½ hrs before HW until 2¾ hrs before LW; (consult the Regional Harbour Master for latest entry time on spring ebb tides).
- Loaded tankers normally berth port side to and swing on departure in ballast condition.
- Two mooring launches are required if vessel is >150 metres LOA and one for vessels <150 metres.

- Maximum LOA is 185 metres. Vessels with a greater LOA must have approval from the RHM to berth.

Departures

- Vessels may sail on either tide unless LOA is greater than 200 metres in which case sailing time is from 30 minutes before LW.
- Vessels can depart anytime on a flood tide if the tidal range is <2.5m

Passing

Vessel should be programmed to stem the tide on arrival and enter 30 minutes after the ETD of a departing vessel, or 45 minutes if swinging; (appendix Pilotage – Fishermans Landing Wharves).

5.1.15 APLNG, QCLNG, GLNG

These operating parameters have been developed and refined based on extensive on water transits of the Port and navigation simulations with LNG carriers up to 220 000 m³ with laden drafts up to 12.20m and arrival drafts to 11 m. Maximum LOA is 315 m by a beam of 55 m. LNG vessels will have an International Association of Classification Societies, (IACS) Cap 2 classification for vessel 20 years and older. LNG vessels will submit a Vessel Questionnaire to Gladstone VTS prior to arrival and once approved by the Regional Harbour Master, the vessel will be allowed to enter the Port. (Appendix –Vessel Questionnaire). Approximate time from fairway to berth is 3hours 15 minutes.

Arrivals

- Vessels for the QGC and GLNG Terminals may arrive and depart on all states of the tide
- Vessels for the APLNG Terminal may enter Port from High Water +2:00 to HW +2:15 due to safety concerns imposed by swing basin design limitations and the need to arrive off the terminal at the swing basin at slack water.
- Vessels will be programmed to enter Port on the ebb tide
- Entry will be at HW +2 hours (APLNG HW+2:15 hours) unless approved by the Regional Harbour Master if circumstances dictate otherwise.

Departures

- LNG vessels shall be classified similar to Panamax class in that the draft of the vessel and the escort tug assistance allows for the option of safely aborting the transit at a number of alternative locations therefore a 30 minute separation.

Passing

- APLNG vessels should enter 45 mins after the ETD of a departing vessel
- GLNG and QCLNG vessels should enter 30 mins after the ETD of a departing vessel

- Passing of an LNG vessel with another LNG vessel is allowed
- Passing of an LNG vessel with vessel carrying dangerous goods will be assessed by the RHM on a case by case basis.
- Passing of LNG vessel with a deep draft vessel is allowable.
- Passing of a cruise vessel will be assessed by the RHM on a case by case basis.

5.2 Shore-based cranes, gantries, portainers and bulk loaders – guidelines

Incorrectly positioned cargo handling equipment presents a serious risk of damage to the equipment and ships arriving to and departing from the berths. Cranes, gantries, portainers and bulk loaders should be in their designated positions at least one hour prior to the arrival of a ship at the berth and must be in the required position prior to letting go.

All cranes should be positioned not less than 20 metres clear ahead or astern of the ship. If the crane is to be positioned adjacent to the ship, then it should be not less than 40 metres aft from the bow or 40 metres fwd of the bridge position.

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.

5.3 Anchorage Areas

5.3.1 External Anchorages

Vessels arriving off the port of Gladstone will be assigned a designated anchorage position by VTS, whilst awaiting berthing instructions. These anchorages are shown on the appropriate charts and are identified by either northern or eastern and a numeral.

Anchoring is prohibited on the line of the leads and the surrounding area for a distance of 3 miles from the entrance to Wild Cattle Cutting Channel as depicted on chart AUS 246.

5.3.2 Internal Anchorages

The following safe anchorages are available inside the harbour. Bearings and distances given are from South Trees front lead in position, latitude 23°-52'S, longitude 151°-19.7' E approximately. South Trees No.1.5 is the designated emergency anchorage.

Table 8 Internal anchorages

Anchorage	Bearing (deg T)	Distance (n.m.)	Depth	Maximum draft	Maximum LOA
South Trees No.1	100°	1.3	15.8m	14.0m	No bunkering
South Trees No.2	041.5°	0.68	14.3m	12.2m	240m (max wind 25knots)
South Trees No.3	355°	1.0	11.4m	10.0m	180m (max wind 25nots)
South Trees No.1.5 (Emergency Anchorage)	084°	0.9	16.5m	14.0	No bunkering
Quoin Channel No 1	337°	1.8	7.3m	6.3m	180m
Quoin Channel No 2	326°	2.42	7.6m	6.0m	150m

Deep laden ships and any ship with a draft of 9 metres or more at any of the above anchorages shall, when the predicted high water figure is 4.0 metres or more, have their main engine in such a state of readiness that it will be available in 30 minutes. In the event of a forecast strong wind warning (that is winds in excess of 22 knots), or on the advice of the harbour master, the engines should be brought to a condition of instant readiness and, at the earliest safe opportunity, the anchor should be paid out to a minimum of seven shackles in the water.

The attention of masters is also drawn to (see Work Permits), which requires prior permission from the harbour master for the immobilisation of propelling machinery and immediate notification in the event of immobilisation as a result of any breakdown or failure of the propelling machinery. Immobilisation of main engines at anchorages within the harbour will not be condoned except under special circumstances as decreed by the Regional Harbour Master.

The following restrictions apply to the size of vessels using these anchorages

Loaded vessels in excess of 130 metres LOA anchor ebb tide only and enter no earlier than 1 hour before high water and sail no earlier than 1 hour after low water. May only anchor on flood tide with tug assist.

- Part loaded vessels in excess of 160 metres LOA and draft of 9.00 metres must stem the tide arriving and departing the anchorages
- Loaded vessels with a draft in excess of 12.20 metres must utilise the services of a tug
- Loaded cape size vessels are not acceptable
- Part loaded cape size vessels will be considered on merits

- South Trees Anchorage #2, and 3 may be used for bunkering vessels so long as the maximum draft for each anchorage is not exceeded, wind speed not to exceed 25knots and no deep draft vessels are programmed for departure, or LNG vessels are scheduled to pass during bunkering operations.
- The time from the Fairway to ST^ #1 is approx. 1.5 hours and 1.8 hours to ST^ #3. For a passing situation the inbound vessel should be programmed to enter one hour prior to the departure of the outbound vessel.
- Loaded vessels anchoring for bunkering operations should preferably anchor on the ebb tide utilising the maximum ebb tide available and the departure programmed for no earlier than one hour after low water.
- Due consideration must be given to vessels swinging when positioned at the South Trees anchorages.

At times, ships will anchor upstream of their berth to await berth vacancy and/or tug availability. Vessels up to Panamax size (maximum LOA 240 metres) in ballast will generally be accepted for anchor behind manoeuvres at Clinton. All vessels conducting an anchor behind at Clinton will require one tug to assist swinging.

5.3.3 Prohibited anchorage

Ships are prohibited from anchoring in an area off the entrance beacons of Wild Cattle Cutting bordered by the following positions:

23° 50.8’S	151° 31.1’E
23° 51.45’S	151°32.4’E
23° 52.18’S	151° 33.18’E
23° 53.32’S	151° 33.7’E
23° 53.55’S	151° 30.1’E
23° 54.28’S	151° 30.9’E

Ships awaiting a pilot will be allocated an anchorage by VTS.

5.4 Navigation Aids and Leading Lights

5.4.1 Curtis Channel

Table 9 Lighthouse and leading lights (Curtis Channel)

Name	Position		Characteristic
Cape Capricorn	23° 29.2’S	151° 14.1’ E.	Fl.WR5s 93m 17/14M (on the summit of Cape Capricorn)
North Point	23° 45.4’S	151° 20’E	Fl.(4)WR.15s,17m 7M

East Point	23° 52'S	151° 23.4'E.	Fl.10s,47m 18M
Clews Point	24° 0.2'S	151° 44.5'E.	Fl.WR. 1.5s,38m 8/5M
Bustard Head	24° 01.5'S	151° 45.8'E.	Fl.(2)10s, 102m 19 M & F.R.104m 13M

5.4.2 Gladstone Harbour

Table 10 Lighthouse and leading lights (Gladstone Harbour)

Name			Characteristic
Wild Cattle Cutting Code ("Alpha")	Front lead Rear lead	Both fixed white by day	-Dir Q.19m, (Dir F.day) -Dir Iso 2s.44m, (Dir F.day)
Boyne Cutting	Front lead Rear lead	Solar – Qk Fl by Day (White) Solar – Iso Fl by Day (White)	- Qk Fl. Bu. 20m 12M – (Qk Fl W day) 1.0sec - Iso Bu. 37m 14M – (Iso W day) 2.0 sec
Golding Cutting (Arrival)	Front lead Rear lead	Solar power Mains power	Dir F Bu .7m (Dir F. day) & Fl.R.4s Dir F.Bu. (Dir F.day)
Golding Cutting-Reciprocal Code ("Bravo")	Front lead Rear lead	Solar – Fixed by day	Dir Q.6m (Dir F. day) & Fl(2)4s, Dir Iso.2s .18m (Dir F. day) & Fl(2)6s
South Channel Bypass	Front lead Rear lead	Solar – Fixed by day	G2 Dir.Q.& Fl.Y.4s Geoff Price Beacon Dir Iso.2s &FL.R.4s
Gatcombe Channel Code ("Charlie")	Front lead Rear lead	Solar – Fixed by day	Dir Q.6m (Dir F. day) Dir Iso.2s.16m (Dir F. day)
Auckland Channel	Front lead Rear lead	Both mains power (Reg Tanna facility)	Dir F.Bu. 55m (F.Y. day) Dir F.Bu. 70m (F.Y. day)

Name			Characteristic
Auckland Channel Reciprocal Code (‘Delta’)	Front lead Intermediate Lead Rear lead	Solar – fixed by day	Dir Iso.4s 6m (Dir F. day) Dir Q. 21m (Dir F. day) Dir Iso.4s 39m (Dir F. day)
Clinton Channel (Barney Point)	Front lead Rear lead	Both mains power	Dir F Bu (Dir F. day) Dir F Bu (Dir F. day)
Clinton Bypass (Departure) Code (“Echo”)	Front lead Rear lead	Solar – fixed by day	Dir F.R (Dir F. day) & Fl(2).6s Dir F.R (Dir F. day) & Q
Clinton Bypass Inner (Arrival) Code (“Foxtrot”)	Front lead Rear lead	Solar - fixed by day	Dir Q Bu (Dir F. day) & Fl.G.4s Dir Iso Bu 2s (Dir F. day) & Fl.6s
Clinton Swing Basin Code (‘Golf’)	Front lead Rear lead	Solar – fixed by day	Dir Q Bu. (Dir F. day) & Fl(2)4s Dir Iso Bu.2s (Dir F. day) & Fl(2)8s
Targinie Channel (Fishermans Landing end) Code (‘India’)	Front lead Rear lead	Solar – fixed by day	Dir Q.Bu (Dir F.day) Dir Iso.Bu.2s (Dir F.day)
Targinie Channel Code (‘Hotel’)	Front lead Rear lead	Solar – fixed by day	Dir Q (Dir F.day) & Fl.Y.2.5s Dir Iso.2s. (Dir F.day) & Fl(2)6s
Fishermans Landing Wharfs No 2 & 4	Approach Front lead Approach Rear lead	Both mains power	F.G. (F.Y Day) F.G. (F.Y Day)
Jacobs Channel Departure	Front lead Rear lead	Solar – fixed by day	Dir Q.Bu (Dir F day) & Fl Y 6s Dir Iso Bu 2s (Dir F day)
Jacobs Channel Arrival	Front lead Rear lead	Solar – fixed by day	Dir Q.Bu (Dir F day) & Fl (2) 5s Dir Iso Bu 2s (Dir F day) & VQ(9) 10s

5.5 Buoys/beacons within Gladstone Harbour and Approaches

5.5.1 Wild Cattle Cutting

Table 11 Buoys/beacons (Wild Cattle Cutting)

NAVIGATIONAL AID	TYPE	CHARACTERISTIC
Fairway	By	L.Fl.10s
WaveRider Special Buoy	By	Fl.(5) Y 20s
S1	Bn	Fl G 2s
S2	Bn	Fl R 2s
S3,S5,S7	Bn	Fl G 4s
S4,S6,S8,S10	Bn	Fl R 4s
S9	Bn	Q.Y.

5.5.2 Boyne Cutting

Table 12 Buoys/beacons (Boyne Cutting)

Navigational aid	Type	Characteristic
S11, S13	Bn	Fl G 4s
S12, S14	Bn	Fl R 4s

5.5.3 Golding Cutting

Table 13 Buoys/beacons (Golding Cutting)

Navigational aid	Type	Characteristic
S15	Bn	Q.Y.
S17,S19,S21,S23,S25,S27,S29	Bn	Fl G 4s
S16,S18,S20,S22,S26,S28	Bn	Fl R 4s
S31	Bn	Fl Y 4s

5.5.4 South Channel Bypass

Table 14 Buoys/beacons (South Channel Bypass)

Navigational aid	Type	Characteristic
SB18, SB22, SB26	Bn	Fl Y 4s

5.5.5 Gatcombe Channel

Table 15 Buoys/beacons (Gatcombe Channel)

Navigational aid	Type	Characteristic
E3	Bn	Fl G 4s
G1	BY	Fl G 4s
G2	Bn	Fl Y 4s
Geoff Price Beacon	Bn	Fl R 4s
G4	BY	Fl Y 4s
Manning Reef	Bn	Fl 2.5s
Bushy Islet	Bn	Fl.4s

5.5.6 Quoin Channel

Table 16 Buoys/beacons (Quoin Channel) Auckland Channel

Navigational aid	Type	Characteristic
Q1	Bn	Fl G 2.5s
Q2	Bn	Fl Y 2.5s
Q3	Bn	Fl G 4s
Q4	Bn	Fl R 4s
Q5	Bn	Fl G 2.5s
Q6	Bn	Fl R 2.5s

5.5.7 Auckland Channel

Table 17 Buoys/beacons (Auckland Channel)

Navigational aid	Type	Characteristic
A1, A3	Bn	Fl G 4s
A5	By	Fl G 4s
A2, A4	Bn	Fl R 4s
A6	BY	Fl R 4s
A7	Bn	Fl Y 4s
A8 (CCDF PEL sector light)	BY	Fl R 4s

5.5.8 Clinton Channel

Table 18 Buoys/beacons (Clinton Channel)

Navigational aid	Type	Characteristic
A8 / CCDF PEL sector light	PEL	W.R.G
Grain Corp Silo	PEL	W.R.G

5.5.9 Clinton Bypass

Table 19 Buoys/beacons (Clinton Bypass)

Navigational aid	Type	Characteristic
CB1, CB3	Bn	Fl G 4s
CB2, CB4	Bn	Fl R 4s
CB6	Bn	Fl VQ (9) W 10s

5.5.10 WICET

Table 20 Buoys/beacons Wiggins Island Coal Export Terminal (WICET)

Navigational aid	Type	Characteristic
W2, W4, W6, W8, W10	Bn	Fl R 4s

5.5.11 Jacobs Channel

Table 21 Buoys/beacons (Jacobs Channel)

Navigational aid	Type	Characteristic
JC1, JC3	Bn	Fl G 2.5s
Outfall	Bn	Fl Y 2.5s
JC5, JC13, JC15	Bn	Fl G 2.5s
JC2, JC4, JC8, JC14, JC16	Bn	Fl R 2.5s
JC6, JC7, JC9, JC10, JC11, JC12, JC18	BY	Fl Y 2.5s
JC21, JC23, JC25, JC27, JC30, JC37	BY	Fl Y 2.5s
JC17, JC19, JC29, JC31, JC33, JC35	BY	Fl G 2.5s

5.5.12 Targinie Channel

Table 22 Buoys/beacons (Targinie Channel)

Navigational aid	Type	Characteristic
T1, T5, T7	Bn	Fl G 4s
T3	By	Fl Y 4s
T4,T6,T8	Bn	Fl.R.4s
T10, T12	BY	Fl.R.4s
TSB1, TSB3, TSB5, TSB7	By	Fl Y 4s

5.5.13 East Channel

The East Channel is not surveyed or dredged regularly. As such it is not recommended for use by other than shallow draft ships. Extreme caution must be exercised when transiting this channel and should only be navigated by vessels having local knowledge.

For a list of applicable charts (see 4.6 Charts and Books).

Defects and/or changes to navigation aids will be promulgated in the Notices to Mariners (see 4.7.1 Notices to Mariners).

6. Weather Information

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 when mean wind speeds are in excess of 40 knots measured either at Maritime Safety Queensland's weather station at Gatcombe Head or any other reliable source, such as Bureau of Meteorology, vessel movements in the port of Gladstone will be suspended.

LNG vessels will not be handled in weather conditions that make operations hazardous, (typically wind speeds in excess of 25 knots and wave heights above 3.0 m): however, these figures are a guide and the actual limiting weather conditions are to be determined at the time of the manoeuvre in consultation between the harbour pilots and vessel's master.

During extreme weather events (cyclones, floods, storms), mariners are to follow the procedures within the Gladstone Extreme Weather Event Contingency Plan. An outline of the Alert Status Levels are shown below.

A Yellow Alert Advice message is issued by the Regional Harbour Master when destructive, winds, swell, rain or riverine flooding is forecast within 24 – 28 hours. This may include the Bureau of Meteorology (BoM) forecasting a cyclone or a significant rain event across the catchment of the Calliope River and Awoonga Dam.

An Orange Alert Watch and Act message is issued by the BoM for an extreme weather event or developing event likely to affect the area within 12 - 24 hours.

A Red Emergency Warning message is issued when extreme weather is forecast within 6 hours.

A Yellow Advice is issues during recovery phase. Mariners to wait for all clear from the Regional Harbour Master prior to recommencing vessel movements within the port.

Cyclone warnings and reports may be obtained from the Australian Bureau of Meteorology (BOM) website (www.bom.gov.au). (appendix –Cyclone Tracking Chartlet).

6.1 Tidal Information

The mean spring tidal range is 3.24 metres and the mean neap range is 1.54 metres. The tides are much affected by the prevailing winds and the stream sets are very strong at times in the channels. Tidal rates in excess of four knots have been observed in sections of the harbour at some spring tides. Since the tides run with a velocity of from 1.5 to 2.5 knots regularly, due caution will have to be observed and proper allowance made for tidal influence when navigating these channels, especially in the Golding Channel and on the Wild Cattle Cutting leads where the tide sets obliquely across the channel.

Between the Boyne leads and Gatcombe Head, the flood tide sets towards the West Bank and the ebb towards the East Bank.

6.1.1 Tide Boards/Gauges

Gladstone is a standard Port in the Queensland Tide Tables. Maritime Safety Queensland has erected a tide board and gauge at Auckland Point Wharf (Western end).

MSQ also has a tide gauge located at Cement Australia wharf Fishermans Landing and in the south channel. The gauges refer to LAT and show the actual tide height above LAT.

Maritime Safety Queensland provides tidal predictions for pilotage areas. The tidal times and heights for standard Queensland ports are available in the Queensland Tide Tables on the MSQ website and may be accessed at the Bureau of Meteorology website.

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

6.2 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 Restrictions

7.1 General

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

7.2 Speed

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

Passenger transfer vessels are restricted to a speed no greater than 25knots within the harbour. With the exception of the above no speed restriction is specified in the port. However, ships masters should be fully aware of the effects of interaction, particularly when passing ships moored at berths adjacent to the channels, ships flying international code signals ‘A’ or ‘R’ over ‘Y’ and any directive given by Gladstone VTS.

7.3 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 the forward draft not less than 2% of the LOA and the propeller fully submerged. Vessels trimmed by the head or listing may be subject to restrictions and the Regional Harbour Master is to be informed when bookings are made. Ships not meeting trim requirements may experience considerable delays until the problem is rectified.

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 – November to April.

7.4 Draft Restrictions

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

7.4.1 Under Keel Clearance (UKC)

The following table identifies the minimum under keel clearances vessels are required to maintain while manoeuvring within the pilotage area. Vessels alongside any berth must maintain a minimum 0.5 m UKC, except for Barney Point where a minimum 1 m UKC is required.

Table 23 Minimum under keel clearances

Minimum under keel clearance				
Ship size (Summer DWT)	At berth	At anchor	Inner harbour	Sea channel
Less than 85,000	0.5m	10% draft	0.7m	1.5m
85,000 to 200,000	0.5m	10% draft	1.2m	1.8m
More than 200,000	0.5m	10% draft	1.2m	2.0m
LNG Vessels	0.5m	1.2m	1.2m	1.2m

Notes: loaded Panamax and Post Panamax class vessels transiting the Targinie Channel require a minimum UKC of 1.0 metres.

Maximum drafts and tidal windows for harbour transits are calculated by a computer programme. Maximum drafts for ships departing from Clinton Coal Terminal are compiled into monthly predictions for each tide.

Ships greater than 100 000 tonnes displacement swinging in the Clinton Swing Basin must have an under keel clearance not less than two metres and are restricted to enter the swing basin not earlier than one hour before HW.

If a tidal window calculation is required, Gladstone VTS will require the following information in order to perform the necessary tidal window calculations. It includes:

- name of ship;
- date of arrival/departure/removal;
- earliest ETA/ETD/removal;
- ship's draft;
- ship's deadweight; and
- name of berth.

7.4.2 Static Under Keel Clearance (SUKC)

The SUKC system is a computer programme that assimilates the charted depths, predicted tides and draft of ships and applies a number of constants to determine when a ship can move safely in the port. The SUKC system can be used to predict maximum draft, tidal windows or low water deepest draft. The use of SUKC is an optional means of improving safety and efficiency. SUKC predictions are provided without cost.

7.4.3 Dynamic Under Keel Clearance (DUKC)

DUKC methodology determines the UKC required for a given transit using the most accurate modelling techniques available and is the primary tool for determining

sailing drafts and transit times. For each section of the transit, each UKC factor is individually determined based on the forecast environmental conditions, channel configuration, vessel dimensions, load state and speed. VTS will use the DUKC programme to determine the tidal window for vessels departing Clinton Coal Wharves and WICET over 15m in draft and arriving vessels into Fisherman's Landing 1 over 8.8m.

Agents for vessels calling these wharves are required to have masters complete the DUKC Draft Request Form (appendix –Draft Request Form) and once complete agents are required to email the form to VTS no later than 48hrs prior to a vessels transit. Updates to a vessel's draft or stability information must be notified to VTS no later than three hours prior to the vessel commencing its transit. This notification may be done by phone or emailing VTS an updated form.

7.5 Approaches to Pilot Boarding Ground

7.5.1 From the North

When making for the port of Gladstone, Mount Larcom, a conspicuous peak 628 metres high, will generally afford an excellent landmark. The S1 beacon is fitted with a racon exhibiting (3 and 10cm) code 'G'.

Ships proceeding south along the coast should not approach within 1.5 nautical miles of Facing Island's shores due to the presence of rocks extending almost that distance. Ships will keep clear of these rocks by keeping the true bearing of North Point light less than 313°. When approaching from the north, make for Hummock Hill on a bearing of about 195°.

7.5.2 From the South

Care should be taken to keep Bustard Head light well open of Point Richards, the North West point of Rodds Peninsula, so as to clear the Jenny Lind Bank.

7.5.3 Dangers

- **Sable Chief Rocks** – lying 358°, 3 nautical miles from East Point on Facing Island.
- **East Point Ledge –** a bank of shoal water with 2 to 4 metres on it, lies with its outer extreme 043°, .1.4 nautical miles from East Point.
- **East Banks –** extend in an ESE direction for 5.5 nautical miles from East Point.
- **Seal Rocks –** lying 131°, 7.5 nautical miles from East Point lighthouse.
- **Jenny Lind Bank –** lying 125°, 8 nautical miles from East Point lighthouse.

7.5.4 Restricted Areas

The coral reefs to the east of Gladstone forming the southern extremity of the Great Barrier Reef are enclosed in exclusion zones clearly shown on AUS chart 819.

7.6 Transit from Fairway to Berth

Subject to draft, the Fairway Buoy may be passed either side to bring Wild Cattle leads in line on a bearing of 224° before entering the South Channel passing between beacons S1 and S2. Utilising the channel truncation to the north, beacon S9 is rounded to bring Boyne Island Cutting leads in line bearing 264° to enter Boyne Island Cutting passing between beacons S11 and S12.

Utilising the channel truncation to the north, beacon S15 is rounded to enter the Golding Cutting between beacons S17 and S18 with the Golding Cutting leads in line astern bearing 122•5°. The vessel adopting a track of 302•5° until altering to starboard to bring the Quoin/Turtle leads in line on the bearing of 312° to transit the Gatcombe Channel. Passing the buoy G4 to enter the Auckland Channel 293°, Boyne Smelter Wharf and South Trees Wharves will be seen to port.

The Auckland channel is entered between beacons A1 and A2 with Auckland Channel leads in line bearing 293.2°. About 2.5 miles past South Trees wharves, Barney Point Wharf is situated to the port side. Auckland Point Wharves lie about a mile further West, also on the port side.

Just after passing Barney Point Wharf, course may be altered to enter the Clinton Bypass Channel steering 303º with CB2 and C3 in line. When abeam CB1 course may be altered to 314º to bring C5 and Tide Island rear lead in line until the vessel enters the Clinton Swing Basin.

When nearly abeam of beacon A7 alter course to starboard to bring Clinton Channel leads in line astern on a bearing of 127° adopting a track of 307° until past beacon C1 where the course can be altered to 319°. Clinton Coal Facility lies on the port side adjacent beacon C3.

After Clinton Coal Facility has been passed, alter to port to bring the Targinie leads in line astern bearing 113.5° to steer a course of 293.5° to enter Targinie Channel until abreast, buoy T10 marking the western extremity of the Targinie swing basin.

Please note that draft and depth permitting, ships may enter and exit the South Channel by the Boyne Extension passing between beacons S8 and S10 (refer to appendices for detailed channel drawings).

7.7 Passing Restrictions

7.7.1 General

Passing is only permitted using accepted Bypass channels. To facilitate port efficiency and safety, Bypass channels have been established for the Clinton, Gatcombe Channel and Golding Cutting.

Subject to draft, ships may pass between Gatcombe Head and Boyne Smelter Wharf. (The South Trees Anchorages may also be utilised when available, to facilitate passing)

If draft allows, a ship may exit a channel to permit a passing manoeuvre.

When ships are scheduled to pass during port transits, the duty VTSO will monitor the passing position, advising the transiting ships of the passing prediction/CPA (Closest Point of Approach).

7.7.2 Non gas-free tankers

The berths of QCLNG, APLNG, GLNG South Trees East, Auckland Point 3 and Fisherman's Landing No 4 and No 5 are the only berths fitted to accept NGF ships occupancy. South Trees East berth is fitted to accept ships where cargo flash point is greater than 63°C.

The minimum distance between a tanker and any other vessel in the harbour is never to be less than 30 metres.

7.8 Distances from Fairway Beacon to Targinie Channel

Table 24 Fairway Beacon to T10 distances

FWB															
S1	0.95	S1													
S9	3.33	2.38	S9												
S15	5.15	4.20	1.82	S15											
S21	6.87	5.92	3.54	1.72	S21										
S29	9.07	8.12	5.74	3.92	2.20	S29									
G2	10.11	9.16	6.78	4.96	3.24	1.04	G2								
G1	10.45	9.50	7.12	5.30	3.58	1.38	0.34	G1							
G4	12.77	11.82	9.44	7.62	5.90	3.70	2.66	2.32	G4						
A1	14.38	13.43	11.05	9.23	7.51	5.31	4.27	3.93	1.61	A1					
A5	16.30	15.35	12.97	11.15	9.43	7.23	6.19	5.85	3.53	1.92	A5				
A7	17.52	16.57	14.19	12.37	10.65	8.45	7.41	7.07	4.75	3.14	1.22	A7			
C3	18.38	17.43	15.05	13.23	11.51	9.31	8.27	7.93	5.61	4.00	2.08	0.86	C3		
T2	20.21	19.26	16.88	15.06	13.34	11.14	10.10	9.76	7.44	5.83	3.91	2.69	1.83	T2	
T8	21.73	20.78	18.40	16.58	14.86	12.66	11.62	11.28	8.96	7.35	5.43	4.21	3.35	1.52	T8
T10	22.75	21.80	19.42	17.60	15.88	13.68	12.64	12.30	9.98	8.37	6.45	5.23	4.37	2.54	1.02

Note: distances are in nautical miles.

7.9 Weather Restrictions

Generally, when mean wind speeds are in excess of 40 knots as registered either at Maritime Safety Queensland's weather station at Gatcombe Head or any other reliable source, such as Bureau of Meteorology, vessel movements in the port of Gladstone will be suspended.

7.10 Nuclear Powered Ships

7.10.1 General

These procedures are for the safe passage of nuclear powered ships arriving and departing the Port of Gladstone.

In accordance with the requirements of the Visiting Ships Panel (Nuclear), Department of Defence, a Port Safety Plan for Visits of Nuclear Powered Warships to Gladstone will be in effect for the duration of each visit.

7.10.2 Arrival

The movement of a nuclear powered ship will be restricted to daylight hours only with berthing at HW slack. At a point 30 minutes prior to the pilot boarding, Gladstone VTS should be contacted and informed of the position of the ship so that it may be identified on the Vessel Traffic System and to enable track monitoring.

Gladstone VTS: (07) 4839 0208

The pilot will be informed of any navigational hazards and any special navigational considerations, including traffic movements.

Reports to Gladstone VTS should be made on VHF channel 13 at the following times:

- When the pilot is on board.
- When passing the Fairway Buoy giving ETA at berth.
- When ship is all fast alongside berth, giving first lines and all fast times.

For large NPW Vessels – the operating parameters will be as per the recommendations of the Maritime Safety Queensland ship simulation study and as agreed by the Regional Harbour Master on a case by case basis.

A security exclusion zone around the vessel at the berth will be declared and marked by Fl Y ‘special mark’ buoys and the area monitored by Water Police patrols.

7.10.3 Route to be Followed

Nuclear powered ships will use tracks as per ‘Port Safety Plan for Visits of Nuclear Powered Warships to the Port of Gladstone’.

7.10.4 Other Traffic

Gladstone VTS will advise all other traffic (LOA >35 metres) that no passing may occur in any dredged channels, and that all ships maintain a safe distance. Commercial shipping will, in general, be given priority however a security exclusion zone around the vessel may be imposed with passing restricted in certain areas.

7.10.5 Departures

Departures are programmed to occur on HW slack and during daylight hours only. The Regional Harbour Master must be advised of intended departure before noon on the day before the departure date.

Phone: (07) 4839 0208

One hour prior to departure, advise Gladstone VTS, confirming ETD. Gladstone VTS will advise of any navigational hazards and give traffic update. Five minutes prior to letting go lines advise Gladstone VTS.

7.10.6 Vessels at Adjacent Berths

Under the conditions of the 'Port Safety Plan for the Visits of Nuclear Powered Warships to the Port of Gladstone', all vessels berthed within 800 metres of a nuclear powered warship vessel, will be issued with a written instruction from the harbour master.

This instruction will advise the master what is required of him in the event of a nuclear accident (see Instructions to Masters of Ships Berthed Within Zone 1).

7.11 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.

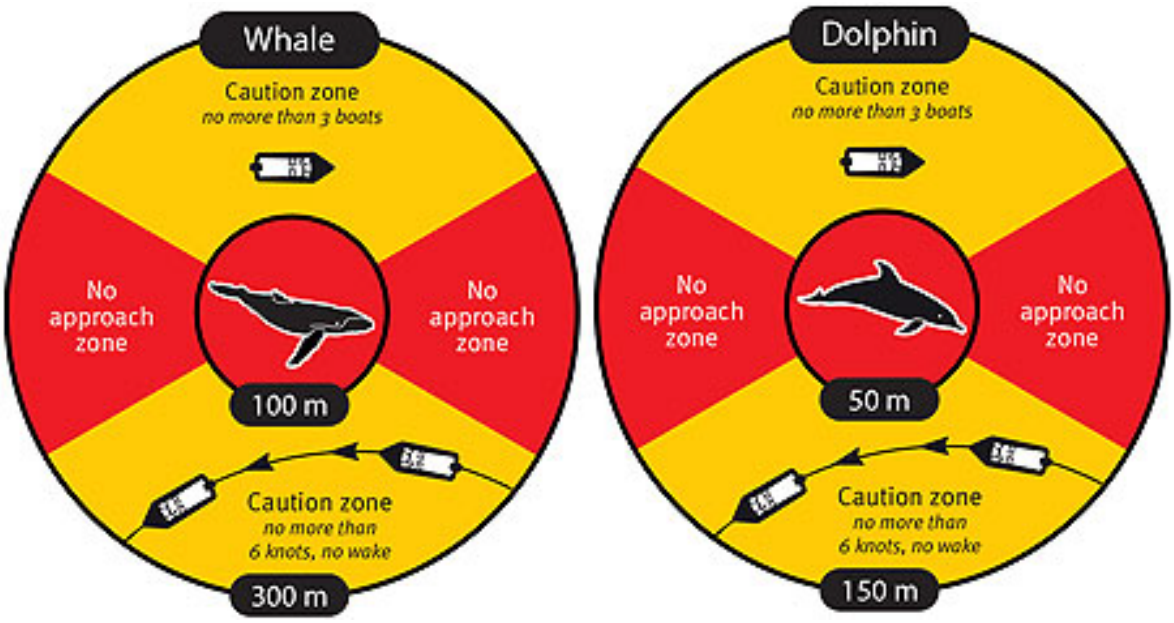


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins

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 (www.qld.gov.au)

7.12 Personnel transfers to and from vessels using Pilot or combination ladders

Personnel transfers to and from vessels is an inherently dangerous evolution and should only be undertaken after personnel who will be using the Pilot or combination ladder have been thoroughly briefed. Most personnel, including seafarers, are not practised or experienced in ascending or descending the ladders.

AMSA have released Marine Notice 06/2021 in reference to fatal accidents from falling off Pilot ladders. This Notice refers to some earlier documents that should also be consulted with respect to personnel transfers:

Marine Safety Bulletin Issue 10 – Sep 2019 – Safe Vessel Access

Marine Notice 4/2023 – Pilot Transfer Arrangements

MSQ Gladstone have developed a Safe Work Method Statement for use by boat crews and personnel undertaking personnel transfers with vessels in the Gladstone Region. A copy can be found at Section 16.44 and is provided for guidance, by companies developing their own procedures for personnel transfers at the anchorage, underway or alongside at Terminals.

Personnel Transfers within the Port Limits of Gladstone are as a minimum to meet the following requirements:

- Daylight only;
- Head Protection (not a construction helmet) to be worn. An example is Helmets - Petzl Other | Professional;
- Auto inflating lifejacket; and
- Back packs and effects are to be passed by heaving line, not on person.

7.13 Personnel transfers to and from vessels underway

Due to the inherent risks associated with transferring personnel to and from vessels that are underway, the only approved transfers while under way within the pilotage area are for Marine Pilots when joining and departing from vessels. No other personnel transfers are to occur without the express approval from the Regional Harbour Master.

7.14 Harbour Transits – fuel changeover (Trade vessels)

To ensure that vessels' machinery remains in a stable operating condition throughout their visit to the Port of Gladstone, fuel changeover on dual/multi-fuelled engines and generators is prohibited:

- From two hours prior to passing the fairway buoy on entry to the harbour to the vessel's securing at berth.
- From two hours prior to departure from berth until departure from the pilotage area.

These requirements take precedence over those relating to safe engine configuration for pilotage which can be found at https://www.msq.qld.gov.au/shipping/establishing-safe-engine-configuration

8. Pilotage

8.1 Vessels That Require a Pilot

The Transport Operations (Marine Safety) Act 1994 specifies that, unless a current pilotage exemption certificate (PEC) is held by the master of a ship, pilotage is compulsory 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;
- a ship whose master is directed by the harbour master to use the services of a pilot; and
- LNG vessels will require two pilots for the transit.

8.1.1 Standby Pilot Requirements

- Pilots will not be required to remain on-board an LNG vessel whilst alongside but must be available within 60 minutes of being summoned by VTS;
- Barney Point Wharf Passing vessel interaction: A pilot is to be on-board 30 mins prior to the vessel passing (Barney Point Wharf); and
- Clinton Coal Facility vessel interaction: A pilot is to be on-board 30 mins prior to the vessel passing (Clinton Coal Facility).

8.2 Pilotage Area

See (16.12)Pilotage – Gladstone Port and Pilotage Areas and 4.1 Pilotage Area description.

8.3 Night Pilotage

The port of Gladstone is open 24 hours per day.

8.4 Request for Pilot

The requirements of the Transport Operations (Marine Safety) Regulation 2016 shall be observed for all bookings. Gladstone Ports Corporation provides a pilotage service for ship arrivals, departures and removals. Pilot transfers are carried out by pilot launch or helicopter.

Requests for pilotage services are described in QSHIPS booking procedures.

8.4.1 Notice Required

Ships requiring the services of a pilot in the port of Gladstone 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 must be made via the QSHIPS website.

8.5 Pilot Boarding Positions A, B, C, D and LNG

The pilot boarding grounds are located as follows:

A 23° 51.00’ S, 151° 31.50’ E – approximately two miles north of Fairway Buoy.

B 23° 51.90’ S, 151° 32.70’ E – approximately two miles north east of Fairway Buoy.

C 23° 53.00’ S, 151° 33.00’ E – approximately two miles east of Fairway Buoy.

D 23° 55.00’ S, 151° 31.00’ E – approximately two miles south of Fairway Buoy.

LNG 23° 50.09’ S, 151° 34.67’ E – approximately 4.5 miles North East of Fairway Buoy.

Ships should make their way to the pilot boarding ground as advised by Gladstone VTS prior to embarking their pilot. Ships are not to proceed beyond their designated boarding ground without a pilot on board. During pilot transfer, operations instructions from either pilot helicopter or launch must be fully complied with (16.8) Pilot Boarding Grounds (Gladstone).

8.6 Pilot Boarding Arrangements

Ships with a minimum clear landing area and flight path of 22 metres approved for use will generally board and disembark the pilot by helicopter. During periods of restricted visibility or other unsuitable flying conditions, helicopter operations will cease. When conditions prohibit helicopter transfer, the pilot will transfer by pilot launch.

8.6.1 Pilot Boarding Radio Frequency

All radio communications for vessels embarking and disembarking a pilot at the pilot boarding area will be carried out over VHF channel 10. Vessels will be advised by Gladstone VTS when they are required to change from VHF channel 13 to VHF channel 10.

8.6.2 Helicopter Preparation

Ships must comply with AMSA Marine Orders regarding Helicopter Operations and complete the Gladstone Pilot Helicopter Operations Declaration (Gladstone Pilot Helicopter Operations Declarations)

All ships should be familiar with the requirements of the ICS Guide to Ship Helicopter Operations. The helicopter maintains a listening watch on VHF channel 10 and may be contacted on this channel once airborne. The pilot helicopter is fitted with a position indicating radio transponder which is monitored by Gladstone VTS.

8.6.3 Pilot launch preparation

Ships pilot ladders must comply with the requirements of SOLAS CH V – Regulation 23 – Pilot Transfer Arrangements Resolution A.1045(27). Ships must complete the Gladstone Marine Pilot Services – Pilot Ladder Checklist (see Section 16.41). The checklist must be submitted to ships agent no later than 12 hours prior to arrival to the pilotage area, as detailed within Section 2.2, Table 1.

8.6.4 Pilot Launch Boarding Arrangements

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

- pilot boarding time;
- restrictions/requirements (by the Regional Harbour Master);
- boarding position; and
- desired course and speed to conduct the transfer (this is best done by the pilot or the pilot launch).

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section. Ships should be underway, proceeding at six knots and providing a good lee. The pilot ladder is to be rigged as required by AMSA and Boarding Arrangements for Pilot. At night, a forward facing light is required to illuminate the ladder in full compliance with IMO Res A667 (16) and IMPA recommendations.

8.7 Requirements for The Issue of Pilotage Exemption for The Ports of Gladstone, Bundaberg and Port Alma

Refer Pilotage – Gladstone Port and Pilotage Areas.

8.8 Passage Planning – Bridge Resource Management (BRM)

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

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

The exchange of information should include at least:

- The presentation of a completed standard pilot card (by ship). In addition, information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available other appropriate data;
- General agreement on plans and procedures including contingency plans for the anticipated passage (Pilotage passage plans*);*
- Discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage;
- Discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe manoeuvring of the ship;
- Information on berthing arrangements – use, characteristics and numbers of tugs, mooring boats and other external facilities;
- Information on mooring arrangements; and
- Confirmation of the language to be used on the bridge (normally English) and with external parties.

Any passage plan is a basic indication of preferred intention and both pilot and master should be prepared to depart from it when circumstances so dictate.

8.8.1 Fatigue Management

Gladstone Ports Corporation provides professional pilotage services for the port of Gladstone. The service is provided 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.

8.8.2 Alcohol Consumption

National Law and the Navigation Act 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 in Gladstone, or about to depart. Severe penalties apply to infringements.

8.9 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), Transport Operations (Marine Safety) Regulation 2016 (the regulation), Maritime Safety (Domestic Commercial Vessel) National Law Act 2012, Transport Operations (Marine Pollution) Act 1995, Transport Operation (Marine Pollution) Regulations 2008 and Marine Safety (Domestic Commercial Vessel) National Law Act 2012.

When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the act and regulations, 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. The Duty Vessel Traffic Services Officer (VTSO) is delegated to exercise the relevant functions of the Regional Harbour Master.

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

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

Significant penalties apply for non-compliance.

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

9. Tug Procedures

9.1 General

Tugs are an aid to the safe and efficient manoeuvring of ships in confined waterways. While it is possible to berth and sail ships in certain tide and weather conditions without the aid of tugs, the experience of the port has dictated the following guidelines to reflect safe practice. Special circumstances may vary the tug requirement from the guidelines indicated in section 9.

Towage services are provided by Smit Lamnalco Pty Ltd. There are five tugs available for towage within the Port of Gladstone at any given time. An additional sixth tug is held in reserve for towing outside of Gladstone, salvage operations and to replace unserviceable tugs. There are also five LNG tugs.

The United Kingdom Standard Conditions for Towage and Other Services (revised 1986), modified to cover governance by laws applicable in the State or Territory of Australia that the services are performed in and for acceptance of exclusive jurisdiction of the State or Territory courts ("UKSTC"), apply to all services provided by Smit Lamnalco. A copy of the UKSTC is available at

https://smitlamnalco.com/port-operations/#towage-terms-and-conditions

Table 25 Tugs

Tug	Bollard pull	Steering system
SL Awoonga	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Koongo	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Yallarm	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Toondoon	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Kullaroo	70T Ahead / 65T Astern	2 x Controllable Pitch ASD Propellers
SL Boyne Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Curtis Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Heron Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Quoin Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers

Tug	Bollard pull	Steering system
SL Wiggins Island	86T Ahead / 80T Astern	2 x Controllable Pitch ASD Propellers
SL Lulu	80.4T Ahead/ 74.7T Astern	2 x Controllable Pitch ASD Propellers
SL Murjan	83.3T Ahead/73.3T Astern	2 x Controllable Pitch ASD Propellers

Smit Harbour Towage

Company Profile: Smit Lamnalco Pty Ltd provides tugs to vessels at the Port of Gladstone

General Manager: Craig Blair

Mobile: +61 459 247 552,

Email: cblair@smitlamnalco.com

Physical address: 8 Leo Zussino Drive, Gladstone Queensland, Australia 4680

Phone: +61 7 4971 2901

Fax: +61 7 4971 2903

Operations email: Scheduler.Gladstone@smitlamnalco.com

Website: www.smitlamnalco.com

9.1.1 Notification of Tugs

Tug services should be requisitioned via the QSHIPS programme (3.5 Booking a Vessel Movement) when booking the movement of a vessel. Updates to bookings should be made direct to the tug company by phone. The Ship's Master, through their shipping agent is required to advise Smit Lamnalco by email if the vessels freeboard is less than 5.5m to ensure that the correct tugs are allocated to their movement. Vessel agents are also requested to ensure that freeboard is entered into QShips if less than 5.5m. In some instances, the Regional Harbour Master, ship's master or pilot may require additional tugs to the minimum requirements listed in this section.

9.1.2 Tug requirements guidelines

Effective 24 June 2024, all trade vessels greater than 50 metres LOA transiting the port to the west of buoys A5 and A6 will require an escort tug (Vessel 'Bruce' exempt). This tug is to be connected either centre lead aft or on a stern quarter, at the discretion of the assigned pilot and dependent on destination. This requirement applies to all vessels regardless of size and regardless of whether they are arriving or departing the port. Other tugs assigned to a vessel for berthing or departure will be released at the discretion of the assigned pilot as currently occurs.

Table 26 Tug requirements

Boyne Smelter	
Berthing	
LOA < 90M	none
LOA 90m–130m	one tug or BT (one tug if draft > 7.0m)
LOA 130m – 170m	two tugs (or one tug plus BT)
LOA > 170m	two tugs
Departure	
LOA < 90m	none
LOA 90m – 130m (tide ahead)	one tug or BT (one tug if draft > 7.0m)
LOA 90m – 130m (tide astern)	one tug or BT (one tug if draft > 7.0m)
LOA 130m – 170m (tide ahead)	one tug
LOA 130m – 170m (tide astern)	two tugs (or one tug plus BT)
LOA >170m	two tugs
South Trees East	
Berthing	
LOA < 90M	none
LOA 90m–130m	one tug or BT (min one tug if draft >7.0m)
LOA 130m – 170m	two tugs (or one tug plus BT)
LOA > 170m	two tugs
Departure	
LOA < 90M	none
LOA 90m–130m (flood tide)	one tug or BT (min one tug if draft >7.0m)
LOA 130m – 170m (flood tide)	one tug
LOA > 170m (flood tide)	two tugs (or one tug plus BT)
South Trees West	
Berthing	
All arrival (except flood tide)	two tugs
Flood tide arrivals	three tugs
Departure	
All departures	two tugs

Vessels shifting “dead ship” to/from STE	three tugs
Barney Point	
Berthing	
LOA 150M – 170M	two tugs
LOA < 263m	two tugs
LOA > 263m	three tugs
LOA >263 and under 290m (part loaded with a maximum draft under 12.00m)	three tugs
Departure	
LOA 150M – 170M	one tug
LOA < 263m	two tugs
LOA > 263m	three tugs
LOA >263 and under 270m (part loaded with a maximum draft under 12.00m)	two tugs
Auckland Point berth 1	
Berthing	
LOA < 90m	one escort tug
LOA 90m >< 130m	one tug
LOA 130m – 170m	two tugs or one tug plus BT
LOA 170m and over	two tugs
Departure	
LOA < 90m	one escort tug
LOA 90m >< 130m	one tug
LOA 130m – 170m (head in flood)	two tugs or one tug plus BT
LOA 130m – 170m (head out flood tide)	one tug
LOA 130m – 170m (head in ebb tide)	two tugs or one plus BT
LOA 130m – 170m (head out ebb tide)	two tugs or one plus BT (min 2 tugs >9m)
LOA >170m	two tugs
Auckland Point berth 2, and 3	
Berthing	
LOA < 90M	one escort tug
LOA 90m–130m	one tug
LOA 130m – 170m	two tugs or one tug plus BT (two tugs if draft >9m)

LOA > 170m	two tugs
Departure	
LOA < 90m	one escort tug
LOA 90m–130m	one tug
LOA 130m–170m (head in flood tide)	two tugs or one tug plus BT
LOA 130m – 170m (head out flood tide)	one tug
LOA 130m – 170m (head in ebb tide)	one tug
LOA 130m – 170m (head out ebb tide)	two tugs or one tug plus BT (min two tugs >9m)
LOA >170m	two tugs
Auckland Point berth 4	
Berthing	
LOA <90m	one escort tug
LOA 90m – 130m	one tug
LOA 130m – 170m	two tugs or one tug plus BT (500kw min) (2 tugs if draft >9m)
LOA 170m – 190m	two tugs
Departure	
LOA <90m	one escort tug
LOA 90m – 130m	one tug or one tug plus BT (350kw min) (1 tug if draft>7m)
LOA 130m – 170m (head in flood tide)	two tugs or one tug plus BT (500kw min) (2 tugs if draft >9m)
LOA 130m – 170m (head out flood tide)	one tug
LOA 130m – 170m (head in ebb tide)	one tug
LOA 130m – 170m (head out ebb tide)	two tugs or one tug plus BT (500kw min)
LOA 170m – 190m (head in or out flood tide)	two tugs or one tug plus BT (1000kw min)
LOA 170m – 190m (head in ebb tide)	two tugs or one tug plus BT (1000kw min)
LOA 170m – 190m (head out ebb tide)	two tugs
Clinton Coal Facility	
Berthing	
LOA max 230m x 33m (Note: Neap ebb tide arrival specific)	three tugs

LOA >240m x 40m x 9m (main channel hot changeover)	Two tugs
LOA < 263m (Using Clinton Main channel)	two tugs
LOA > 263m (using Clinton Main Channel)	three tugs
LOA 230m x 32.2m (Clinton Bypass Channel)	two tugs (may transit without separate tugs)
LOA 230m x 32.2m (Clinton Bypass Channel berthing at CCF4)	two tugs (must be separate tugs)
LOA 230m x 32.2m (Clinton Bypass Channel with CCF 4 departure)	two tugs (must be separate tugs)
Departure	
LOA < 263m	two tugs
LOA < 230m (ebb tide)	three tugs
LOA > 263m	three tugs
LOA >263 and under 290m (part loaded with a maximum draft under 12.00m)	two tugs
Wiggins Island Coal Export Terminal (WICET)	
Berthing	
LOA < 263m	two tugs
LOA > 263m	three tugs
Departure	
LOA < 263m	two tugs
LOA > 263m	three tugs
Fishermans Landing 1	
Berthing	
LOA < 170m	three tugs (HW -3:00) two tugs (HW – 2:00)
LOA > 170m	three tugs (HW -3:00) two tugs (HW – 2:00) see note 1 below
Note 1: Three tugs will be required if the unloader is lowered in any other location on the berth other than the far Western end of its travel. However, the movement will not occur until RHM approval is provided following the completion of additional risk assessment by Rio Tinto in these circumstances.	
Departure	
LOA < 170m	one tug plus BT (min 2 tugs if >10m) see note 2 below
Note 2: Two tugs for departure when the unloader is in the down position at any location other than the far western end of the berth	

LOA > 170m	two tugs see note 3 below
# Three tugs will be required if the unloader is lowered in any other location on the berth other than the far Western end of its travel. However, the movement will not occur until RHM approval is provided following the completion of additional risk assessment by Rio Tinto in these circumstances.	
Fishermans Landing 2 and 4 and 5	
Berthing	
LOA <130m	one escort tug
LOA 130m – 170m	two tugs or one tug plus BT (2 tugs if draft >10m)
LOA > 170m	two tugs
** MV LUGA INTO FL4**	one tug (RHM direction 8/12/14)
Departure	
LOA <130m (head in flood and head out ebb)	one escort tug
LOA <130m (head out flood and head in ebb)	one escort tug
LOA 130m – 170m (head in flood and head out ebb)	two tugs or one tug plus BT (min two tugs >10m)
LOA 130m – 170m (head out flood and head in ebb)	one tug or BT (min one tug if >7m)
LOA >170m (head in flood and head out ebb)	two tugs
LOA >170m (head out flood and head in ebb)	two tugs
** ALCEM LUGAIT DEPARTURE FROM FL4**	one tug (RHM direction 8/12/14)
APLNG, QCLNG, GLNG	
Berthing	
Four tugs to be made fast between A1 and A5 (tugs to be on station when LNGC is at G1)	
Departure	
Four tugs on departure, all are to be released progressively between A5 and A1	

If the vessel is calling for the first time and is fitted with a bow thruster, the vessel is to be considered to have no bow thruster until it can be adequately assessed.

All vessels carrying DG require minimum of one tug

The above requirements may be adjusted at the discretion of the Regional Harbour Master

- All loaded ships to South Trees West will require two tugs;

- Part loaded ships will be considered on their individual merits for tug requirements where the length of the ship is up to 10m above each of the LOA cut-offs;
- All dedicated bauxite ships shall employ the services of three tugs when shifting 'dead ship' from South Trees East to South Trees West and vice versa;
- These conditions may vary from time to time as circumstances require.

Tug Requirements for Gearbulk Ships at Boyne Smelter and Auckland Point Wharves

Table 27 Gearbulk ships tug requirements – Boyne Smelter Wharf and Auckland Point Wharves

Boyne Smelter wharf (Gearbulk)		
3rd generation	4th generation	5th generation (includes Star H/J/K Class)
Berthing		
PST/SST /2 tugs	PST/SST /2 tugs	PST/SST /1 tug
Departure		
SST flood /2 tugs SST ebb /2 tugs PST /2 tugs	SST flood /1 tug SST ebb /2 tugs PST flood /2 tugs PST ebb /1 tug	SST flood /0 tugs SST ebb / 1 tug PST flood / 1 tug PST ebb / 0 tugs
Auckland Point wharves (Gearbulk)		
Berthing		
PST / SST 2	PST / SST 2	PST (max 10.0m) 1 / SST2
Departure		
PST / SST 2	SST (flood) 1/SST (Ebb)2	SST (flood) 1 SST (ebb) 2
	PST (flood) 2 PST (Ebb) 2	PST (flood) 1 / PST (ebb) 1 (max 10.0m)
		PST (flood) 2 PST (ebb) 2 (over 10.0m)

If draft is in excess of 12.5 metres, then an additional tug will be required.

9.1.3 Tug Requirements for LNG

9.1.3.1 Tug Escorts

LNG vessels will transit channels and cuttings with two approved escort tugs in accordance with the procedures and at the locations listed in Section 9.1.4.3 at speeds up to about 10 knots with tugs made fast. Escort tugs should be made fast in the vicinity of A1, however; the decision as to where to make the tugs fast will be made after consultation between the harbour pilots and the vessel's master and taking account of the conditions and traffic situation. The expectation is that both escort tugs should be attached on the stern (tandem deployment) for inbound and outbound transits of the port. Escort tugs are to be on station in the vicinity of A1 before LNGC are at G4. Harbour tugs are to be made fast after the escort tugs in the Auckland Channel.

For tethered towage, the vessels will be equipped with adequate bollards and fairleads to the required capacity and configuration, or alternate arrangements approved in advance by the Regional Harbour Master. The alternative arrangements acceptable to the Regional Harbour Master are specified in the Appendix.

9.1.3.2 Tug Escorts During Inclement Weather

In normal circumstances if weather conditions deteriorate, to the extent there is concern over the safety of tugs in tandem deployment, the LNG vessel will return to the anchorage and wait until weather conditions improve sufficiently to allow entry. In exceptional circumstances the Regional Harbourmaster may approve a single escort tug attached to the transom with the second tug in passive escort mode or the escort tugs are operated in the passive mode for the entry.

However, the two tugs will be connected for tandem towage as soon as conditions allow as agreed by the harbour pilots and vessel master. Regardless of this approval, if the vessel's master or harbour pilots have any concerns over manoeuvring without the assistance of the tethered tugs, the LNG vessel will return to the anchorage and wait until weather conditions improve to allow entry.

9.1.3.3 Berthing/Unberthing Operations – Tug Usage

Four tugs will be utilised for all berthing/unberthing operations. Two escort tugs should be ready to make fast at A1 and two harbour tugs will join the inbound vessel after the escort tugs are made fast, subject the discretion of the harbour pilot in charge in conjunction with the vessel's master. Two harbour tugs will be released on departure in the vicinity of A5 (Barney Point). The remaining two tugs will remain tethered until release by A1. The escort tugs will commence a slow return to base after being released.

9.1.3.4 Standby Tugs Whilst Berthed

A fully manned standby tug with full firefighting (FiFi) capability will generally be on standby at the tub base whilst an LNG vessel is at the berth and be available within

30 minutes. When wind forecasts are for a steady 26 knots, or above at any of the LNG Terminals, the standby tug is to be berthed at the Curtis Island LNG Terminals (QGC MOF). The standby tug is to assist the LNG vessel with moorings, firefighting and manoeuvring. Separate arrangements may be in place for reporting any breaches of LNG industry safety exclusion zone or the Water Side Restricted Security Zone to the LNG vessel.

9.1.3.5 Emergency Departure – Tugs

In the case of an emergency departure from the berth is necessary, a second tug will be required to be mobilised to assist and should where possible be available within 30 minutes of being called. Should there be two or more LNG vessels alongside additional tugs may be requested.

9.2 Lines Launches

Generally, ships less than 150 metres LOA will require one lines launch and ships greater than 150 metres LOA will require two lines launches. All ships undertaking a shift ship removal at South Trees berths will require two line launches.

9.2.1 Lines Launch Operators

The service of line launches is provided by:

Gladstone Port Services

Physical address: Bryan Jordan Drive, Gladstone Queensland 4680

Phone: +61 7 4972 1335

Mobile: +61 407 156 505

Facsimile: +61 7 4972 4124

Northern Stevedoring Services (NSS Pty Ltd)

Postal address: Po Box 5740 M.C, Townsville, QLD, Australia, 4810

Phone: +61 7 4722 4800

Facsimile: +61 7 4772 1413

Email: info@nsspl.com.au

10. Work Permits

10.1 General

In order to be able to perform certain work on ships in the port of Gladstone, ship masters, owners or their Shipping Agents must first apply for and obtain the necessary permits before that work can proceed.

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme. The required terms and conditions are completed by the Regional Harbour Master's office and the agent may then print off the completed permit for passing to the applicable ship's master.

Works requiring permits include:

- immobilising main engine/s;
- main engine trials;
- tank/crude oil washing;
- lifeboat drills;
- bunkering;
- ship to ship/shore transfer operations;
- overside work; and
- live flare (pyrotechnic) demonstration.

Ship masters must comply with all requirements specified in the permit.

Although a hot works permit is not required, masters should notify Gladstone VTS prior to commencing hot works.

(See appendix for copy of permits as viewed in QSHIPS)

Table 28 Permit requests

Permit Requests				
Who	**To**	**Permit**	**When**	**Comments**
All ships	Gladstone Ports Corporation (GPC)	Overside work	48 hours prior to arrival	Lodged to Gladstone Ports Corporation
All tankers	Regional Harbour Master (RHM)/ Gladstone Ports Corporation (GPC)	Tankers at non tanker berths	48 hours prior to arrival	Lodged to Regional Harbour Master and Gladstone Ports Corporation must be certified as gas free by an independent chemist on approved form

All ships	Australian Customs and Border Protection Service/Regional Harbour Master	Lifeboat drill	Prior to event	Lodged to Australian Customs and Border Protection Service, and to the Regional Harbour Master via QSHIPS.
All tankers	Regional Harbour Master (RHM)/ Gladstone Ports Corporation (GPC)	Tank wash	48 hours prior to arrival	Lodged to Regional Harbour Master via QSHIPS and faxed to Gladstone Ports Corporation
All ships	Regional Harbour Master (RHM)/ Gladstone Ports Corporation (GPC)	Immobilisation	Prior to event	Lodged to Regional Harbour Master via QSHIPS and faxed to Gladstone Ports Corporation
All ships	Regional Harbour Master (RHM/Terminal Operator)	Main engine trials	24 hours prior (see 10.2.2 for further details)	Lodged to Regional Harbour Master via QSHIPS
All tankers	Regional Harbour Master	Gas free declaration	48 hours prior to arrival	Declared by master on approved form lodged to Regional Harbour Master
All ships	Gladstone VTS	Diving Operations	24 hours prior to event and prior to operations commencing	Lodged to Gladstone VTS via email (VTSGladstone@msq.qld.gov.au) 24 hours prior to event. Additionally, contact VTS on VHF channel 13 thirty (30) minutes prior to commencement of and on completion of diving operations.

10.2 Work Permits

10.2.1 Immobilise Main Engines

A ships main engine/s may not be immobilised without first obtaining written permission from the Regional Harbour Master. Permission may not be given for more

than 24 hours during the cyclone season (November to April), or more than 48 hours during the rest of the year (see Appendix 16.30 Permission to Immobilise Main Engines). Approval may not be given during periods of strong wind warning.

Ships wishing to immobilise main engines must lodge a Request to Immobilise Main Engines application with the Regional Harbour Master (via the ship's agency for entry into QShips) and notification to the Gladstone Ports Corporation at least 24 hours prior to the requested immobilisation. Ship masters must comply with the requirements of the permit. Ships must be able to mobilise main engines within four hours.

10.2.2 Main Engine trials alongside terminals

In the normal course a vessel has to obtain Harbour Master and Terminal approval prior to conduct of main engine trials while alongside a berth. Approval will be provided as long as the trial:

- Is of short duration.
- Does not exceed dead slow ahead and dead slow astern.
- Additional lines are run to ensure that vessel does not move along or off the berth, and
- Gangways and other connections to the Terminal are removed.

Provided ta pilot has boarded, and tugs are in attendance, for a main engine trial prior to sailing, the above requirements can be relaxed to:

- Is of short duration
- Does not exceed dead slow ahead and dead slow astern, and
- Remove gangway and other connections to the Terminal.

10.2.3 Boat Drills

Ships wishing to carry out any type of boat drills or put boats in the water for painting or maintenance purposes must first obtain clearance from the Australian Customs and Border Protection Service. This clearance is to be obtained by the vessel's agent. Vessel's masters are to ensure Gladstone VTS are advised via VHF radio (channel 13) prior to commencement of drills and on completion of drills.

10.2.4 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/Shipping Agents or masters of vessels to notify the Regional Harbour Master and Gladstone Ports Corporation of the intention to load, unload or transfer any form of bulk liquids to, from or between vessels between the hours of sunset and sunrise.

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

The operation of bunkering and the pumping of sullage/sludge from vessels, by road, barge or ship transfer, are to be included within this notification.

Masters of vessels conducting bulk liquid transfers, as specified above, are required to notify Gladstone VTS on VHF channel 13 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed.

10.2.5 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 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 explosimeter 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 via Gladstone VTS. Once the above requirements have been satisfied the Regional Harbour Master shall determine the ship's gas-free status for movement purposes and forward written confirmation to the agent and the Gladstone Ports Corporation as appropriate (see appendix 16.27 Gas Free Status).

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 (see appendix Example – Chemist's Certificate of Compliance).

10.2.6 Overside Maintenance Work

For environmental reasons, there are strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must lodge a request with the berth operator for permission to undertake overside work.

10.2.7 Diving Operations

Vessels wishing to carry out diving operations are to notify the Gladstone VTS via email 24 hours prior to planned operations and, via VHF channel 13 thirty (30) minutes prior to the commencement of and on completion of operations. Vessels are required to display the appropriate international signals for diving operations whilst divers are in the water. Masters are to ensure a lookout is maintained throughout the diving operations. A listening radio watch is also to be maintained on VHF channel 13 until operations are complete.

Prior to diving operations commencing, engines must be immobilised in accordance with Paragraph 10.2.1.

11. Dangerous Cargo

11.1 General

The Gladstone Ports Corporation 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 the port authority 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;
- Oil Companies, International Marine Forum;
- Society of International Gas Tankers and Terminals (SIGTO;)
- Australian Standard AS 3846-2005;
- AMSA – Australian Annexe to the IMDG Code – Marine Order 41; and
- *Transport Infrastructure Act 1994*.

11.1.1 Notification

Chapter 5 Part 4 of the Transport Operations (Marine Safety) Regulation 2016 outlines the duties of owners and masters of vessels in relation to the carriage of dangerous goods. The regulation requires that ships carrying dangerous goods and bulk liquids must comply with the appropriate directions of the IMDG code and AS3846 and are to notify the Gladstone Ports Corporation and the Regional Harbour Master of the intent to bring dangerous cargo into or depart from a pilotage area.

This must be done by lodging the Dangerous Cargo Report which is to be accompanied by either a copy of the ship's dangerous cargo manifest or a list of dangerous cargo/bulk liquid in an approved form. These requirements apply to dangerous goods and cargoes that remain onboard a ship or are loaded or handled during a port visit.

The Regional Harbour Master will not acknowledge receipt of the notification and the dangerous goods list will be returned to the agent/master only if any applicable conditions are noted. Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Table 29 Dangerous cargo minimum notification times

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	Three hours
Ship to ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (See section 90 & 91 TO(MS) Reg 2016)

11.1.2 Dangerous Cargo Limits

The Gladstone Ports Corporation promulgates the limits that apply to the class of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for approved berths.

Explosives will only be handled at Auckland Point 4 berth and must not exceed 25 kg net explosive mass (NEM).

The maximum quantity of ammonium nitrate carried on-board vessels calling at Gladstone for bunkers is 1400 tonnes.

Any vessel with a quantity in excess of 1400 tonnes will not be permitted to enter the port for bunkers or any other reason.

11.1.3 Dangerous Cargo Events

Section 93 of the Transport Operations (Marine Safety) Regulation 2016 defines a dangerous cargo event as:

- the loss, or likely loss, of the cargo from a ship into Queensland waters;
- a breach, or danger of a breach, of the containment of the cargo that could endanger marine safety;
- anything else involving, or that could involve, the cargo that causes risk of explosion, fire, a person's death, or grievous bodily harm of a person; and
- for a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

The master and or the person-in-charge of a place where a dangerous cargo event has occurred are required to report the event immediately to the Gladstone VTS or relevant authority.

A full written report is to be submitted on Dangerous Cargo Event Report (F3220) to the Regional Harbour Master as soon as reasonably practical.

12. Emergency, Pollution, Marine Incidents

The aim of this section is to provide guidance to the port community and Maritime Safety Queensland's personnel in the initial response procedures in the event of dangerous incidents, emergencies and disasters.

12.1 Emergency Contact Numbers

Police (Gladstone): 000 or +61 7 4971 3222

Water Police: +61 7 4971 2560

Ambulance (Gladstone): 000

Fire: 000

Gladstone Ports Corporation: +61 7 4976 1333 or a/h +61 7 4976 1371

Gladstone VTS: +61 7 4839 0208 (24 hours)

Pollution reports: +61 7 4839 0208 (Gladstone VTS)

Hospital (Gladstone General): +61 7 4976 3200

Regional Harbour Master: +61 7 4971 5200 or +61 7 4839 0208

Manager pilotage services: +61 7 4976 8201

Australian Quarantine Inspection Service (Canberra): 1800 020504

Australian Quarantine Inspection Service (Gladstone): +61 7 4972 0038

Australian Customs Service (Gladstone): +61 7 4976 3600 or +61 417 767 105

Maritime Safety Queensland (Gladstone): +61 7 4971 5200

RCC (Canberra): 1800 641 792

Volunteer Marine Rescue (VMR): +61 7 4972 3333 or VHF 16 and 82

Australian Maritime Safety Authority: +61 7 4972 9045

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. All emergencies should be reported to Gladstone VTS on VHF channel 13, who will activate the Emergency Response Plan and call the appropriate emergency response service.

Fire/ Police/ Ambulance: 000

12.3 Fire

Call the Queensland Fire and Rescue Service (QFRS phone 000) and notify Gladstone VTS on VHF channel 16. 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 (Gladstone), in consultation with the facility operator and the Gladstone Ports Corporation, will make the decision if the vessel is to be removed from the berth for the safety of the port.

12.4 Marine Pollution

The Transport Operations (Marine Pollution) Act 1995 is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage and garbage (MARPOL Annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

Maritime Safety Queensland has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ships should dispose of all waste ashore using waste reception facilities available (see Waste).

12.4.1 Reporting

Section 67 of the Transport Operations (Marine Pollution) Act 1995 requires the master of a ship to report a discharge or probable discharge without delay to the harbour master. The report should be made via Gladstone VTS (24 hours) on:

VHF radio: VHF channel 13 and 16

Phone: +61 7 4839 0208

Email: VTSGladstone@msq.qld.gov.au

The marine unit coordinator for the Gladstone Ports Corporation can be contacted on:

Phone: +61 7 4976 1333 (24 hours)

The following details should be provided in a report of marine pollution:

- date/time of incident;
- location (latitude, longitude and physical site);
- report source and contact number;
- nature, extent and estimated quantity of spill;
- type of oil or description;
- spill source and point of discharge from source;
- identity and position of nearby ships or name of alleged polluter;
- nature and extent of spill and movement and speed of spill;
- local weather/tide/sea conditions; and
- whether a sample of the substance spilled has been collected.

And any additional information that relates to the spill.

The VTS centre will complete Marine Pollution Report (Form 3968) based on the above information and email to the relevant authorities.

12.5 Marine Incidents

A marine incident is an event causing or involving:

- the loss of a person from a ship, or
- the death of, or grievous bodily harm to, a person caused by a ship's operations, or
- the loss presumed loss or abandonment of a ship, or
- a collision with a ship, or
- the stranding of a ship, or
- material damage to a ship, or
- material damage caused by a ship's operations, or
- danger to a person caused by a ship's operations, or
- danger or serious damage to a ship, or
- danger or serious damage to a structure caused by a ship's operations, or
- another event prescribed by regulation.

Section 124 of the Transport Operations (Marine Safety) Act 1994 requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must to the extent that he can do so without danger to his ship or persons on board his ship:

- give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident;
- stay by the other ship until no further assistance is required;
- give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

12.5.1 Reporting

Section 125 of the *Transport Operations (Marine Safety) Act 1994* requires the master of a ship involved in, or believed to be involved in a marine incident to report the situation to the Regional Harbour Master immediately. For category 1 incidents the Regional Harbour Master will complete a Marine Incident – Preliminary Advice form within 48 hours of the incident occurring.

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.

A marine incident report is also to be submitted to the Australian Maritime Safety Authority. Refer to website for details - Report of marine safety concern | Australian Maritime Safety Authority (amsa.gov.au).

12.5.2 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 should be sought in this instance. The vessel will require an in-water hull survey by the appropriate authority (the Australian Maritime Safety Authority and classification society) to ensure seaworthiness before it leaves port limits.

12.5.3 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 (VTS) and/or the emergency response agencies of police, fire or ambulance.

The Australian Maritime Safety Authority requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships, or of any complaints relating to a vessel.

12.5.4 Environmental Incident Reporting

Incidents with potential to cause or which have caused ‘environmental harm’ as defined in the *Environmental Protection Act 1994* within the port including land and facilities under the control of the port authority must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Department of Environment and Heritage Protection and/or Gladstone Regional Council where the incident is of the nature that requires notification under the *Environmental Protection Act 1994* and environmental protection policies.

13. Security

13.1 General

The International Ship and Port Facility Security Code (ISPS) is administered in Australia by the Department of Infrastructure and Regional Development. Gladstone Ports Corporation 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 Gladstone, must report directly to the port authority or via 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
- any security incident (as defined under the ISPS code or Maritime Transport Security Legislation) whilst in port.

13.2 Security Measures

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 State Development, Infrastructure and Planning and are to follow their instructions as required.

Unless otherwise advised the port will operate on level 1.

Full details are available on the Department of Infrastructure and Regional Development website.

13.2.1 Shore Access to Ship and Shore Facilities

Port services officers occupy the gatehouse at all wharf centres. 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; and
- Maritime Security Identification Card (MSIC).

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, officers of transport security 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 security officer (phone 4976 1333) for example:

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

13.3 Port Security Contacts

Port security manager – telephone: +61 7 4976 1333

Entry on to, and use of, the Gladstone Ports Corporation port area is subject to compliance with the Gladstone Ports Corporation – Port Rules. Failure to comply with the port rules is an offence under the *Transport Infrastructure (Ports) Regulations 2016* with a penalty of up to 100 penalty units.

13.4 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

24 hour Hotline from overseas: +61 1300 123 401

Email: hotline@nationalsecurity.gov.au

14. Port State Control in Australia

Select the link below to view to access the current information issued by the Australian Maritime Safety Authority.

Port State control | Australian Maritime Safety Authority (amsa.gov.au)

15. Port Services

15.1 Bunkering

Bunker fuel oil and diesel are available via a self-propelled barge operated by International Bunker Supplies, The bunker barge is available to service vessels in the inner anchorage and at the outer anchorage weather permitting.

15.2 Fresh Water

Fresh water is available at all berths – contact the Gladstone Ports Corporation.

15.3 Waste

It is an offence for a person to discard, dispose of, or leave rubbish, refuse, sewage, waste of any kind (including galley waste), wastewater or other liquid waste in the port unless it is in a controlled manner, in authorised and designated areas or through approved services.

Ships moored to a commercial wharf must arrange for the appropriate collection and disposal of all wastes, biosecurity or otherwise, unless exempt by the Department of Agriculture and Water and Environment. Biosecurity waste must then be kept in sealed plastic bags on board the vessel until arrival of the collection vehicle when it is then to be delivered to the collection vehicle.

Non-Galley Waste - Shipping Agents must contact 3rd party waste providers directly for all non-galley waste such as tank washing slops, oily bilge water, and oily mixtures containing chemicals, oil sludge, and sewage.

Galley Waste - Gladstone Ports Corporation offers a galley waste domestic and international biosecurity service to all vessels berthed in the Port of Gladstone. Details of the service can be found by visiting https://www.gpcl.com.au/biosecurity

For costs associated with this service visit www.gpcl.com.au/operations/port-charges

Please note that 48 hours prior notice is required.

15.4 Electric Power

No shore power is available for shipping however standard 3 Phase power connections are available at all berths.

15.5 Shipping Agencies

Asiaworld Shipping Service Pty Ltd

Phone: +61 7 3839 4235

Mobile: +61 408 344 298 (Matthew Windsor)

Mobile: +61 409 825 775 (Alan Mann)

Fax: +61 7 3839 7430
Email: ops.Brisbane@asiaworld.com.au
Web: www.asiaworld.com.au

Australian Ships Agencies – Gladstone
Phone: +61 7 4972 2088
Fax: +61 7 4972 5091

Gladstone Port Logistics Pty Ltd
Phone: +61 7 49727311
Fax: +61 7 4972 7322
Email: ops@gpl.net.au

Gulf Agency Company (Australia) Pty Ltd
Phone: +61 7 4972 8879
Fax: +61 7 4972 9450
Email: shipping.gladstone@gac.com

Inchcape Shipping Services
Phone: +61 7 4972 2088
Fax: +61 7 4972 4823
Email: Gladstone@ISS-Shipping.com.au
Web: www.ISS-Shipping.com

Ironmonger Shipping Agencies Pty Ltd
Phone: +61 7 4972 6388
Fax: +61 7 4972 3440
Email: shipping@ironmonger.net.au

LBH Australia
Phone: +61 7 4829 5229
Fax: +61 7 4976 9890
Email: gladstone@lbhaustralia.com

Monson Agencies Australia (Gladstone)
Phone: +61 7 4972 8344
Fax: +61 7 4976 9884

Mobile: +61 7 400 390 014

Email: gladstone@monson.com.au

Web: www.monson.com.au

Sturrock Grindrod Maritime

Phone: +61 7 4972 5588

Fax: +61 7 4972 5681

Email: gladstone@sturrockgrindrod.com

Web: www.sturrockgrindrod.com

Wilhelmsen Ship Service Pty Ltd

Phone: +61 7 4972 8833

Fax: +61 7 4972 8696

Email: wss.gladstone@wilhelmsen.com

Web: www.wilhelmsen.com

15.6 The Mission to Seafarers (Gladstone)

Postal address: PO Box 370, The Marina, Gladstone Queensland 4680

Telephone: +61 7 4972 0022

Mobile: +61 7 414 720 356

Facsimile: +61 7 4972 0455

Web: www.mts.org.au

Email: gladstone@mts.org.au

15.7 Miscellaneous Contacts

Volunteer Marine Rescue: +61 7 4972 3333

Gladstone Water Police: +61 7 4971 2650

Gladstone Regional Council: +61 7 4970 0700

Department of Environment and Resource Management: +61 7 4971 6500

Queensland Boating and Fisheries Patrol (Yeppoon – services Gladstone): +61 7 4933 6404

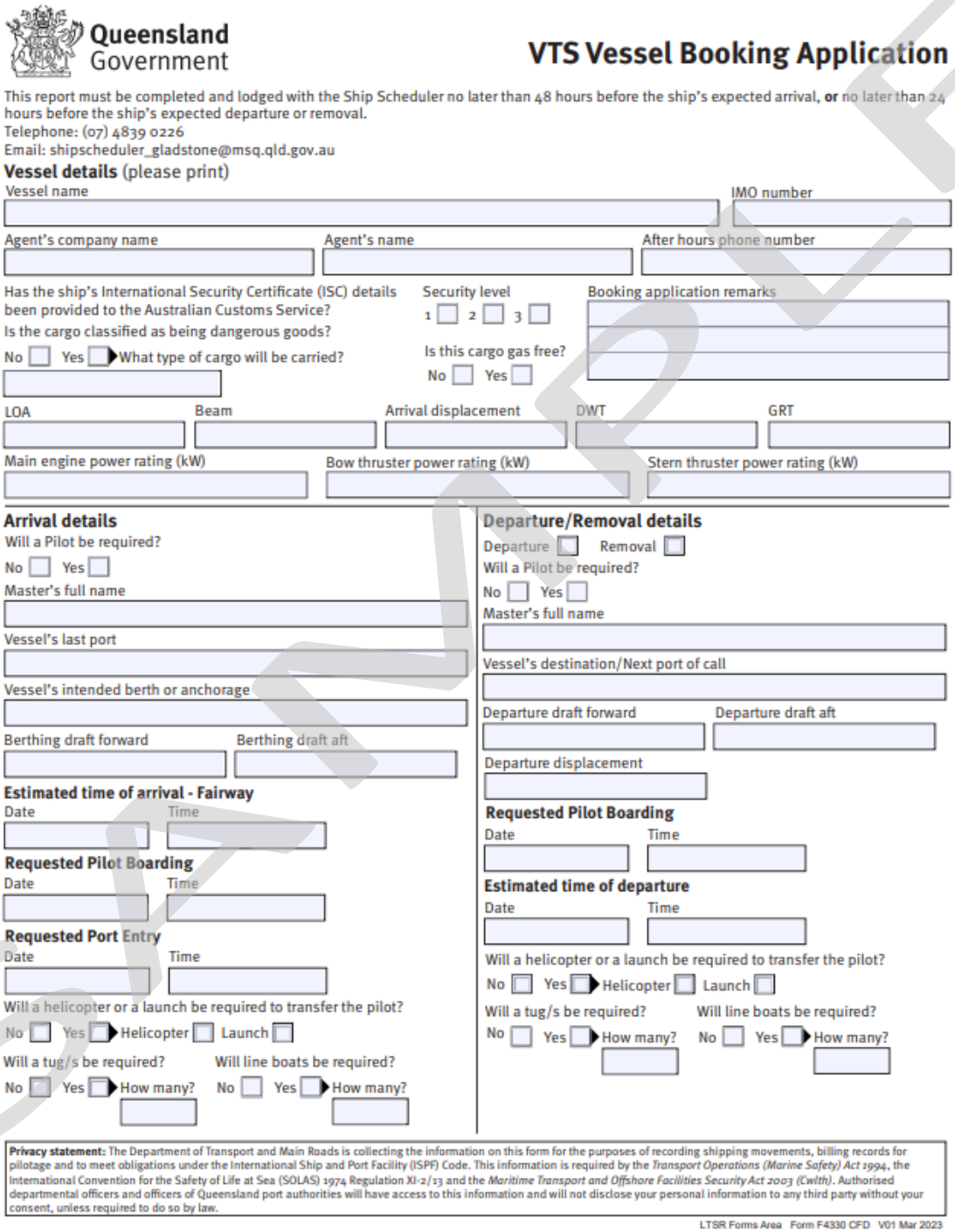
Australian Customs and Border Protection Service: +61 7 4976 3600

16. Appendices

16.1 VTS Vessel Booking Application Form

Please follow this link to access the official fillable PDF form: F4330 - VTS Vessel Booking Application

This is a replica of the form and is not intended to be used.



Queensland Government

VTS Vessel Booking Application

This report must be completed and lodged with the Ship Scheduler no later than 48 hours before the ship's expected arrival, **or** no later than 24 hours before the ship's expected departure or removal.
Telephone: (07) 4839 0226
Email: shipscheduler_gladstone@msq.qld.gov.au

Vessel details (please print)

Vessel name | IMO number

Agent's company name | Agent's name | After hours phone number

Has the ship's International Security Certificate (ISC) details been provided to the Australian Customs Service?

Security level 1 ☐ 2 ☐ 3 ☐

Booking application remarks

Is the cargo classified as being dangerous goods?

No ☐ Yes ☐ What type of cargo will be carried?

Is this cargo gas free?

No ☐ Yes ☐

LOA | Beam | Arrival displacement | DWT | GRT

Main engine power rating (kW) | Bow thruster power rating (kW) | Stern thruster power rating (kW)

Arrival details

Will a Pilot be required?

No ☐ Yes ☐

Master's full name

Vessel's last port

Vessel's intended berth or anchorage

Berthing draft forward | Berthing draft aft

Estimated time of arrival - Fairway

Date | Time

Requested Pilot Boarding

Date | Time

Requested Port Entry

Date | Time

Will a helicopter or a launch be required to transfer the pilot?

No ☐ Yes ☐ Helicopter ☐ Launch ☐

Will a tug/s be required? No ☐ Yes ☐ How many?

Will line boats be required? No ☐ Yes ☐ How many?

Departure/Removal details

Departure ☐ Removal ☐

Will a Pilot be required?

No ☐ Yes ☐

Master's full name

Vessel's destination/Next port of call

Departure draft forward | Departure draft aft

Departure displacement

Requested Pilot Boarding

Date | Time

Estimated time of departure

Date | Time

Will a helicopter or a launch be required to transfer the pilot?

No ☐ Yes ☐ Helicopter ☐ Launch ☐

Will a tug/s be required? No ☐ Yes ☐ How many?

Will line boats be required? No ☐ Yes ☐ How many?

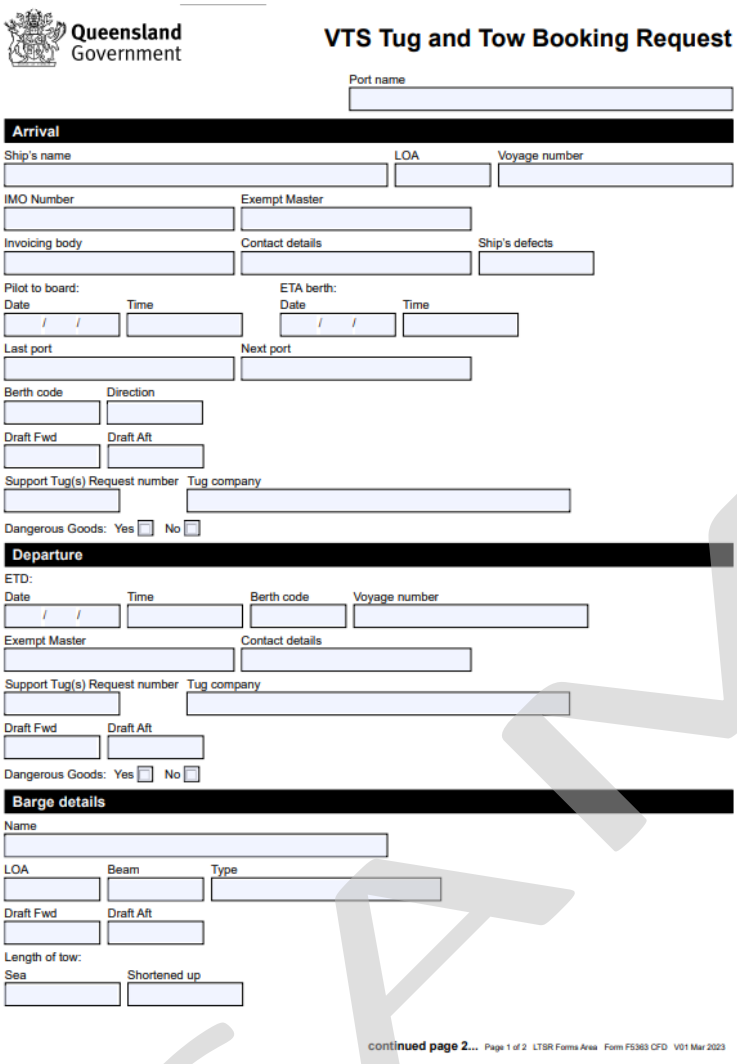
Privacy statement: The Department of Transport and Main Roads is collecting the information on this form for the purposes of recording shipping movements, billing records for pilotage and to meet obligations under the International Ship and Port Facility (ISPF) Code. This information is required by the *Transport Operations (Marine Safety) Act 1994*, the International Convention for the Safety of Life at Sea (SOLAS) 1974 Regulation XI-2/13 and the *Maritime Transport and Offshore Facilities Security Act 2003 (Cwlth)*. Authorised departmental officers and officers of Queensland port authorities will have access to this information and will not disclose your personal information to any third party without your consent, unless required to do so by law.

LTSR Forms Area Form F4330 CFD V01 Mar 2023

16.2 VTIS A4 – Tug and Tow Advice Form

Please follow this link to access the official fillable PDF form: F5363 - VTS Tug and Tow Booking Request

This is a replica of the form and is not intended to be used



Queensland Government

VTS Tug and Tow Booking Request

Port name

Arrival

Ship's name | LOA | Voyage number

IMO Number | Exempt Master

Invoicing body | Contact details | Ship's defects

Pilot to board: Date / / Time

ETA berth: Date / / Time

Last port | Next port

Berth code | Direction

Draft Fwd | Draft Aft

Support Tug(s) Request number | Tug company

Dangerous Goods: Yes ☐ No ☐

Departure

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

Exempt Master | Contact details

Support Tug(s) Request number | Tug company

Draft Fwd | Draft Aft

Dangerous Goods: Yes ☐ No ☐

Barge details

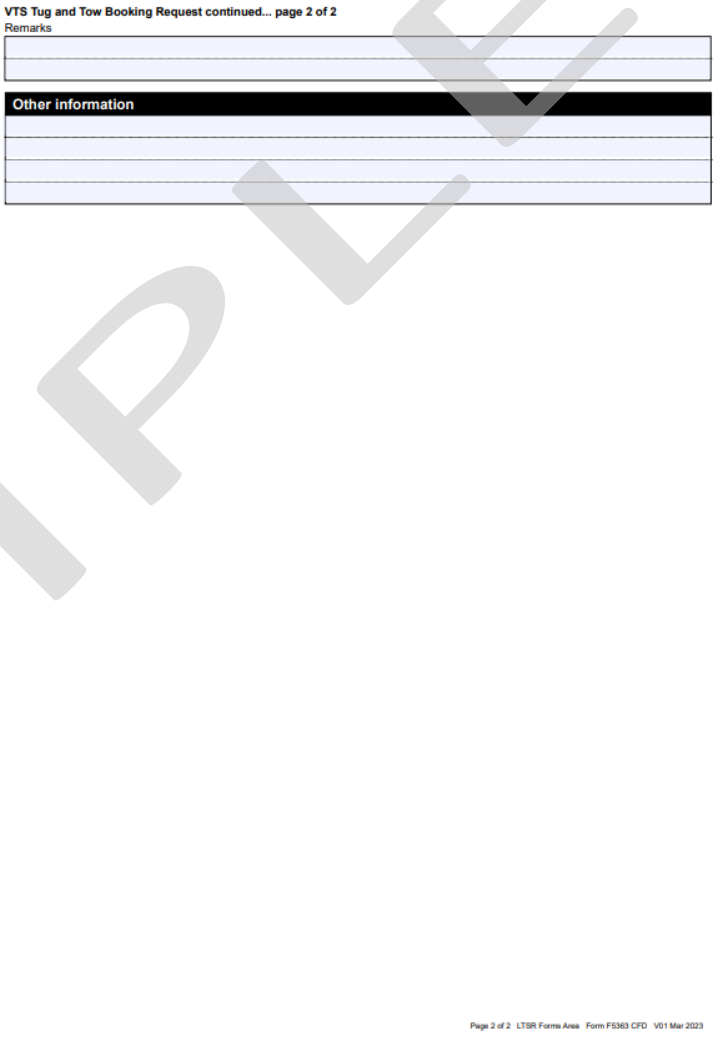
Name

LOA | Beam | Type

Draft Fwd | Draft Aft

Length of tow: Sea | Shortened up

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



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

Remarks

Other information

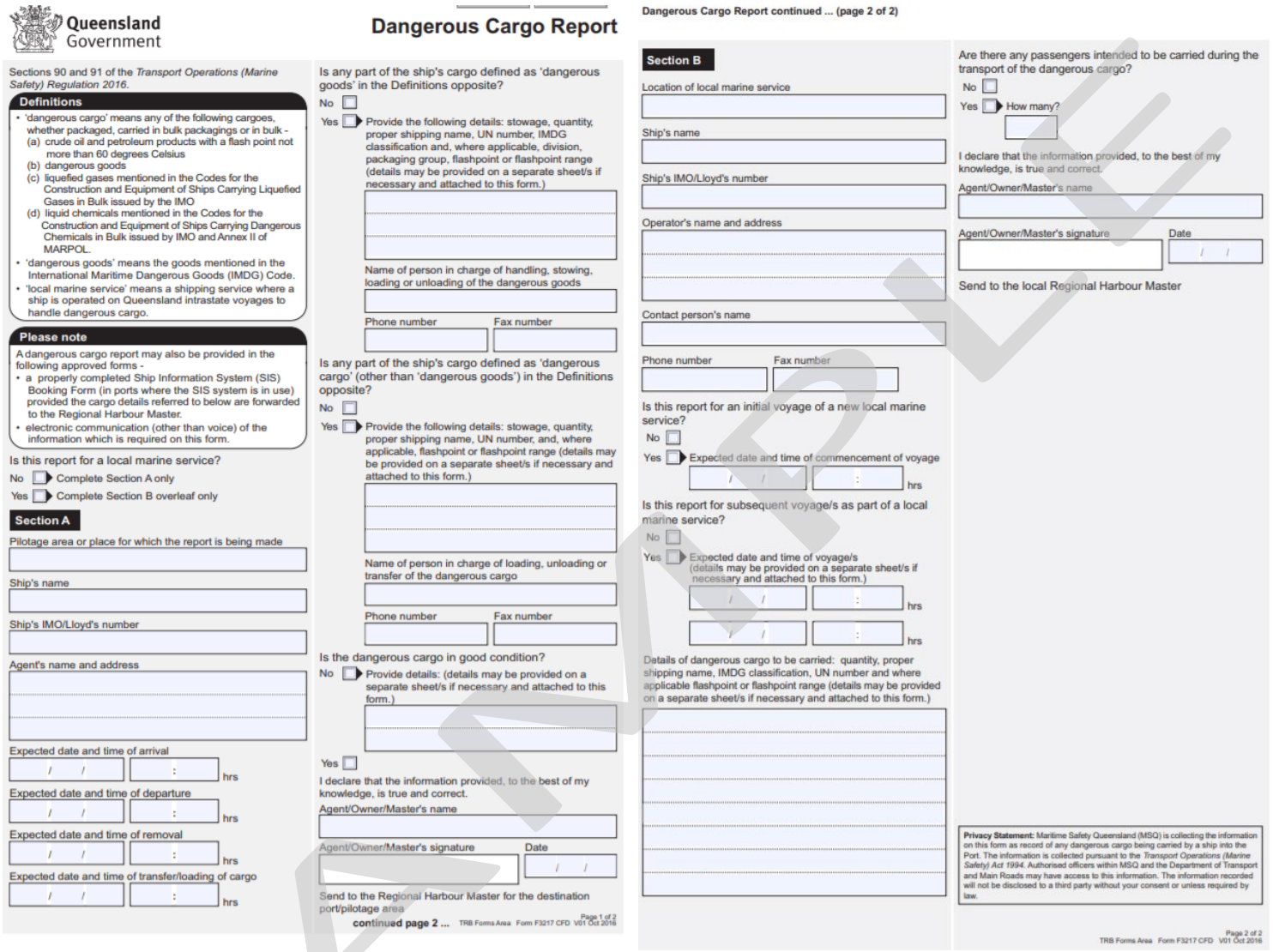
Page 2 of 2 LTSR Forms Area Form F5363 CFD V01 Mar 2023

16.3 Cyclone tracking Chartlet – Eastern Australia

16.4 Dangerous Cargo Report (form F3217)

Please follow this link to access the official fillable PDF form: F3217 - Dangerous Cargo Report

This is a replica of the form and is not intended to be used



Queensland Government

Dangerous Cargo Report

Sections 90 and 91 of the *Transport Operations (Marine Safety) Regulation 2016*.

Definitions

- 'dangerous cargo' means any of the following cargoes, whether packaged, carried in bulk packagings or in bulk -
  - (a) crude oil and petroleum products with a flash point not more than 60 degrees Celsius
  - (b) dangerous goods
  - (c) liquefied gases mentioned in the Codes for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk issued by the IMO
  - (d) liquid chemicals mentioned in the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk issued by IMO and Annex II of MARPOL.
- 'dangerous goods' means the goods mentioned in the International Maritime Dangerous Goods (IMDG) Code.
- 'local marine service' means a shipping service where a ship is operated on Queensland intrastate voyages to handle dangerous cargo.

Please note

A dangerous cargo report may also be provided in the following approved forms -

- a properly completed Ship Information System (SIS) Booking Form (in ports where the SIS system is in use) provided the cargo details referred to below are forwarded to the Regional Harbour Master.
- electronic communication (other than voice) of the information which is required on this form.

Is this report for a local marine service?

No ☐ Complete Section A only

Yes ☐ Complete Section B overleaf only

Section A

Pilotage area or place for which the report is being made

Ship's name

Ship's IMO/Lloyd's number

Agent's name and address

Expected date and time of arrival / / : hrs

Expected date and time of departure / / : hrs

Expected date and time of removal / / : hrs

Expected date and time of transfer/loading of cargo / / : hrs

Is any part of the ship's cargo defined as 'dangerous goods' in the Definitions opposite?

No ☐

Yes ☐ Provide the following details: stowage, quantity, proper shipping name, UN number, IMDG classification and, where applicable, division, packaging group, flashpoint or flashpoint range (details may be provided on a separate sheet/s if necessary and attached to this form.)

Name of person in charge of handling, stowing, loading or unloading of the dangerous goods

Phone number Fax number

Is any part of the ship's cargo defined as 'dangerous cargo' (other than 'dangerous goods') in the Definitions opposite?

No ☐

Yes ☐ Provide the following details: stowage, quantity, proper shipping name, UN number, and, where applicable, flashpoint or flashpoint range (details may be provided on a separate sheet/s if necessary and attached to this form.)

Name of person in charge of loading, unloading or transfer of the dangerous cargo

Phone number Fax number

Is the dangerous cargo in good condition?

No ☐ Provide details: (details may be provided on a separate sheet/s if necessary and attached to this form.)

Yes ☐

I declare that the information provided, to the best of my knowledge, is true and correct.

Agent/Owner/Master's name

Agent/Owner/Master's signature Date / /

Send to the Regional Harbour Master for the destination port/pilotage area

Page 1 of 2

continued page 2 ... TRB Forms Area Form F3217 CFD V01 Oct 2016

Dangerous Cargo Report continued ... (page 2 of 2)

Section B

Location of local marine service

Ship's name

Ship's IMO/Lloyd's number

Operator's name and address

Contact person's name

Phone number Fax number

Is this report for an initial voyage of a new local marine service?

No ☐

Yes ☐ Expected date and time of commencement of voyage / / : hrs

Is this report for subsequent voyage/s as part of a local marine service?

No ☐

Yes ☐ Expected date and time of voyage/s (details may be provided on a separate sheet/s if necessary and attached to this form.)

 / / : hrs

 / / : hrs

Details of dangerous cargo to be carried: quantity, proper shipping name, IMDG classification, UN number and where applicable flashpoint or flashpoint range (details may be provided on a separate sheet/s if necessary and attached to this form.)

Are there any passengers intended to be carried during the transport of the dangerous cargo?

No ☐

Yes ☐ How many?

I declare that the information provided, to the best of my knowledge, is true and correct.

Agent/Owner/Master's name

Agent/Owner/Master's signature Date / /

Send to the local Regional Harbour Master

Privacy Statement: Maritime Safety Queensland (MSQ) is collecting the information on this form as record of any dangerous cargo being carried by a ship into the Port. The information is collected pursuant to the *Transport Operations (Marine Safety) Act 1994*. Authorised officers within MSQ and the Department of Transport and Main Roads may have access to this information. The information recorded will not be disclosed to a third party without your consent or unless required by law.

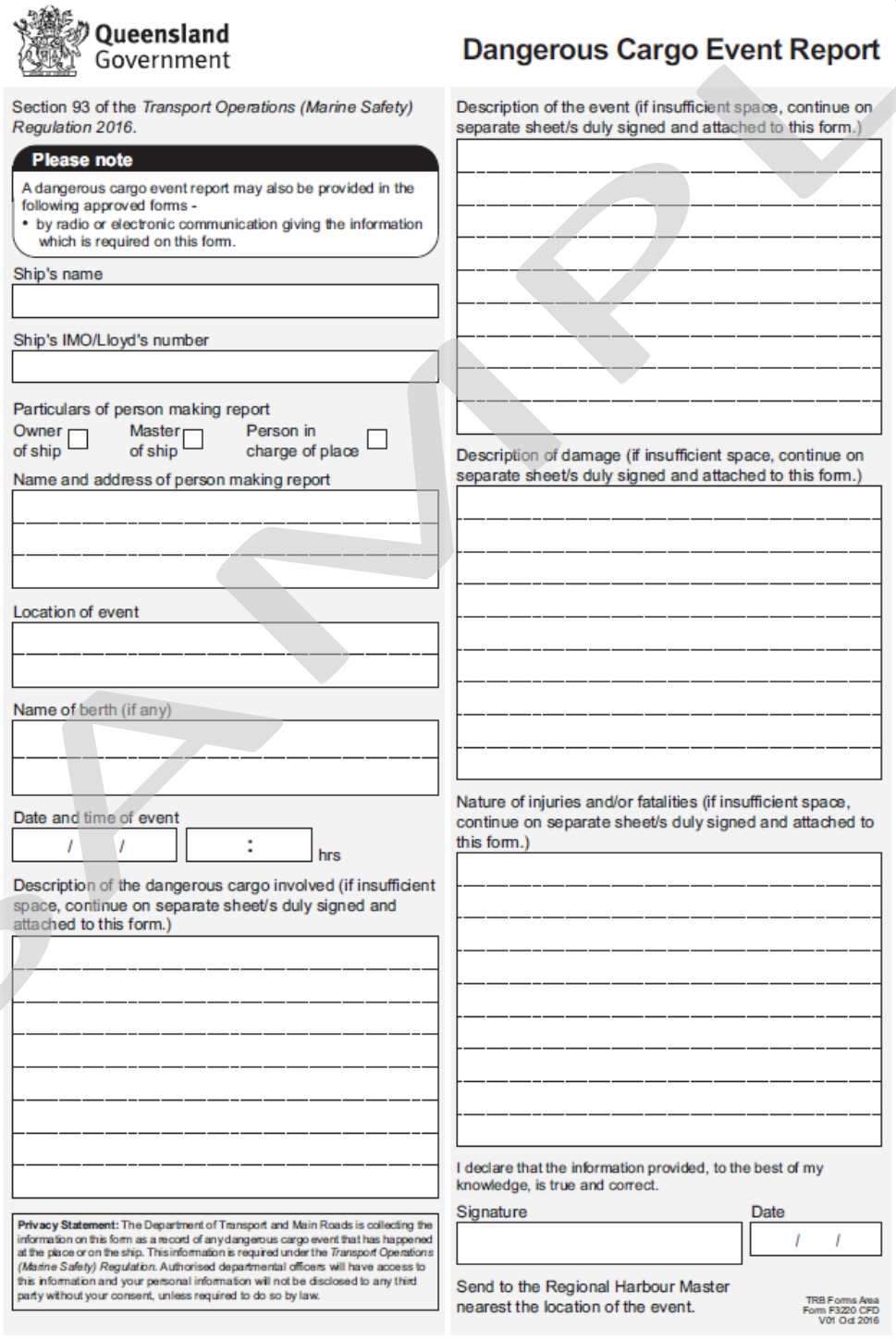
Page 2 of 2

TRB Forms Area Form F3217 CFD V01 Oct 2016

16.5 Dangerous Cargo Event Report (form F3220)

Please follow this link to access the official fillable PDF form: F3220 - Dangerous Cargo Event Report

This is a replica of the form and is not intended to be used



Queensland Government

Dangerous Cargo Event Report

Section 93 of the *Transport Operations (Marine Safety) Regulation 2016*.

Please note

A dangerous cargo event report may also be provided in the following approved forms -

- by radio or electronic communication giving the information which is required on this form.

Ship's name

Ship's IMO/Lloyd's number

Particulars of person making report

Owner of ship ☐ Master of ship ☐ Person in charge of place ☐

Name and address of person making report

Location of event

Name of berth (if any)

Date and time of event

/ / : hrs

Description of the dangerous cargo involved (if insufficient space, continue on separate sheet/s duly signed and attached to this form.)

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form as a record of any dangerous cargo event that has happened at the place or on the ship. This information is required under the *Transport Operations (Marine Safety) Regulation*. Authorised departmental officers will have access to this information and your personal information will not be disclosed to any third party without your consent, unless required to do so by law.

Description of the event (if insufficient space, continue on separate sheet/s duly signed and attached to this form.)

Description of damage (if insufficient space, continue on separate sheet/s duly signed and attached to this form.)

Nature of injuries and/or fatalities (if insufficient space, continue on separate sheet/s duly signed and attached to this form.)

I declare that the information provided, to the best of my knowledge, is true and correct.

Signature

Date / /

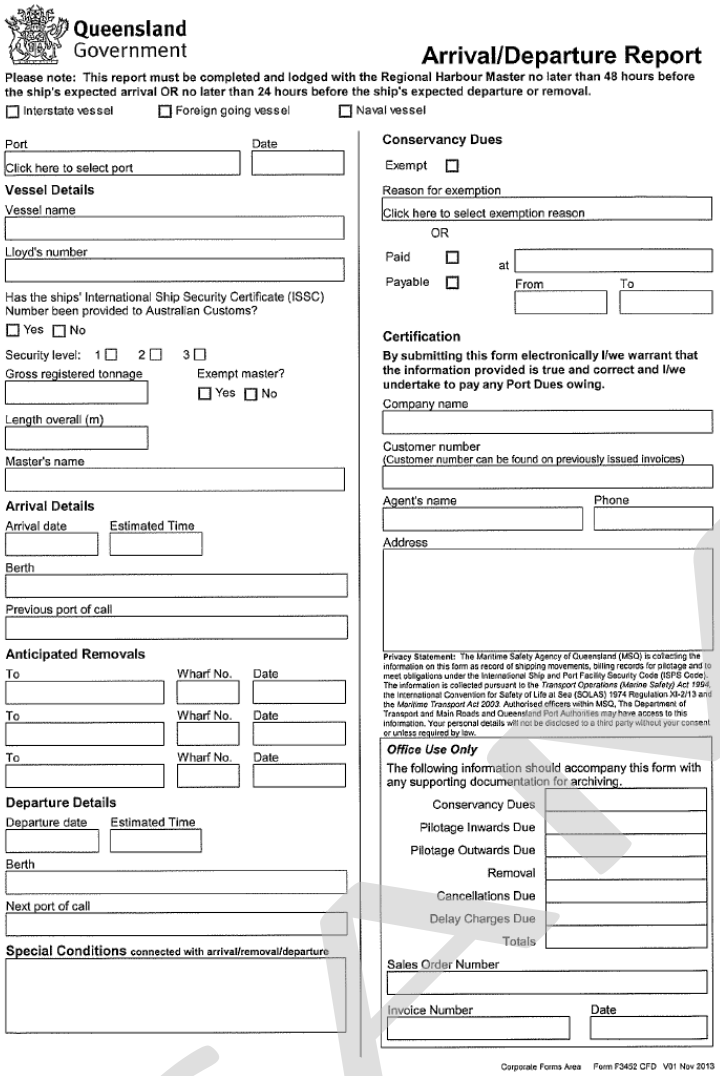
Send to the Regional Harbour Master nearest the location of the event.

TRB Forms Area
Form F3220 CFD
V01 Oct 2016

16.6 Arrival/Departure Report (form F3452)

Please follow this link to access the official fillable PDF form: F3452 - Arrival/Departure Report

This is a replica of the form and is not intended to be used



Queensland Government

Arrival/Departure Report

Please note: This report must be completed and lodged with the Regional Harbour Master no later than 48 hours before the ship's expected arrival OR no later than 24 hours before the ship's expected departure or removal.

☐ Interstate vessel ☐ Foreign going vessel ☐ Naval vessel

Port: Click here to select port — Date

Vessel Details

Vessel name

Lloyd's number

Has the ships' International Ship Security Certificate (ISSC) Number been provided to Australian Customs?

☐ Yes ☐ No

Security level: 1 ☐ 2 ☐ 3 ☐

Gross registered tonnage — Exempt master? ☐ Yes ☐ No

Length overall (m)

Master's name

Arrival Details

Arrival date — Estimated Time

Berth

Previous port of call

Anticipated Removals

To — Wharf No. — Date

To — Wharf No. — Date

To — Wharf No. — Date

Departure Details

Departure date — Estimated Time

Berth

Next port of call

Special Conditions connected with arrival/removal/departure

Conservancy Dues

Exempt ☐

Reason for exemption: Click here to select exemption reason

OR

Paid ☐ at

Payable ☐ From — To

Certification

By submitting this form electronically I/we warrant that the information provided is true and correct and I/we undertake to pay any Port Dues owing.

Company name

Customer number (Customer number can be found on previously issued invoices)

Agent's name — Phone

Address

Privacy Statement: The Maritime Safety Agency of Queensland (MSQ) is collecting the information on this form as record of shipping movements, billing records for pilotage and to meet obligations under the International Ship and Port Facility Security Code (ISPS Code). The information is collected pursuant to the *Transport Operations (Marine Safety) Act 1994*, the International Convention for Safety of Life at Sea (SOLAS) 1974 Regulation XI-2/13 and the *Maritime Transport Act 2003*. Authorised officers within MSQ, The Department of Transport and Main Roads and Queensland Port Authorities may have access to this information. Your personal details will not be disclosed to a third party without your consent or unless required by law.

Office Use Only

The following information should accompany this form with any supporting documentation for archiving.

Conservancy Dues	
Pilotage Inwards Due	
Pilotage Outwards Due	
Removal	
Cancellations Due	
Delay Charges Due	
Totals	

Sales Order Number

Invoice Number — Date

Corporate Forms Area Form F3452 CFD V01 Nov 2013

IMPORTANT NOTICE
Where the Services of a Pilot are Required

PROVISION OF A PILOT

1. Legislation requires that a person must not navigate a ship in a compulsory pilotage area unless the person uses the services of a pilot.
2. From 2 November 2013, changes to the *Transport Operations (Marine Safety) Act 1994* passed the responsibility for the provision and delivery of port pilotage services for ports north of Brisbane (except Abbot Point) to the port Government owned corporations. This is being achieved by giving port authorities the legal responsibility for the provision and delivery of pilotage services in designated Compulsory Pilotage Areas. The Responsible Pilotage Entities for all Compulsory Pilotage Areas are specified in Schedule 6 of the *Transport Operations (Marine Safety) Regulation 2004 (TOMS Regulation)*, as follows:

Column 1	Column 2
Compulsory pilotage area	**Responsible pilotage entity**
Southport pilotage area	Maritime Safety Queensland
Brisbane pilotage area	Maritime Safety Queensland
Bundaberg pilotage area	Gladstone Ports Corporation
Gladstone pilotage area	Gladstone Ports Corporation
Rockhampton pilotage area	Gladstone Ports Corporation
Hay Point pilotage area	North Queensland Bulk Ports Corporation
Mackay pilotage area	North Queensland Bulk Ports Corporation
Abbot Point pilotage area	Maritime Safety Queensland
Townsville pilotage area	Port of Townsville Limited
Lucinda pilotage area	Port of Townsville Limited
Mourilyan pilotage area	Far North Queensland Ports Corporation
Cairns pilotage area	Far North Queensland Ports Corporation
Cape Flattery pilotage area	Far North Queensland Ports Corporation
Skardon River pilotage area	Far North Queensland Ports Corporation
Thursday Island pilotage area	Far North Queensland Ports Corporation
Weipa pilotage area	Far North Queensland Ports Corporation
Karumba pilotage area	Far North Queensland Ports Corporation

**Note: The TOMS Regulation also rescinds the Bowen, Cooktown, Maryborough and Port Douglas as Compulsory Pilotage Areas however these areas remain as pilotage areas.*

3. Maritime Safety Queensland has entered into an agreement with Port of Townsville Limited to deliver pilotage services in the Abbot Point Compulsory Pilotage Area.
4. The Responsible Pilotage Entity may provide services on the basis that:
   - the person to whom the services are provided accepts the risk of loss or damage caused by an act or omission by the Responsible Pilotage Entity and waives any right to claim against the Responsible Pilotage Entity in contract, tort or otherwise howsoever, for any loss or damage (including consequential loss) to any person or property which arises directly or indirectly out of the provision of the pilotage services; and
   - The Responsible Pilotage Entity is not obliged to provide or arrange for the provision of the pilotage services if circumstances beyond their control mean the services cannot reasonably be provided at the time requested or at all and no compensation will be payable in this event.

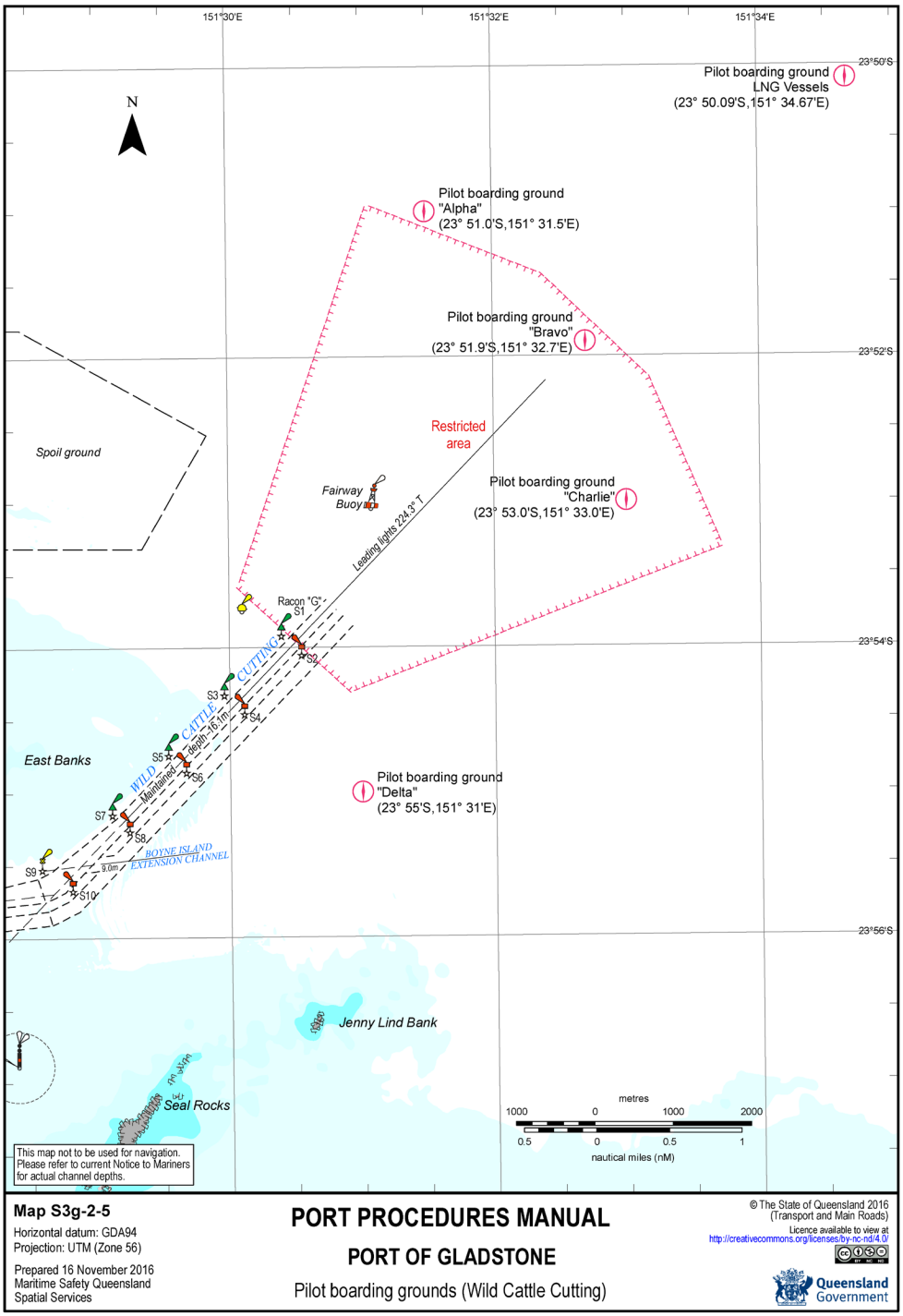
     Circumstances beyond the control include, but are not limited to;-

     - industrial action by pilots, line boat operators or others;
     - inability to schedule a pilot at the time required;
     - any direction or regulation having the effect of prohibiting or preventing the carrying out of the pilotage; or
     - a failure by a sub-contractor to carry out any part of the pilotage services.

The contents of this notice may be pleaded in any action or proceedings arising out of the provision of pilotage services.

16.7 Pilot Boarding Grounds (Gladstone)

For a high resolution map please visit [Section 16.7 Pilot Boarding Grounds (Gladstone) - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government]



16.8 Helicopter Operations Information (Gladstone)

You must advise your agent at least 12 hours prior to pilot boarding that you have read and understood these regulations; failure to do so will result in delays to your ship.

The embarkation and disembarkation of personnel by helicopter imposes certain mandatory conditions on the part of the ship and you, its master. These will involve the deck party being at a state of readiness for emergency action of a different nature but to a greater degree of preparation than that required for pilot launch transfer operations. If the helicopter attempts to make an emergency landing on board this may involve flying debris, spilt fuel with the associated danger of fire and more than likely, seriously injured personnel.

To assist in helicopter transfers, it is mandatory for the vessel to ensure that the Gladstone Pilot Helicopter (Landing) Operations form (16.9) is completed and returned to the Gladstone VTS Centre when the vessel booking application is made.

Under no circumstances will helicopter landings or uplifts be permitted from any vessel when bunker barge MV *Larcom* is moored alongside such vessel. This applies regardless of whether or not fuelling operations are in progress.

Further and more detailed information may be obtained from AMSA Marine Notices, AMSA Marine Order 57 and the International Chamber of Shipping (ICS), 'Guide to Helicopter/Ship Operations'.

16.9 Gladstone Pilot Helicopter Operations Declaration

Please follow this link to access the official fillable PDF form: F5203 - Pilot Helicopter (Landing) Operations (Primary Helicopter - EC135)

This is a replica of the form and is not intended to be used

Queensland Government

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

Region:

Hay Point ☐ Gladstone ☐

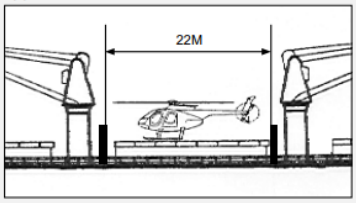
Name of ship | Agent

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

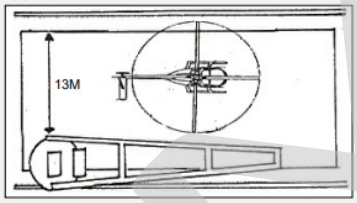
or

3b. If your ship has offset cranes - does it have 13m clear space between the crane and landing hatch side? (see diagram 3(b) below)
   Yes ☐ No ☐

3(a) Centreline cranes



3(b) Shipside cranes



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

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

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

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

Effective date 4 September 2017

Master's signature | Master's printed name | Date / /

Ship's stamp

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

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

16.10 Gladstone Port Navigation Depths

The following table indicates the designed navigation depths for the port of Gladstone.

Mariners are advised that the actual depth may vary from the design depth and should consult the Notice to Mariners website located on the MSQ website (http://www.msq.qld.gov.au/Notices-to-Mariners.aspx) or contact the office of the Regional Harbour Master (Gladstone).

Berth	Design depth (metres)
Wild Cattle Cutting	16.1
Boyne Island Extension Channel	9.0
Boyne Island Cutting	16.1
Golding Cutting	16.1
South Bypass Channel	7.3
Gatcombe Channel	16.3
Gatcombe Bypass Channel	12.5
Auckland Channel	15.8
Auckland Bypass Channel	6.8
Clinton Channel	16.0
Clinton Bypass Channel	13.0
Clinton Swing Basin	10.6
WICET Departure Channel	16.0
WICET Swing Basin	11.7
Targinie Channel	10.6
Targinie Swing Basin East	10.6
Targinie Swing Basin West	9.0
Jacobs Channel	13.0
GLNG Swing Basin	13.0
QCLNG Swing Basin	13.0
ALNG Swing Basin	13.0
Boyne Smelter Wharf	15.0
South Trees East Wharf	12.8
South Trees West Wharf	12.8
Barney Point Wharf (Eastern Approach)	13.5

Barney Point Wharf (Western Approach)	11.5
Barney Point Wharf	15.0
Auckland Point No 1 Wharf	11.3
Auckland Point No 2 Wharf	11.3
Auckland Point No 3 Wharf	11.3
Auckland Point No 4 Wharf	11.4
Clinton No 1 Wharf	18.8
Clinton No 2 Wharf	18.8
Clinton No 3 Wharf	18.8
Clinton No 4 Wharf	18.8
Fisherman's Landing No 1 Wharf	12.9
Fisherman's Landing No 2 Wharf	12.9
Fisherman's Landing No 4 Wharf	11.2
Fisherman's Landing No 5 Wharf	11.2
GLNG Export Wharf	13.0
QCLNG Export Wharf	14.0
APLNG Export Wharf	13.0
Passage Island Crossover Channel	3.3

CHECKLIST > Pre - Arrival / Departure

- ☐ Security Level :
- ☐ Main Engine
  - Functioning ok and tested astern? Any recent repairs conducted?
- ☐ Steering
  - Tested? Are 2 motors running? Has emergency steering been tested?
- ☐ Thrusters
  - Bow / Stern? Power? Functioning reliably?
- ☐ Whistle
- ☐ Gyro Gyro Error :
  - Functioning ok? Gyro error noted
- ☐ Anchors cleared and ready for use?
  - When is foc'sle to be manned?
- ☐ Doppler / GPS / EM Log
  - Circle available systems
- ☐ Radars
  - Both on and functioning correctly?
- ☐ Aldis Lamp
- ☐ Is the UKC adequate for passage?
- ☐ Constrained by draught signal
- ☐ Charts, ECDIS and publications
  - On board and up to date? (ENC AUS245X6)
- ☐ Special Features?
  - If yes provide details :

GLADSTONE TUGS	Bollard Pull	Position
SL Curtis Island	80 t	
SL Quoin Island	80 t	
SL Boyne Island	80 t	
SL Heron Island	80 t	
SL Wiggins Island	80 t	
SL Awoonga	70 t	
SL Koongo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yallarm	70 t	
SL Targinnie	67 t	

The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.

Date / Time : .....

Master : .....

Pilot : .....

GAPS – Gladstone Pilotage Plan
Version 3.5
August 2018

PORT OF GLADSTONE

SHIP :

Pilotage Plan - Arrival / Departure / Removal

Gladstone VTS listens continuously on VHF Ch 13 & 16.
Gladstone Tugs operate on VHF Ch 12 & 08.
Communications for pilot transfer operations are conducted using VHF Ch 10.
Should any emergency arise, call Gladstone VTS on VHF Ch 13 for assistance.
The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.
Inform the Pilot before HELMSMAN and OOW is changed.

Pilot		
Date		
Side Alongside	Port	Starboard
Berth *(+ Alignment)*		
Passage		
Channels		

Pilot Card	yes	no
Defects	yes	no
Standby @		
Transfer By	Helicopter	Boat

Drafts	FWD	AFT	Δ
In metres			

Tide	Time	Height	Range

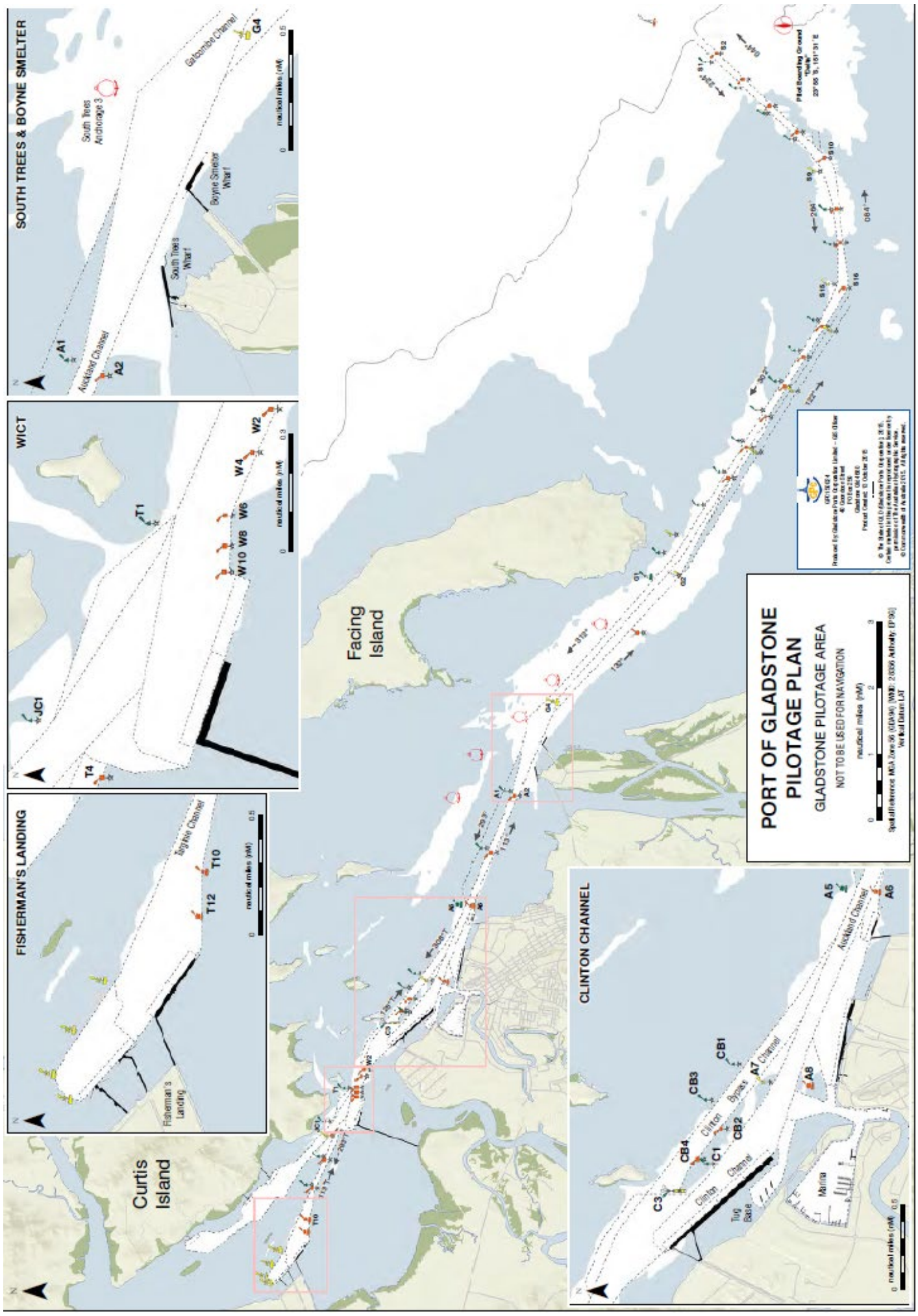
UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

Minimum Under Keel Clearance		
Ship Size (Summer DWT)	Inner Harbour	Sea Channel
Less than 85,000 t	0.7 m	1.5 m
85,000 to 200,000	1.2 m	1.8 m
More than 200,000	1.2 m	2.0 m

Note: - Loaded Panamax vessels travelling the Targinnie Channel require a min 1.0m UKC
- Vessels over 100k DWT using CQP Sailing Depth require a min 2.0m UKC

Traffic List and vessels at anchorage		Passing Prediction	
		Position	Time
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			

Pilot remarks &/or diagram


SOUTH TREES & BOYNE SMELTER
South Trees Anchorage 3
A1
A2
Auckland Cutaway
Gatcombe Channel
G4
South Trees Wharf
Boyne Smelter Wharf
WICT
T1
W2
W4
W6
W8
W10
JC1
T4
FISHERMAN'S LANDING
Fisherman's Landing
T10
T12
Curtis Island
Facing Island
CLINTON CHANNEL
A5
A6
A7 Channel
A8
CB1
CB2
CB3
CB4
C1
C3
Clinton Channel
Clinton Bypass
Tug Base
Marina
Pilot Boarding Ground
23°55.1S, 151°31.1E
PORT OF GLADSTONE
PILOTAGE PLAN
GLADSTONE PILOTAGE AREA
NOT TO BE USED FOR NAVIGATION
nautical miles (nM)

CHECKLIST > Pre - Arrival / Departure

- ☐ Security Level :
- ☐ Main Engine
  - Functioning ok and tested astern? Any recent repairs conducted?
- ☐ Steering
  - Tested? Are 2 motors running? Has emergency steering been tested?
- ☐ Thrusters
  - Bow / Stern? Power? Functioning reliably?
- ☐ Whistle
- ☐ Gyro Gyro Error :
  - Functioning ok? Gyro error noted
- ☐ Anchors cleared and ready for use?
  - When is foc'sle to be manned?
- ☐ Doppler / GPS / EM Log
  - Circle available systems
- ☐ Radars
  - Both on and functioning correctly?
- ☐ Aldis Lamp
- ☐ Is the UKC adequate for passage?
- ☐ Constrained by draught signal
- ☐ Charts, ECDIS and publications
  - On board and up to date?
- ☐ Special Features?
  - If yes provide details :

GLADSTONE TUGS	Bollard Pull	Position	
SL Curtis Island	80 t		
SL Quoin Island	80 t		
SL Boyne Island	80 t		
SL Heron Island	80 t		
SL Wiggins Island	80 t		
SL Awoonga	70 t		
SL Koongo	70 t		
SL Kullaroo	70 t		
SL Tondoon	70 t		
SL Yallarm	70 t		
SL Targinnie	67 t		

The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.

Date / Time : .....

Master : .....

Pilot : .....

GMPS – Gladstone LNG Pilotage Plan
Version 2.1
August 2018

PORT OF GLADSTONE

SHIP :

LNG Pilotage Plan - Arrival / Departure / Removal

Pilot # 1		
Pilot # 2		
Date		
Side Alongside	Port	Starboard
Berth *(+ Alignment)*		
Passage		
Channels		

Pilot Card	yes	no
Defects	yes	no
Standby @		
Transfer By		

Drafts	FWD	AFT	Δ
In meters			

Tide	Time	Height	Range

UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

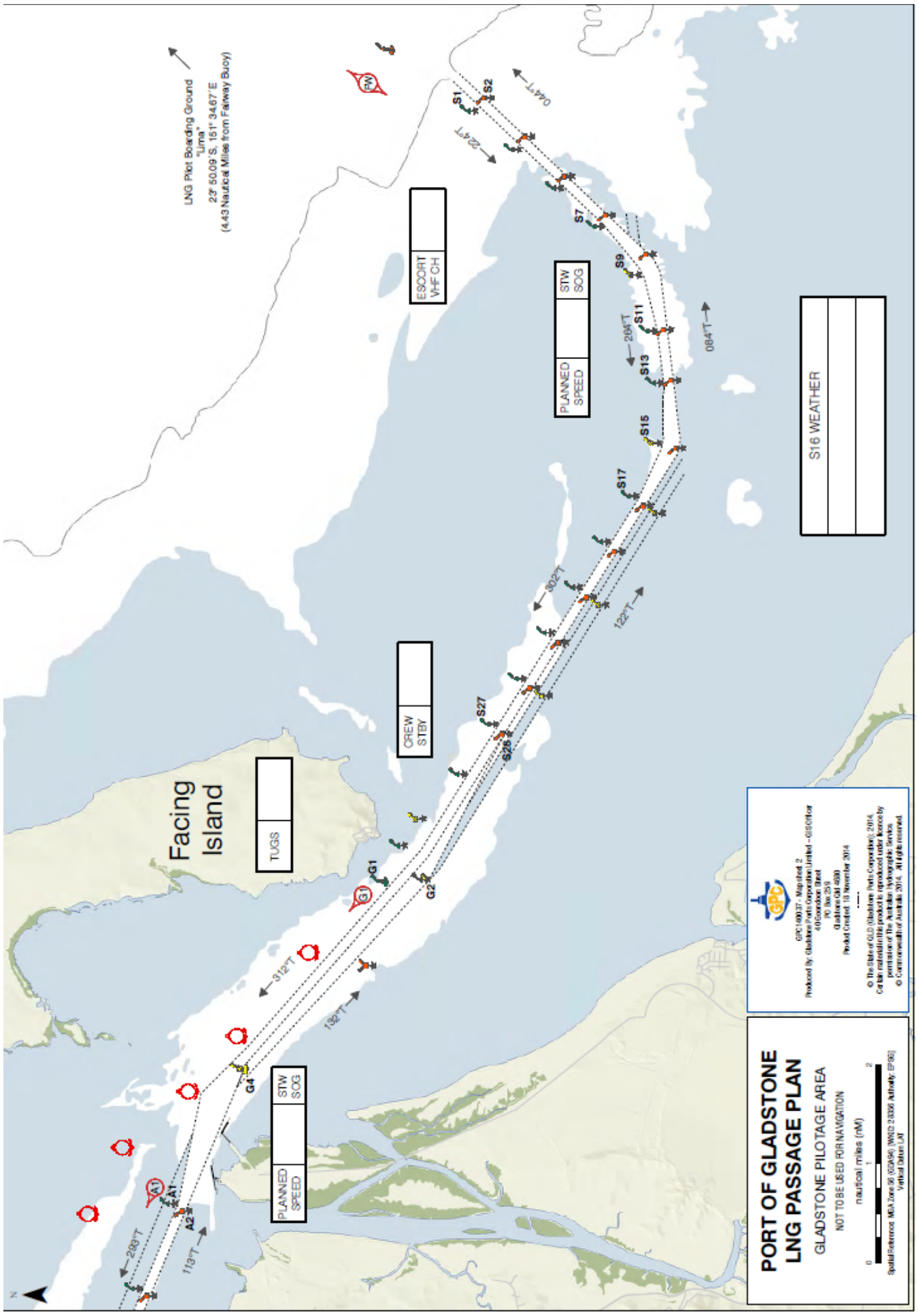
ECDIS Reference Point	
Dist. Bridge to Vap Line	

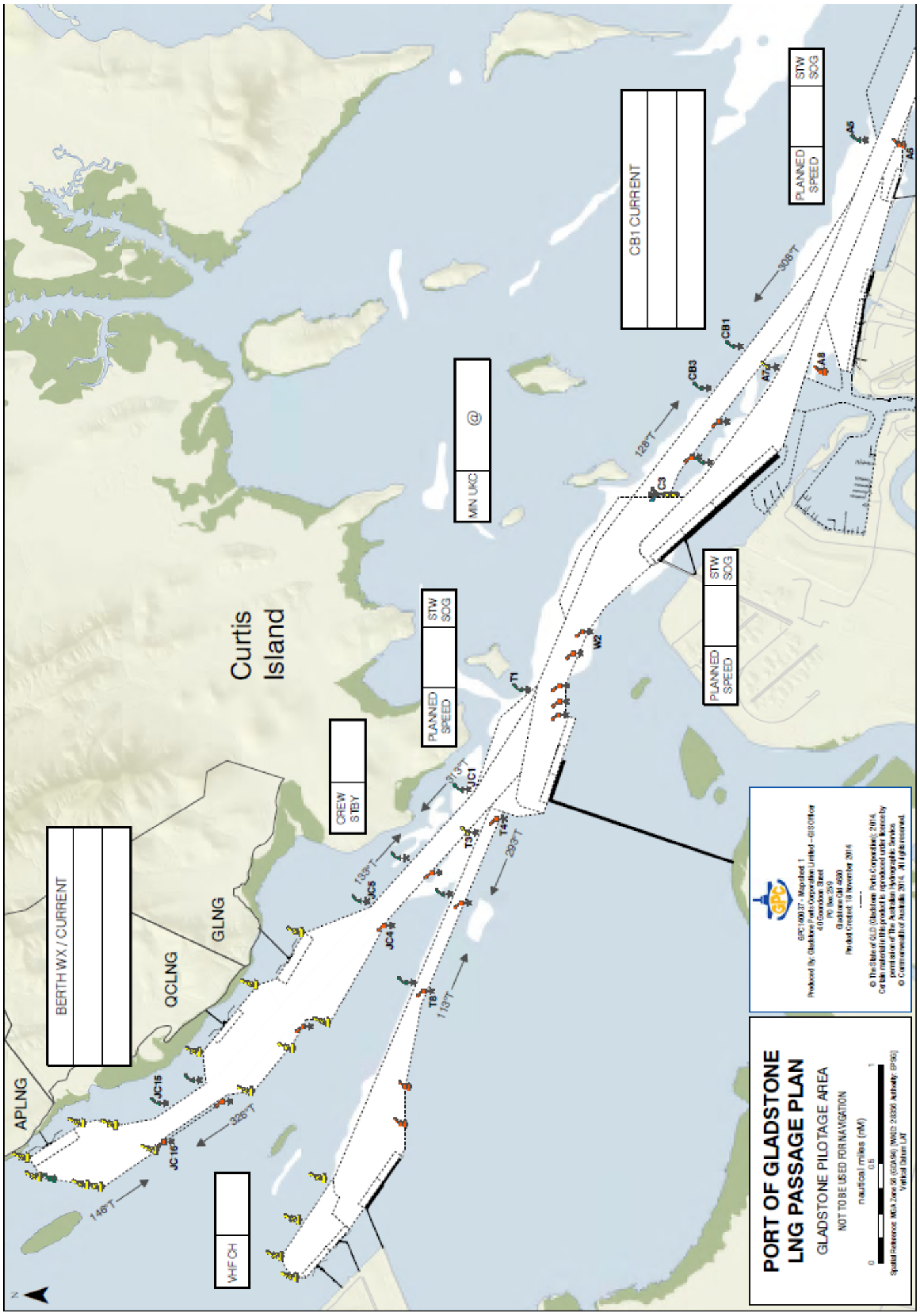
Traffic List and vessels at anchorage		Passing Prediction	
		Position	Time
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			

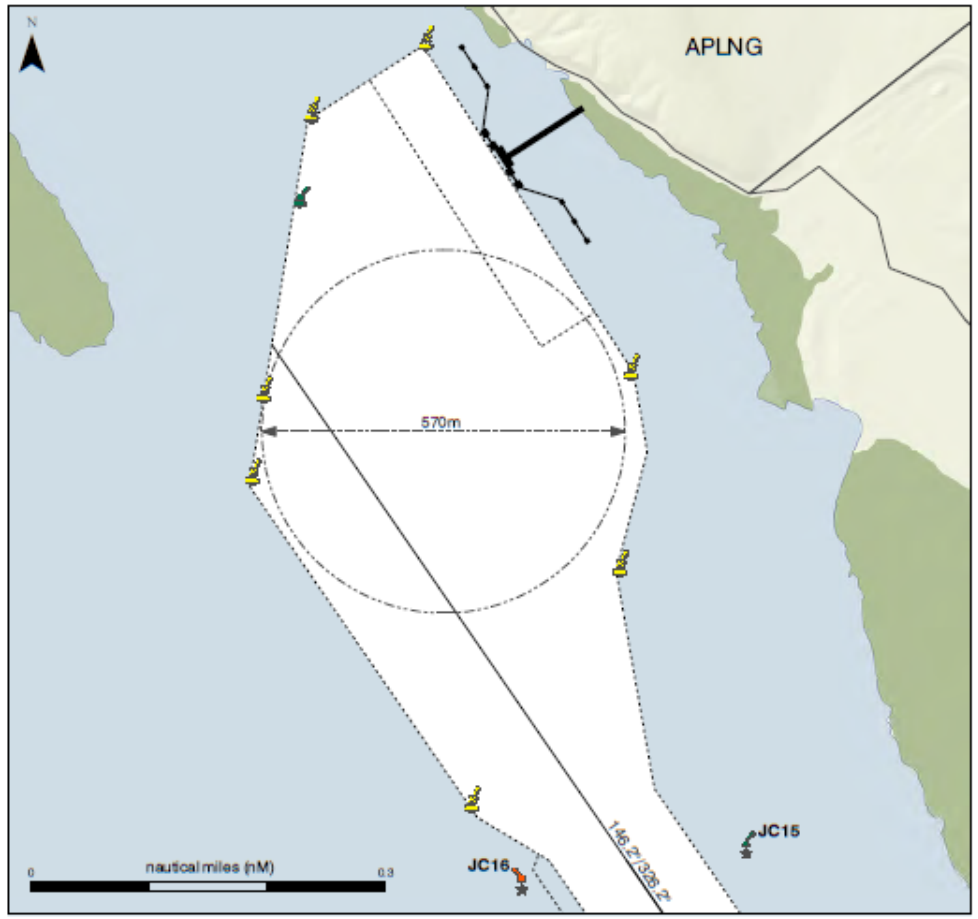
Gladstone VTS listens continuously on VHF Channels 13 & 16.
Communications for pilot transfer operations are conducted using VHF Ch10.
Should any emergency arise, call Gladstone VTS on VHF Ch13 for assistance.
Inform the Pilot before HELMSMAN and OOW is changed.
The pilotage passage will be monitored by Gladstone VTS.
The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.

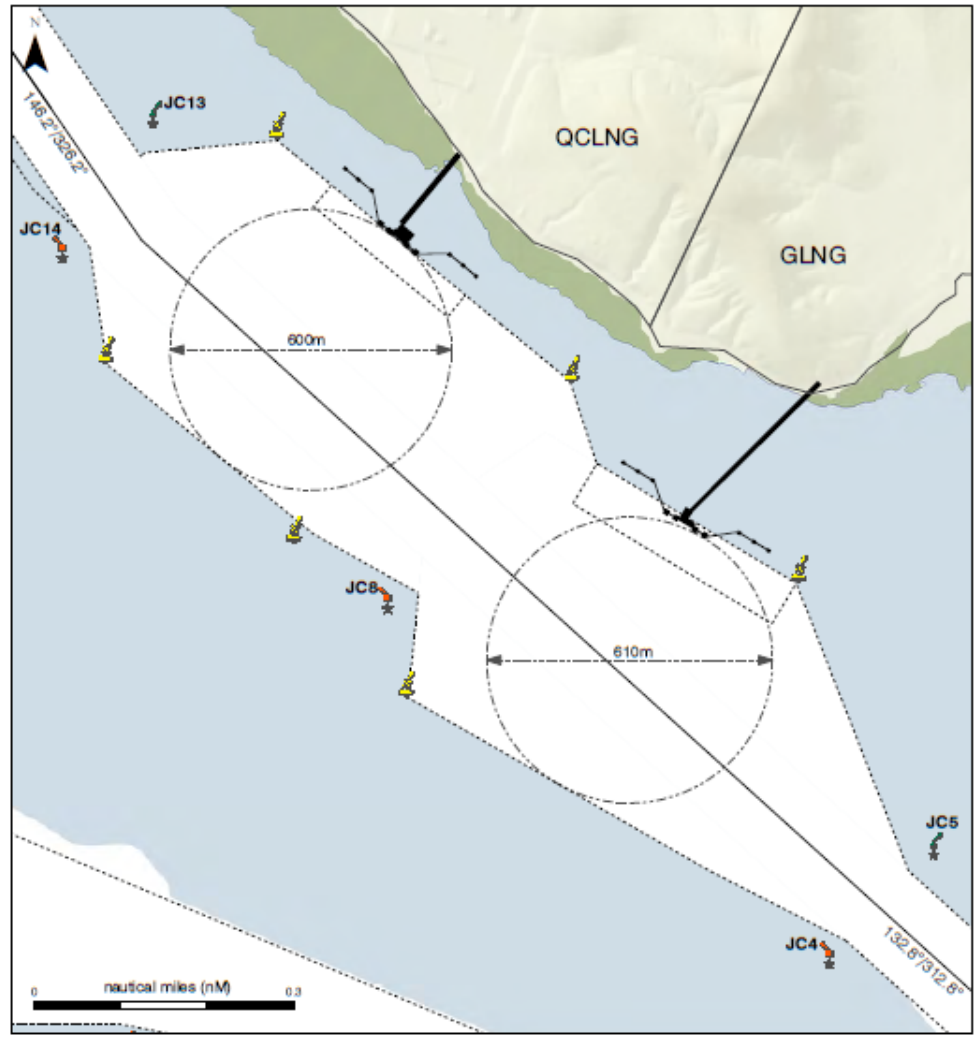
LNG Terminal VHF Channels		
APLNG Marine	67	79
QCLNG Marine	63	-
GLNG Marine	68	71

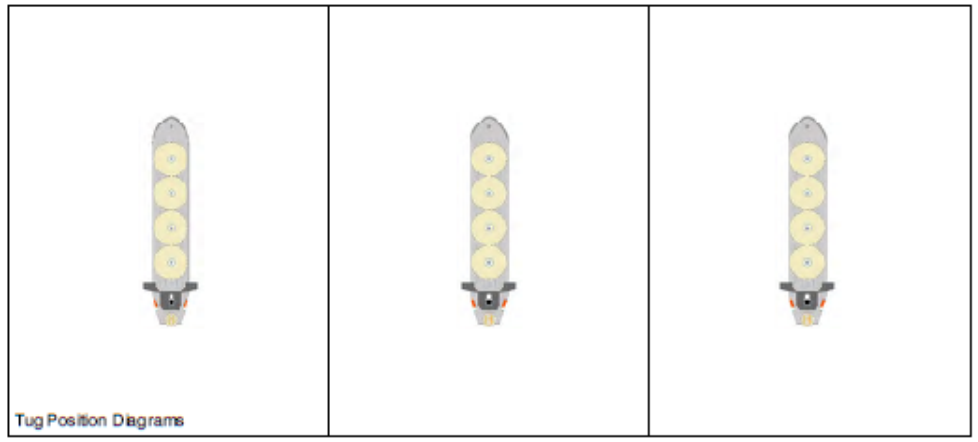
Pilot remarks &/or diagram


LNG Pilot Boarding Ground
"Lima"
23° 50.09' S, 151° 34.67' E
(4.43 Nautical Miles from Fairway Buoy)
FW
S1
S2
224°T
044°T
S7
S9
S11
264°T
S13
084°T
S15
S17
302°T
122°T
ESCORT
VHF CH
PLANNED
SPEED
STW
SOG
S16 WEATHER
Facing
Island
TUGS
CREW
STBY
A1
A2
293°T
113°T
G4
312°T
132°T
G1
G2
S27
S28
PORT OF GLADSTONE
LNG PASSAGE PLAN
GLADSTONE PILOTAGE AREA
NOT TO BE USED FOR NAVIGATION
nautical miles (nM)
0
1
2
Spatial Reference: MGA Zone 56 (GDA94) (WKID 28356) Authority: EPSG
Vertical Datum: LAT
GPC140037 - Mapsheet 2
Produced by: Gladstone Ports Corporation Limited - GIS Officer
40 Goondoon Street
PO Box 259
Gladstone Qld 4680
Product Created: 10 November 2014
© The State of QLD (Gladstone Ports Corporation) 2014.
Certain material in this product is reproduced under licence by
permission of The Australian Hydrographic Service.
© Commonwealth of Australia 2014. All rights reserved.


PORT OF GLADSTONE
LNG PASSAGE PLAN
GLADSTONE PILOTAGE AREA
NOT TO BE USED FOR NAVIGATION
nautical miles (nM)
0
0.5
1
Spatial Reference: MGA Zone 56 (GDA94) (WGS 2 8356) Activity: EPSG
Vertical Datum: LAT
GPC 140137 - Map sheet 1
Produced by: Gladstone Ports Corporation Limited – GIS Officer
40 Goondoon Street
PO Box 259
Gladstone Qld 4680
Product Created: 18 November 2014
© The State of QLD (Gladstone Ports Corporation) 2014.
Certain material in this product is reproduced under licence by
permission of The Australian Hydrographic Service.
© Commonwealth of Australia 2014. All rights reserved.
Curtis
Island
APLNG
QCLNG
GLNG
BERTH WX / CURRENT
VHF CH
CREW
STBY
PLANNED
SPEED
STW
SOG
MIN UKC
@
CB1 CURRENT
146°T
326°T
128°T
308°T
133°T
315°T
293°T
113°T
JC15
JC 16
JC5
JC4
JC1
C3
CB3
CB1
A7
A8
A5
A6
T8
T3
T4
T1
W2







NOTES

CHECKLIST > Pre - Arrival / Departure

- ☐ Security Level :
- ☐ Main Engine
  - Functioning ok and tested astern? Any recent repairs conducted?
- ☐ Steering
  - Tested? Are 2 motors running? Has emergency steering been tested?
- ☐ Thrusters
  - Bow / Stern? Power? Functioning reliably?
- ☐ Whistle
- ☐ Gyro Gyro Error :
  - Functioning ok? Gyro error noted
- ☐ Anchors cleared and ready for use?
  - When is foc'sle to be manned?
- ☐ Doppler / GPS / EM Log
  - Circle available systems
- ☐ Radars
  - Both on and functioning correctly?
- ☐ Aldis Lamp
- ☐ Is the UKC adequate for passage?
- ☐ Charts, ECDIS and publications
  - On board and up to date?
- ☐ Special Features?
  - If yes provide details :

GLADSTONE TUGS	Bollard Pull	Position
SL Curtis	80 t	
SL Quoin	80 t	
SL Boyne	80 t	
SL Heron	80 t	
SL Wiggins	80 t	
SL Awoonga	70 t	
SL Koongo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yallarm	70 t	
SL Targinnie	67 t	

The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.

Date / Time : .....

Master : .....

Pilot : .....

PORT OF GLADSTONE

Passenger Ship :

Pilotage Plan - Arrival / Departure / Removal

Gladstone Harbour Control listens continuously on VHF Ch 13 & 16.
Gladstone Tugs operate on VHF Ch 12 & 08.
Communications for pilot transfer operations are conducted using VHF Ch 10.
Should any emergency arise, call Gladstone Harbour Control on VHF Ch 13 for assistance.
The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.
Inform the Pilot before HELMSMAN and OOW is changed.

Pilot		
Date		
Side Alongside	Port	Starboard
Berth *(+ Alignment)*		
Passage		
Channels		

Pilot Card	yes	no
Defects	yes	no
Standby @		
Transfer By	Helicopter	Boat

Drafts	FWD	AFT	Δ
In metres			

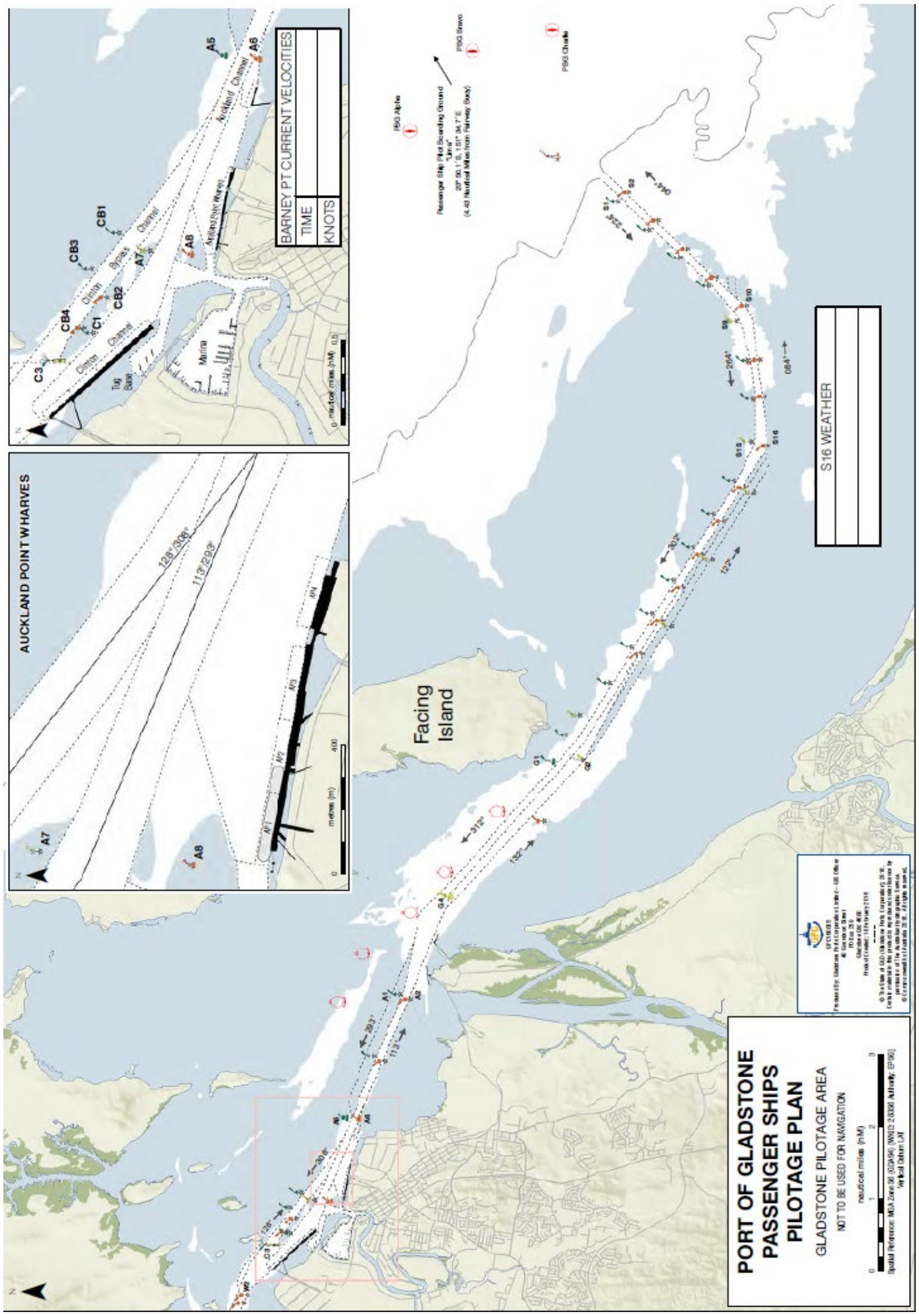
Tide	Time	Height	Range

Minimum Under Keel Clearance (Ship Size (Summer DWT))	Inner Harbour	Sea Channel
Less than 85,000 t	0.7 m	1.5 m
85,000 to 200,000	1.2 m	1.8 m
More than 200,000	1.2 m	2.0 m

UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

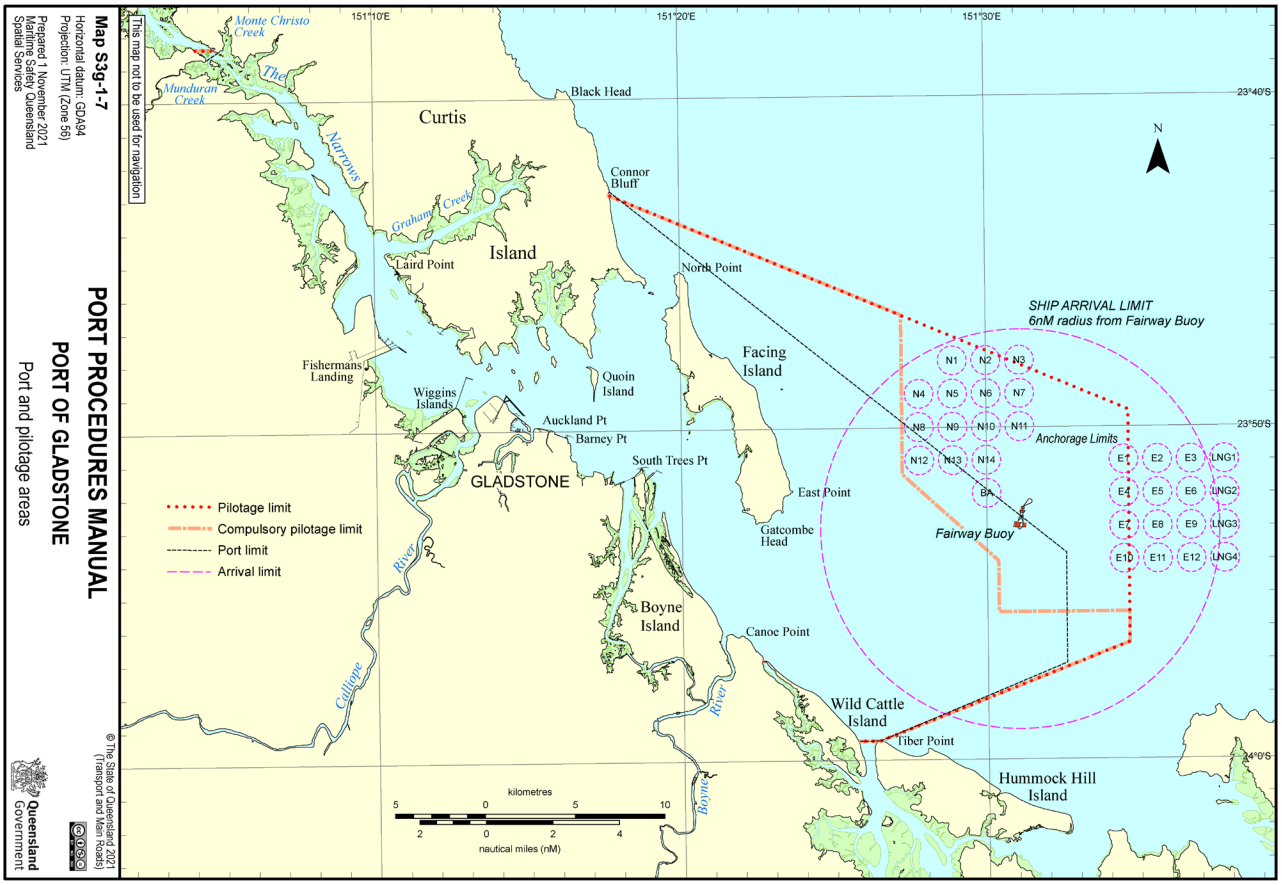
Traffic List and vessels at anchorage		Passing Prediction	
		Position	Time
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			

Pilot remarks &/or diagram


PORT OF GLADSTONE
PASSENGER SHIPS
PILOTAGE PLAN
GLADSTONE PILOTAGE AREA
NOT TO BE USED FOR NAVIGATION
nautical miles (nM)
Spatial Reference: MGA Zone 56 (GDA94) | WGS 1984 (Authority: EPSG)
Vertical Datum LAT
Facing Island
Auckland Channel
Barney Point Wharf
Marina
Tug Base
Clinton Channel
Clinton Shoals Channel
Passenger Ship Pilot Boarding Ground "Uhria"
23° 50.1' S, 151° 04.1' E
(4.49 Nautical Miles from Fairway Buoy)
P&O Alpha
P&O Bravo
P&O Charlie
BARNEY PT CURRENT VELOCITIES
TIME
KNOTS
AUCKLAND POINT WHARVES
128°/308°
113°/293°
S16 WEATHER

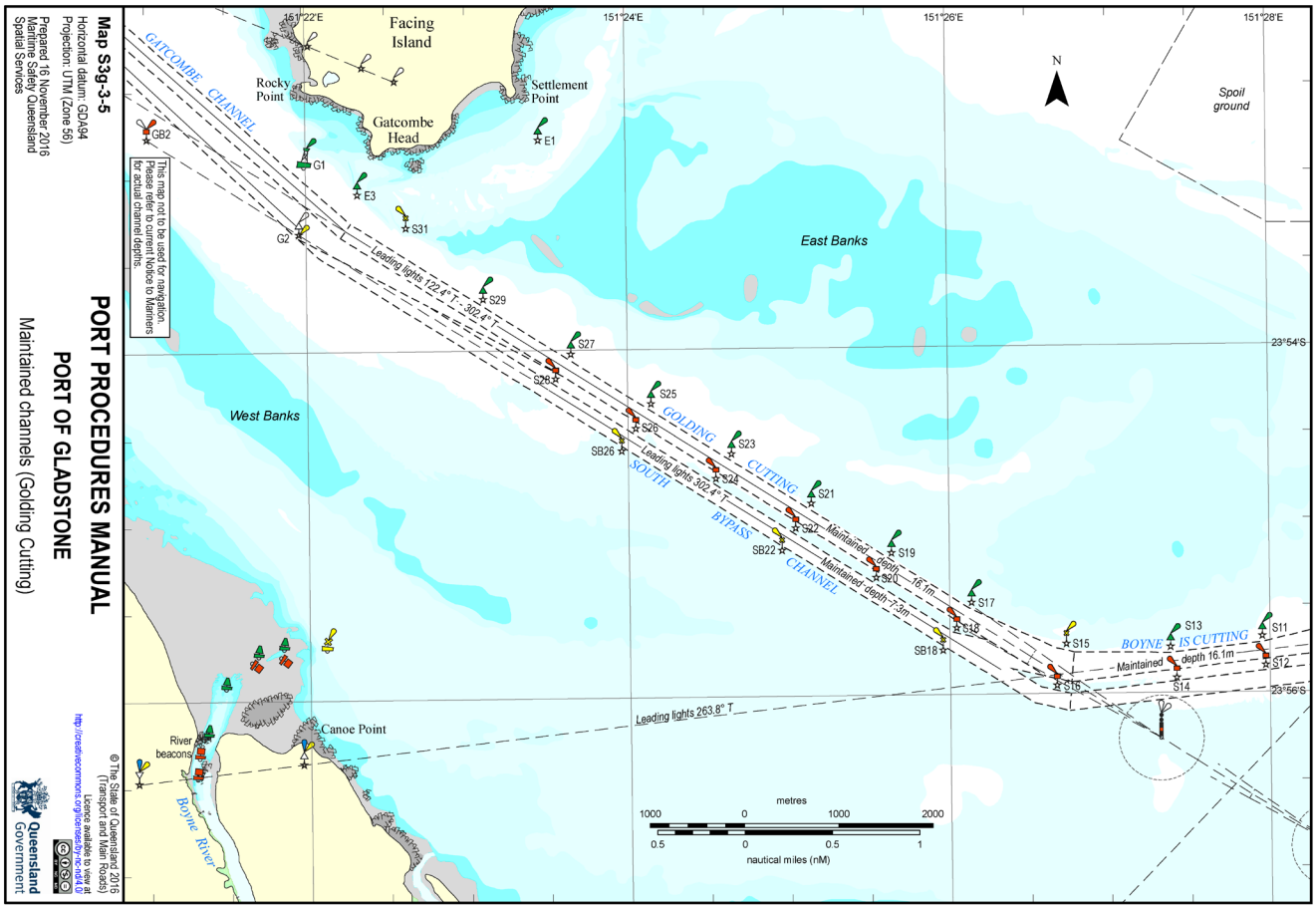
16.12 Pilotage – Gladstone Port and Pilotage Areas

For a high resolution map please visit [Section 16.12 Pilotage – Gladstone Port and Pilotage Areas - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government]



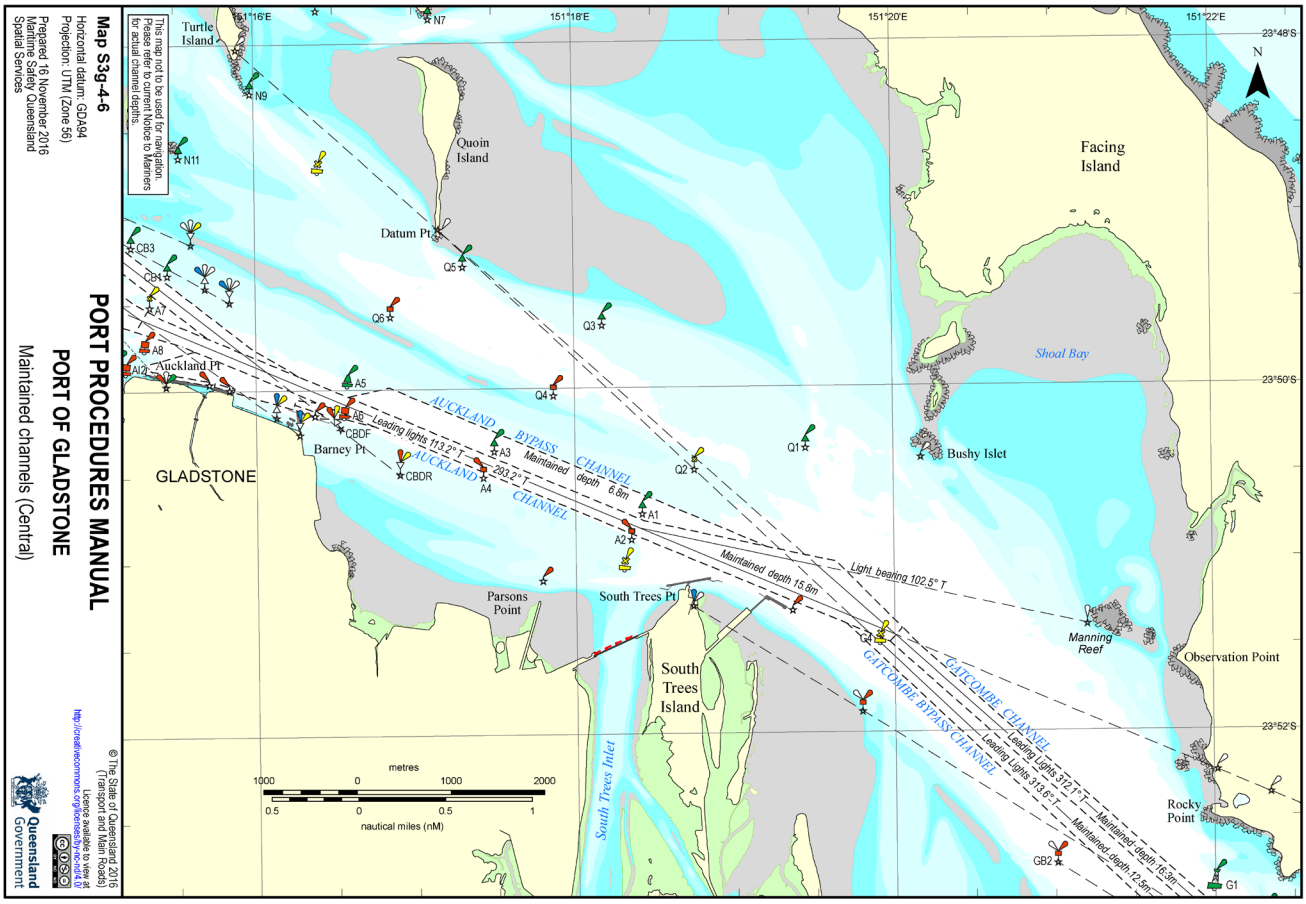
16.13 Pilotage – Golding Cutting

For a high resolution map please visit Section 16.13 Pilotage – Golding Cutting - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



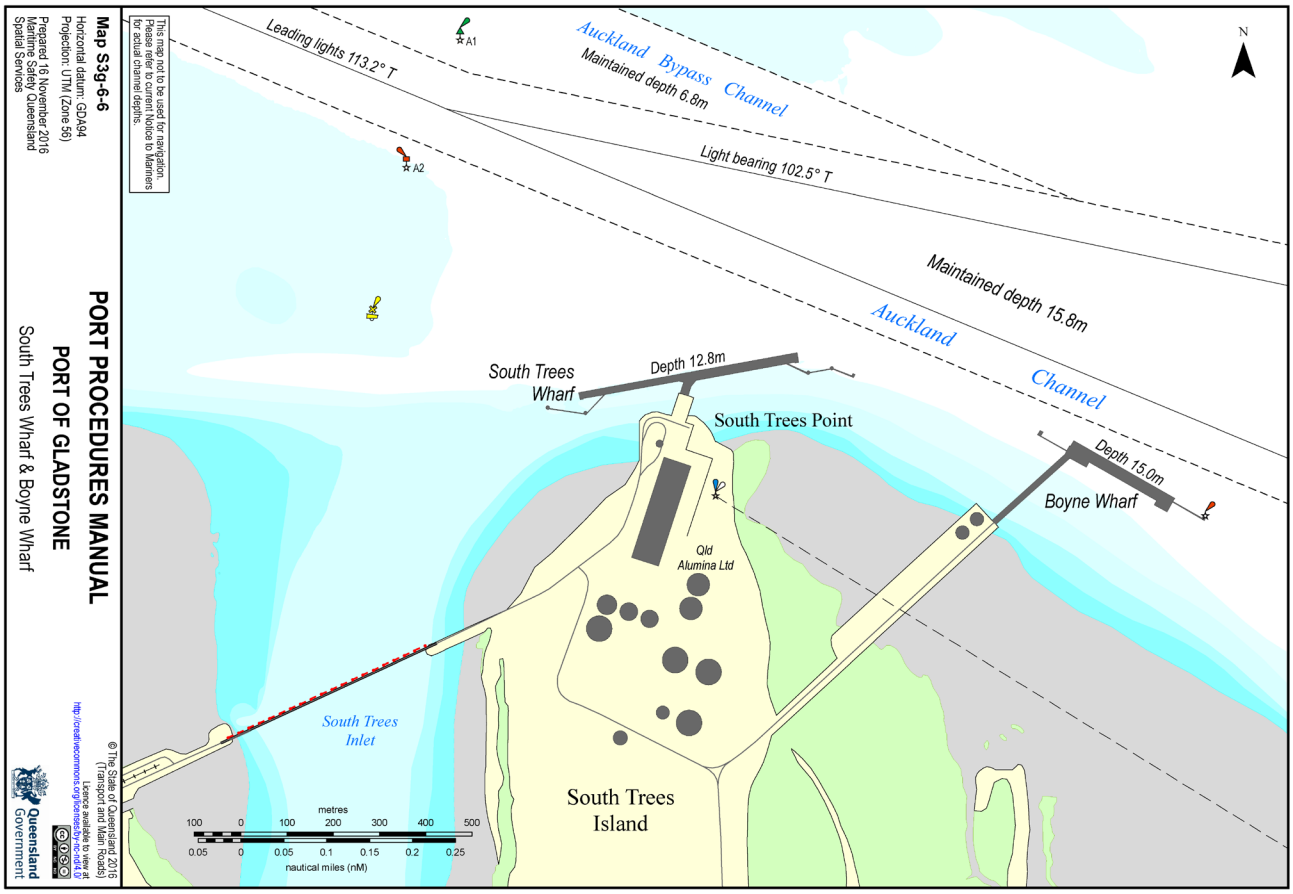
16.14 Pilotage – Gatcombe and Auckland Channels

For a high resolution map please visit [Section 16.14 Pilotage – Gatcombe and Auckland Channels - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government]



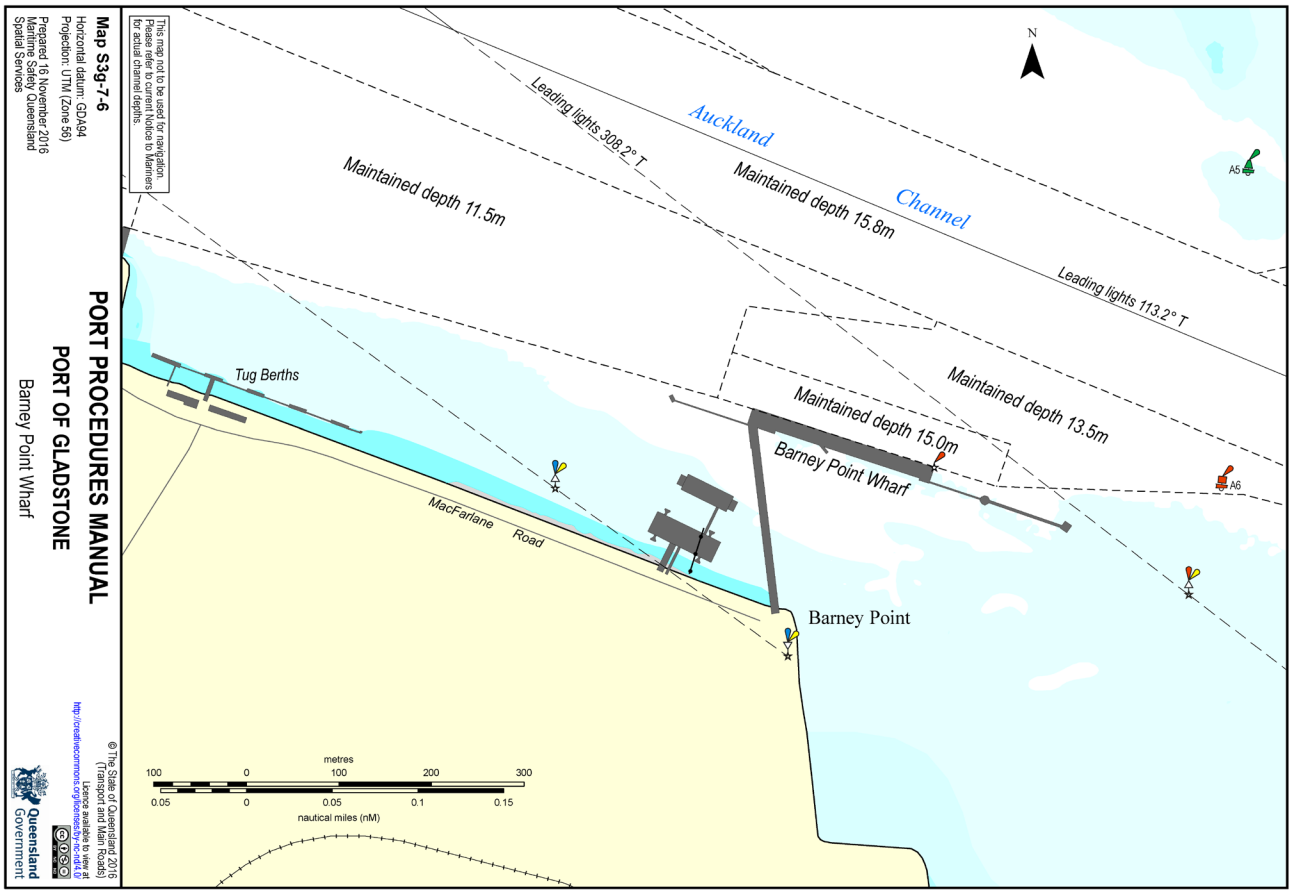
16.15 Pilotage –Boyne and South Trees Wharves

For a high resolution map please visit [Section 16.15 Pilotage – Boyne and South Trees Wharves - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government]



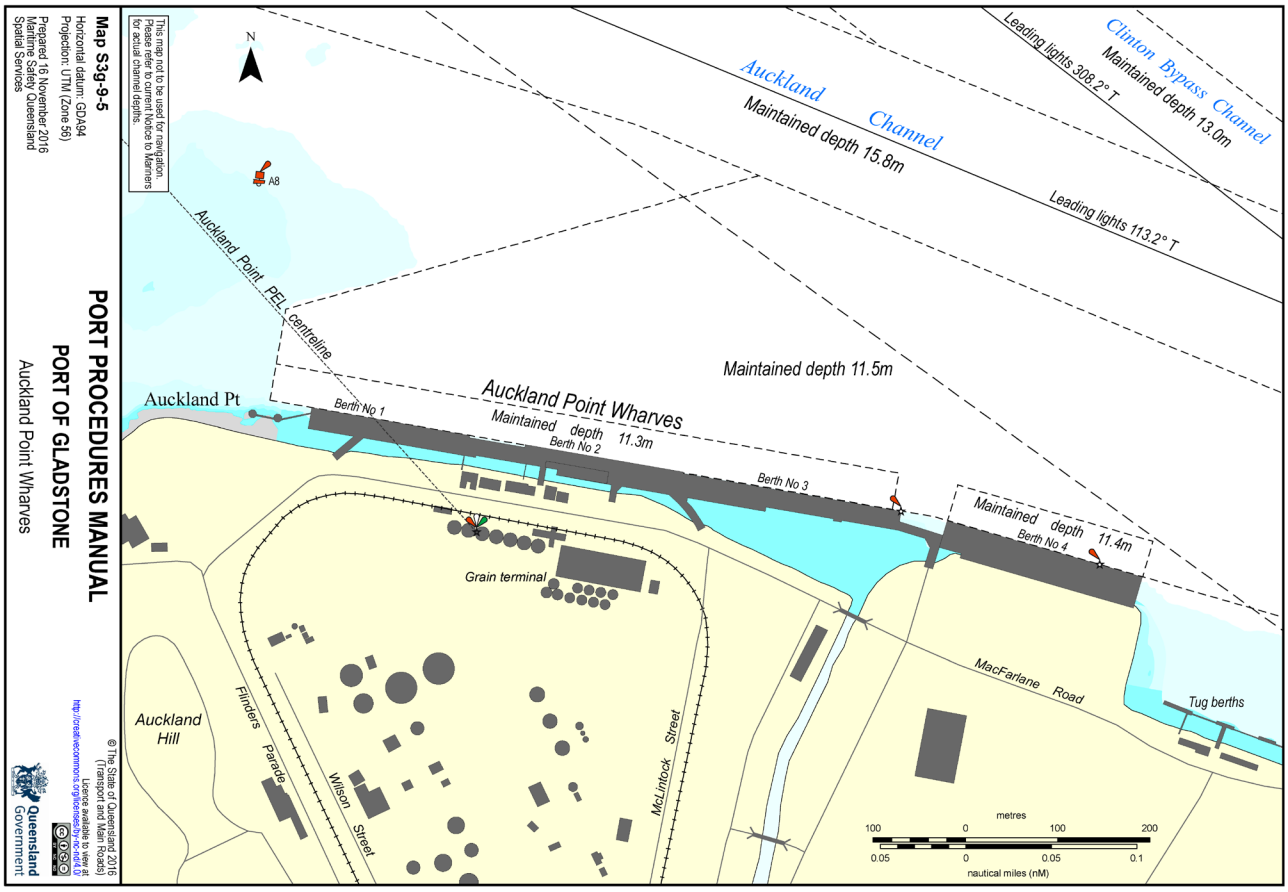
16.16 Pilotage – Barney Point Wharf

For a high resolution map please visit Section 16.16 Pilotage – Barney Point Wharf - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



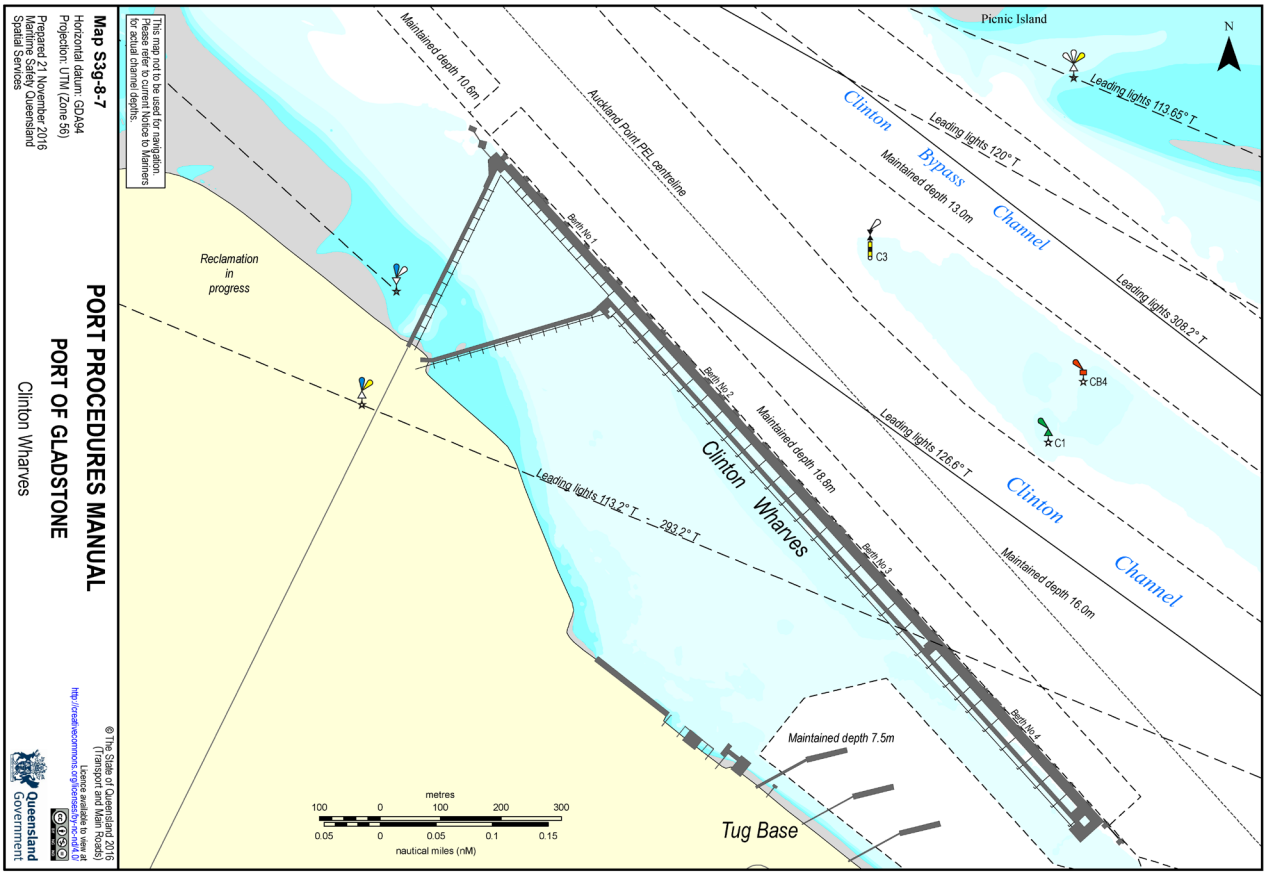
16.17 Pilotage – Auckland Point Wharves

For a high resolution map please visit Section 16.17 Pilotage – Auckland Point Wharves - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



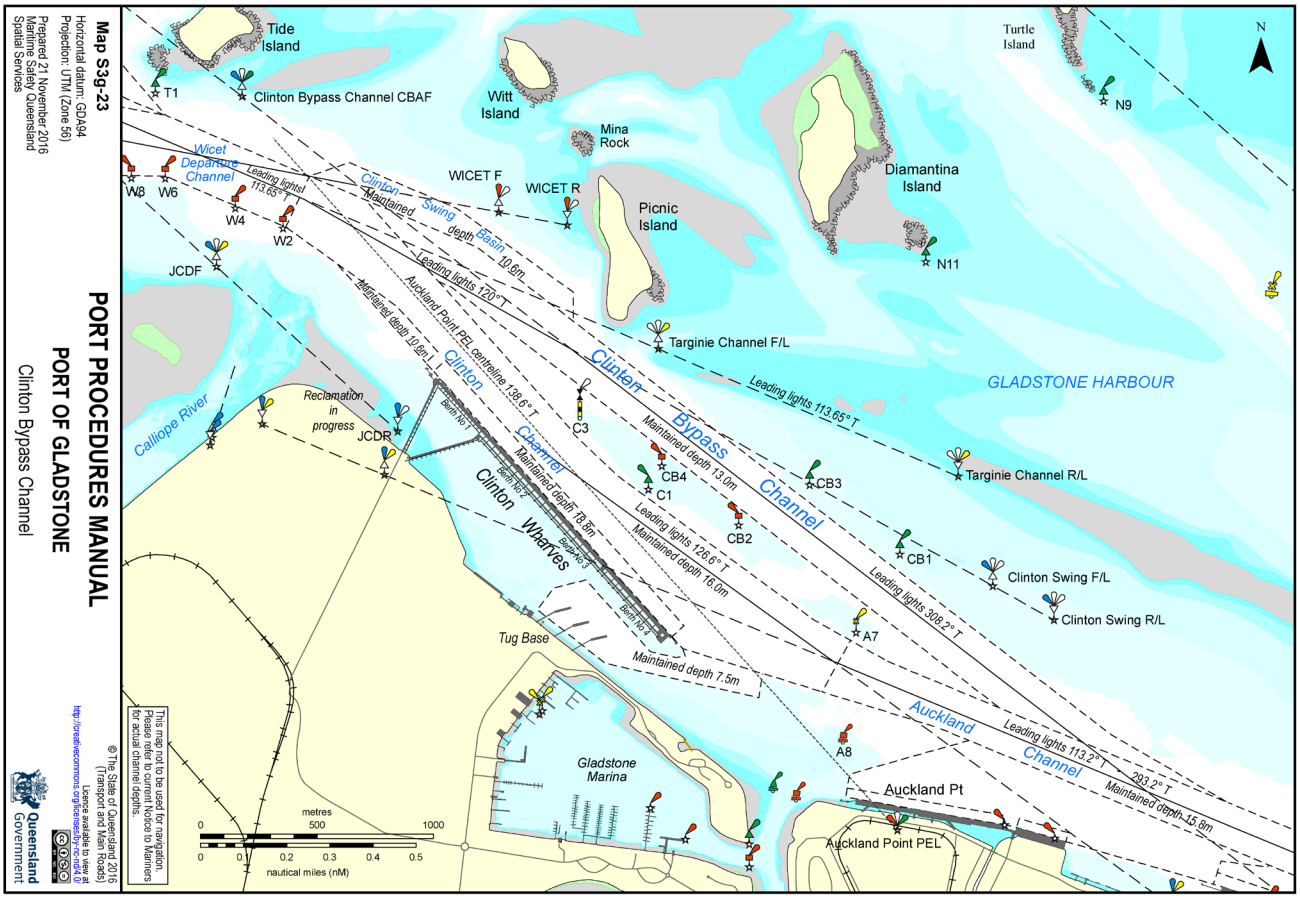
16.18 Pilotage – Clinton Coal Facility Wharves

For a high resolution map please visit Section 16.18 Pilotage – Clinton Coal Facility Wharves - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



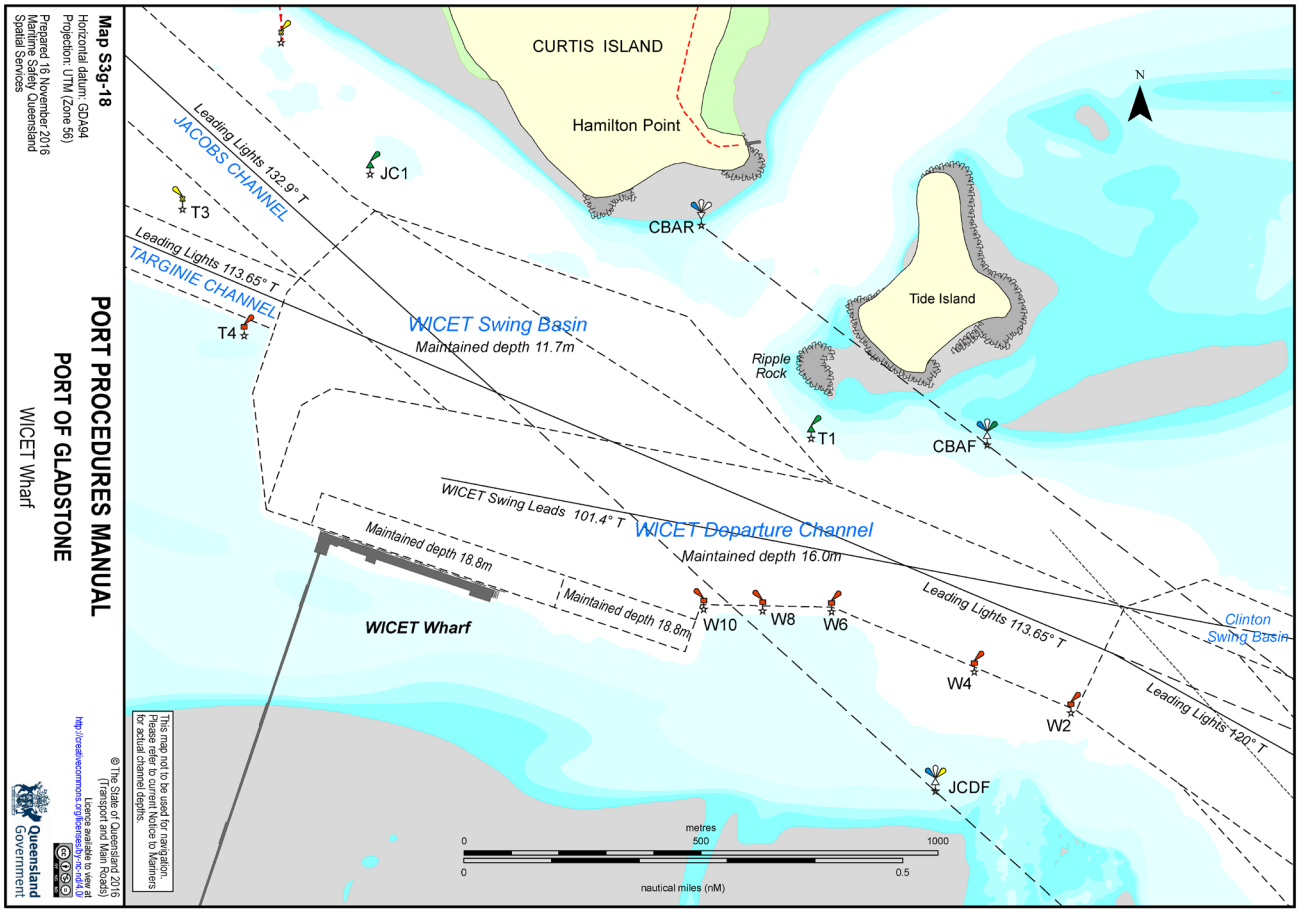
16.19 Pilotage – Clinton Bypass Channel

For a high resolution map please visit Section 16.19 Pilotage – Clinton Bypass Channel - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



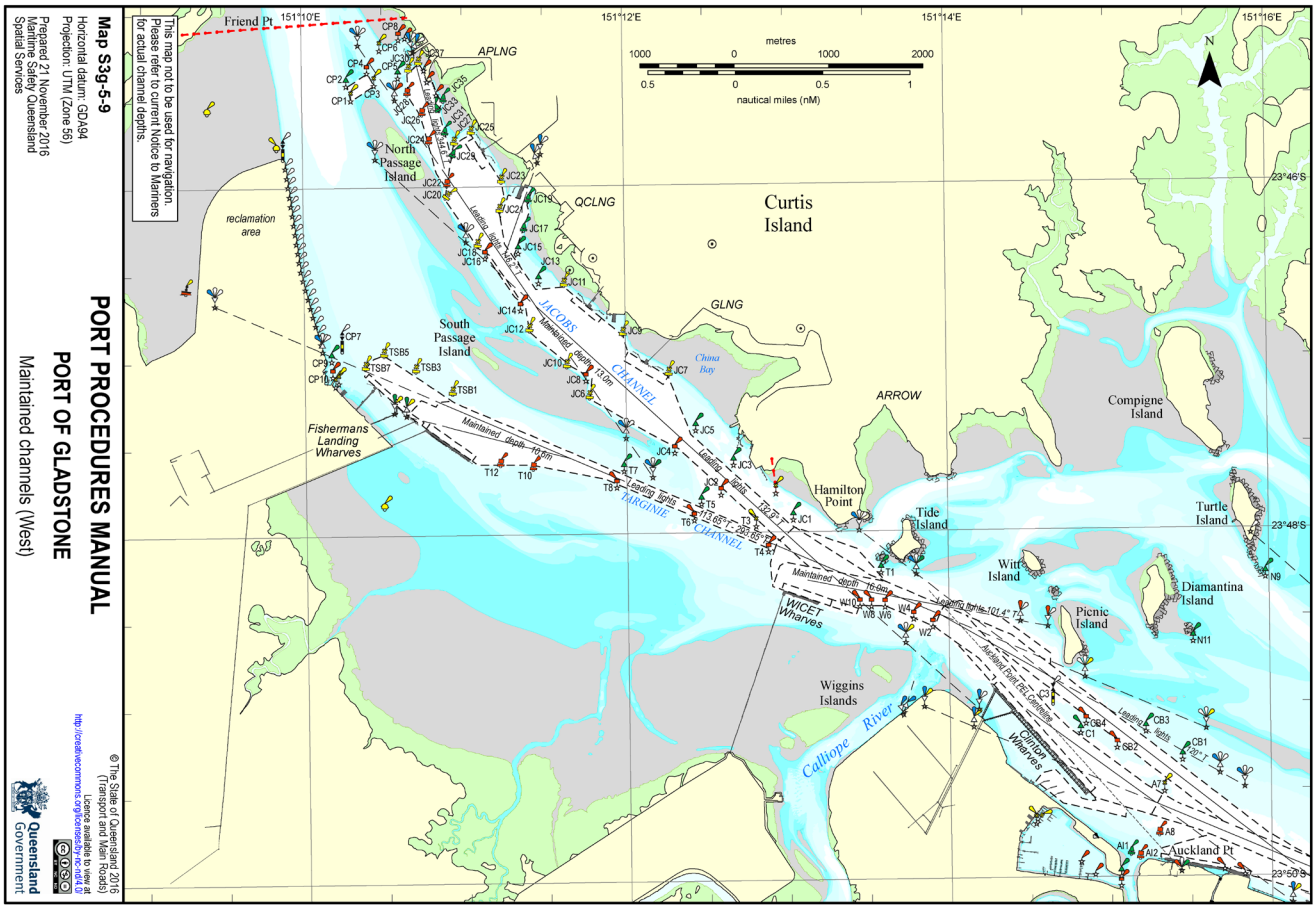
16.20 Pilotage – WICET Wharf

For a high resolution map please visit Section 16.20 Pilotage – WICET Wharf - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



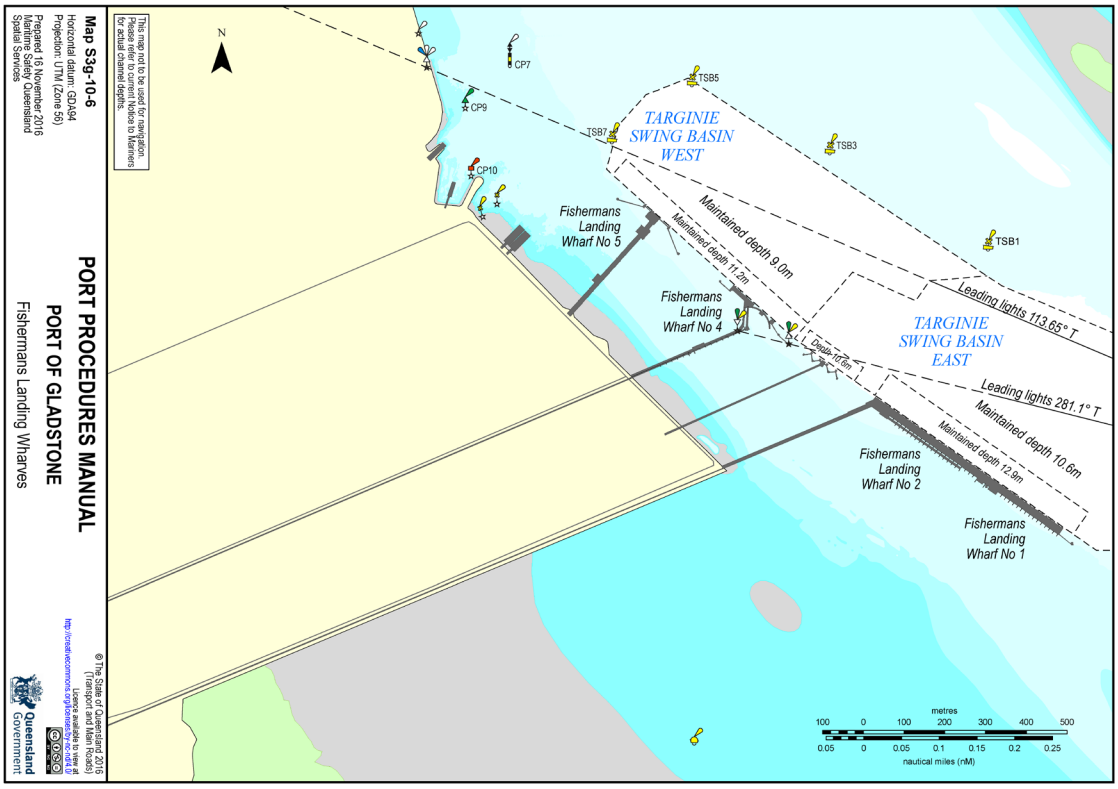
16.21 Pilotage – Targinie Channel

For a high resolution map please visit [Section 16.21 Pilotage – Targinie Channel - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government]



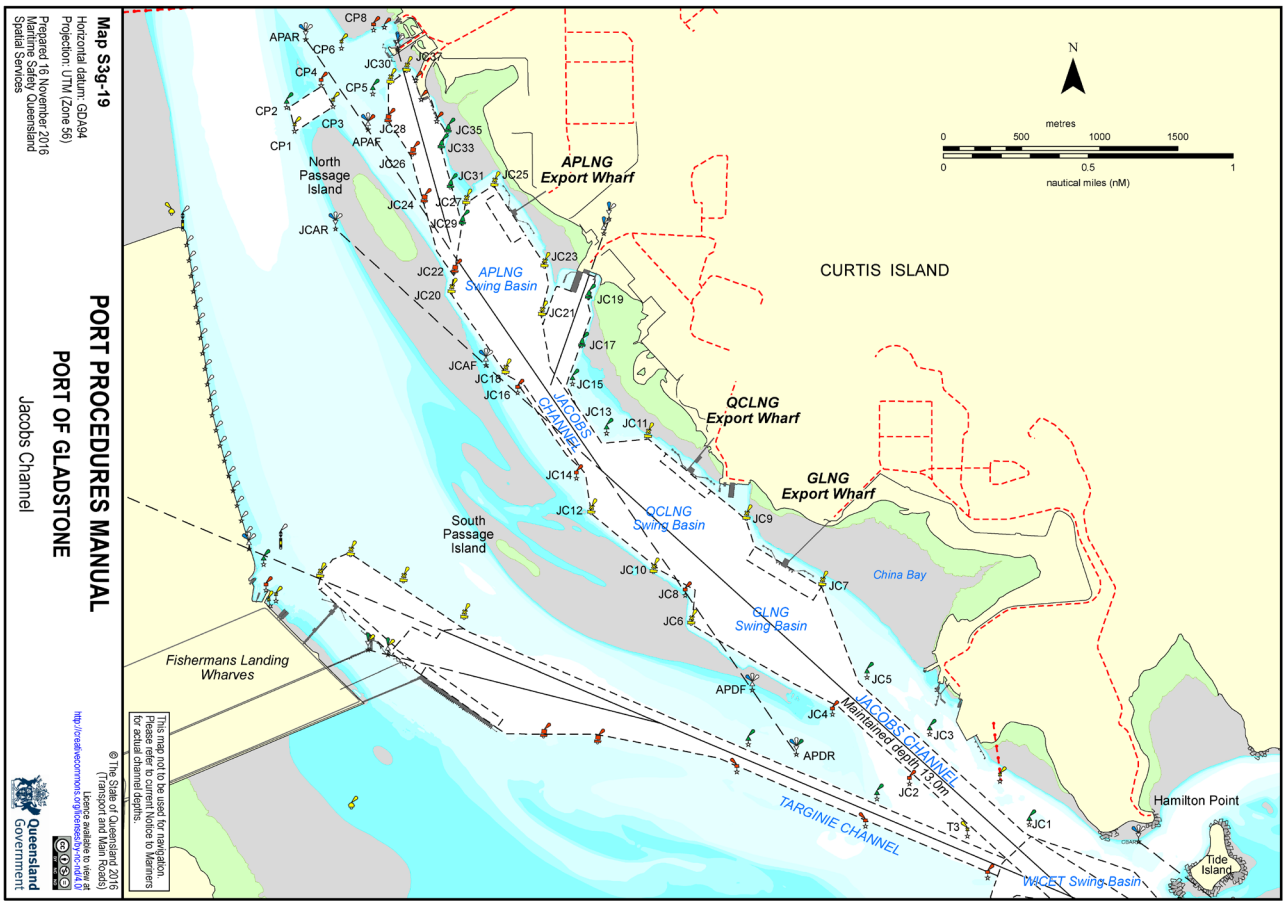
16.22 Pilotage – Fishermans Landing Wharves

For a high resolution map please visit Section 16.22 Pilotage – Fishermans Landing Wharves - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



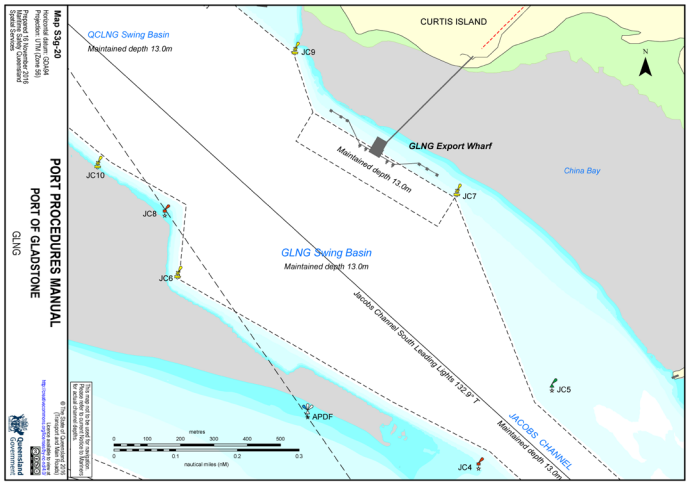
16.23 Pilotage – Jacobs Channel

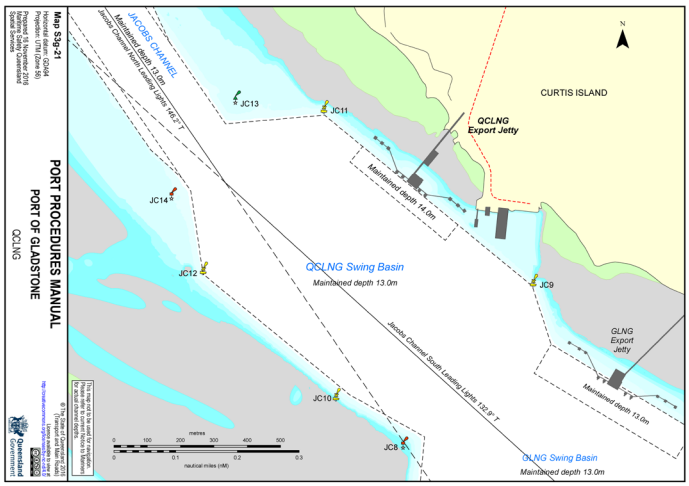
For a high resolution map please visit Section 16.23 Pilotage – Jacobs Channel - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government

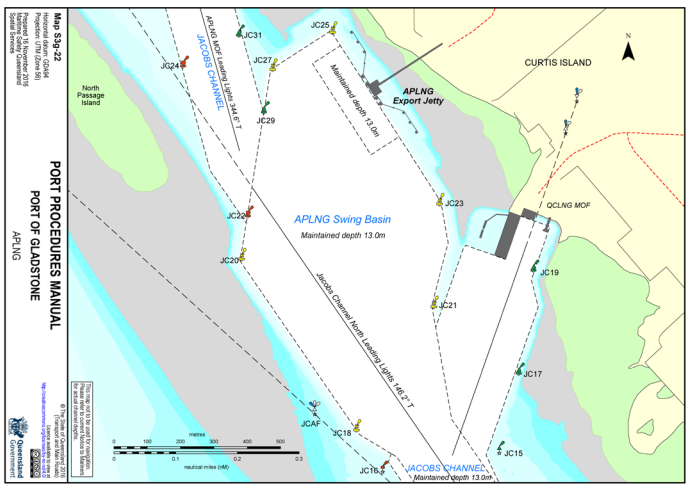


16.24 Pilotage – LNG Wharves

For a high resolution map please visit Section 16.24 Pilotage – LNG Wharves - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



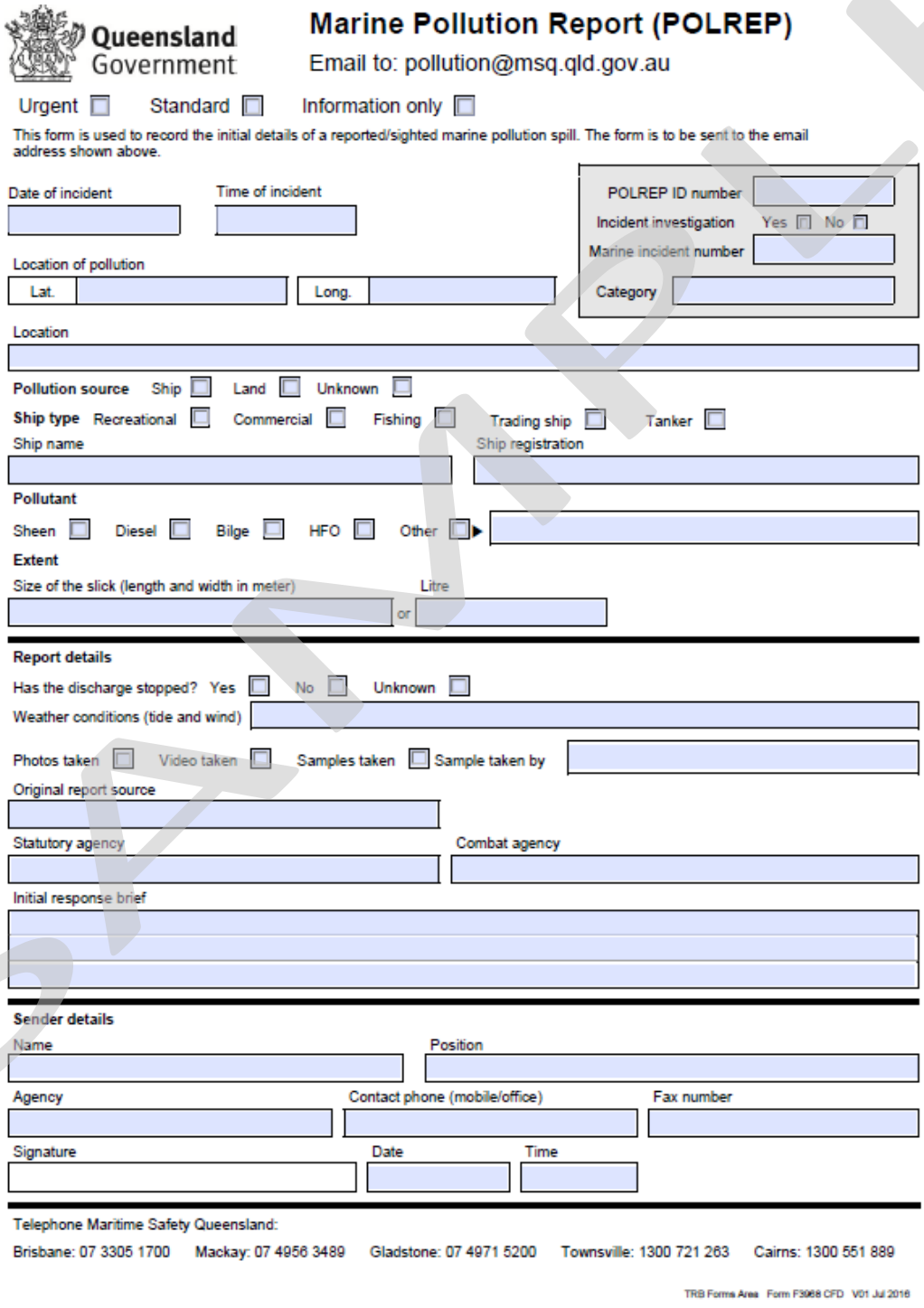




16.25 Marine Pollution Report (form 3968)

Please follow this link to access the official fillable PDF form: F3968 - Marine Pollution Report

This is a replica of the form and is not intended to be used



Queensland Government

Marine Pollution Report (POLREP)

Email to: pollution@msq.qld.gov.au

Urgent ☐ Standard ☐ Information only ☐

This form is used to record the initial details of a reported/sighted marine pollution spill. The form is to be sent to the email address shown above.

Date of incident | Time of incident

POLREP ID number

Incident investigation Yes ☐ No ☐

Marine incident number

Location of pollution

Lat. | Long.

Category

Location

Pollution source Ship ☐ Land ☐ Unknown ☐

Ship type Recreational ☐ Commercial ☐ Fishing ☐ Trading ship ☐ Tanker ☐

Ship name | Ship registration

Pollutant

Sheen ☐ Diesel ☐ Bilge ☐ HFO ☐ Other ☐

Extent

Size of the slick (length and width in meter) | Litre | or

Report details

Has the discharge stopped? Yes ☐ No ☐ Unknown ☐

Weather conditions (tide and wind)

Photos taken ☐ Video taken ☐ Samples taken ☐ Sample taken by

Original report source

Statutory agency | Combat agency

Initial response brief

Sender details

Name | Position

Agency | Contact phone (mobile/office) | Fax number

Signature | Date | Time

Telephone Maritime Safety Queensland:

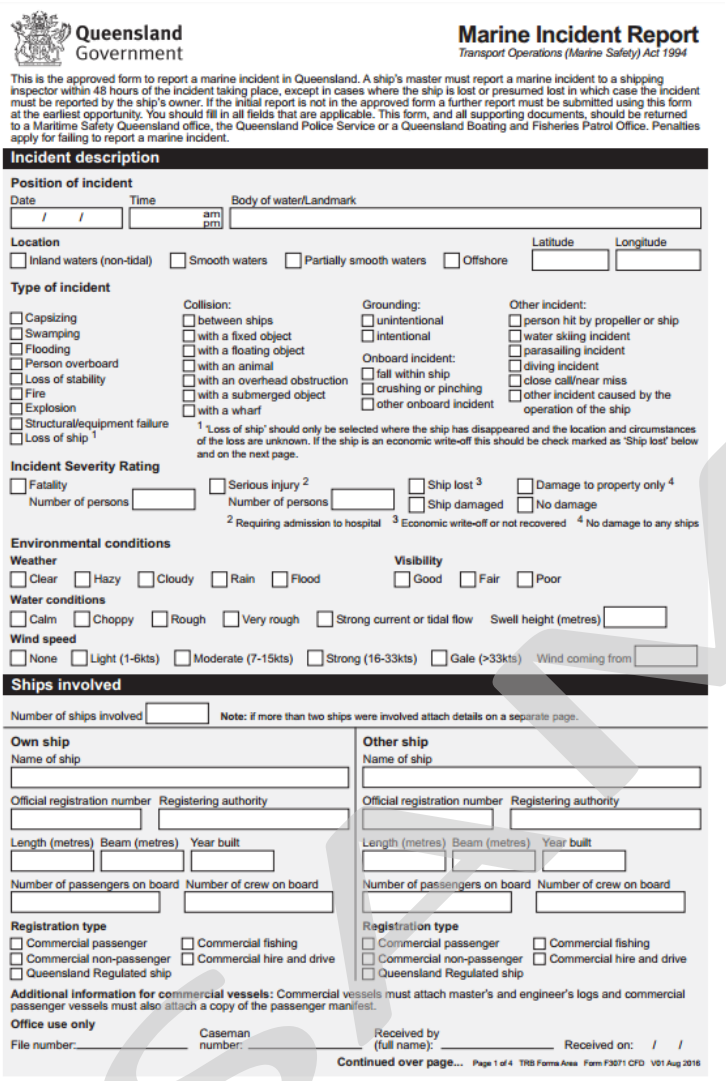
Brisbane: 07 3305 1700 Mackay: 07 4956 3489 Gladstone: 07 4971 5200 Townsville: 1300 721 263 Cairns: 1300 551 889

TRB Forms Area Form F3968 CFD V01 Jul 2016

16.26 Marine Incident Report (form 3071)

Please follow this link to access the official fillable PDF form: F3071 - Marine Incident Report

This is a replica of the form and is not intended to be used



Queensland Government

Marine Incident Report

Transport Operations (Marine Safety) Act 1994

This is the approved form to report a marine incident in Queensland. A ship's master must report a marine incident to a shipping inspector within 48 hours of the incident taking place, except in cases where the ship is lost or presumed lost in which case the incident must be reported by the ship's owner. If the initial report is not in the approved form a further report must be submitted using this form at the earliest opportunity. You should fill in all fields that are applicable. This form, and all supporting documents, should be returned to a Maritime Safety Queensland office, the Queensland Police Service or a Queensland Boating and Fisheries Patrol Office. Penalties apply for failing to report a marine incident.

Incident description

Position of incident

Date / / Time am pm Body of water/Landmark

Location

☐ Inland waters (non-tidal) ☐ Smooth waters ☐ Partially smooth waters ☐ Offshore Latitude Longitude

Type of incident

☐ Capsizing ☐ Swamping ☐ Flooding ☐ Person overboard ☐ Loss of stability ☐ Fire ☐ Explosion ☐ Structural/equipment failure ☐ Loss of ship [1]

Collision: ☐ between ships ☐ with a fixed object ☐ with a floating object ☐ with an animal ☐ with an overhead obstruction ☐ with a submerged object ☐ with a wharf

Grounding: ☐ unintentional ☐ intentional

Onboard incident: ☐ fall within ship ☐ crushing or pinching ☐ other onboard incident

Other incident: ☐ person hit by propeller or ship ☐ water skiing incident ☐ parasailing incident ☐ diving incident ☐ close call/near miss ☐ other incident caused by the operation of the ship

[1] 'Loss of ship' should only be selected where the ship has disappeared and the location and circumstances of the loss are unknown. If the ship is an economic write-off this should be check marked as 'Ship lost' below and on the next page.

Incident Severity Rating

☐ Fatality Number of persons ☐ Serious injury [2] Number of persons ☐ Ship lost [3] ☐ Ship damaged ☐ Damage to property only [4] ☐ No damage

[2] Requiring admission to hospital [3] Economic write-off or not recovered [4] No damage to any ships

Environmental conditions

Weather ☐ Clear ☐ Hazy ☐ Cloudy ☐ Rain ☐ Flood

Visibility ☐ Good ☐ Fair ☐ Poor

Water conditions ☐ Calm ☐ Choppy ☐ Rough ☐ Very rough ☐ Strong current or tidal flow Swell height (metres)

Wind speed ☐ None ☐ Light (1-6kts) ☐ Moderate (7-15kts) ☐ Strong (16-33kts) ☐ Gale (>33kts) Wind coming from

Ships involved

Number of ships involved **Note:** if more than two ships were involved attach details on a separate page.

Own ship

Name of ship

Official registration number Registering authority

Length (metres) Beam (metres) Year built

Number of passengers on board Number of crew on board

Registration type

☐ Commercial passenger ☐ Commercial fishing ☐ Commercial non-passenger ☐ Commercial hire and drive ☐ Queensland Regulated ship

Other ship

Name of ship

Official registration number Registering authority

Length (metres) Beam (metres) Year built

Number of passengers on board Number of crew on board

Registration type

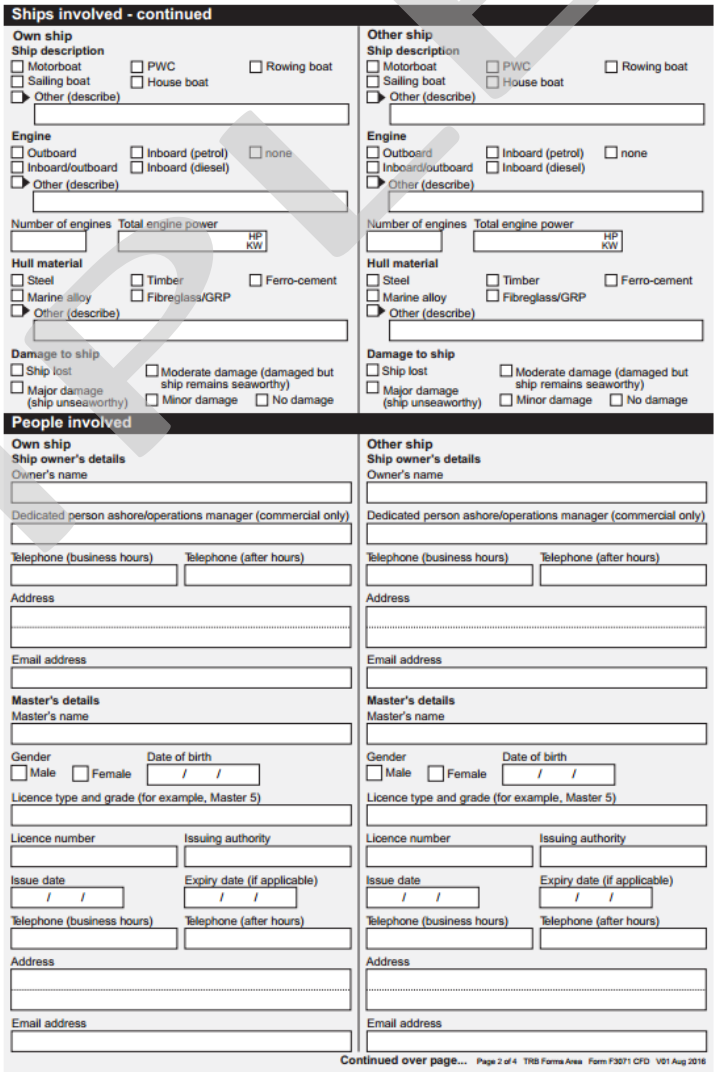
☐ Commercial passenger ☐ Commercial fishing ☐ Commercial non-passenger ☐ Commercial hire and drive ☐ Queensland Regulated ship

Additional information for commercial vessels: Commercial vessels must attach master's and engineer's logs and commercial passenger vessels must also attach a copy of the passenger manifest.

Office use only

File number: Caseman number: Received by (full name): Received on: / /

Continued over page... Page 1 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016



Ships involved - continued

Own ship

Ship description

☐ Motorboat ☐ PWC ☐ Rowing boat ☐ Sailing boat ☐ House boat ☐ Other (describe)

Engine

☐ Outboard ☐ Inboard (petrol) ☐ none ☐ Inboard/outboard ☐ Inboard (diesel) ☐ Other (describe)

Number of engines Total engine power HP KW

Hull material

☐ Steel ☐ Timber ☐ Ferro-cement ☐ Marine alloy ☐ Fibreglass/GRP ☐ Other (describe)

Damage to ship

☐ Ship lost ☐ Moderate damage (damaged but ship remains seaworthy) ☐ Major damage (ship unseaworthy) ☐ Minor damage ☐ No damage

Other ship

Ship description

☐ Motorboat ☐ PWC ☐ Rowing boat ☐ Sailing boat ☐ House boat ☐ Other (describe)

Engine

☐ Outboard ☐ Inboard (petrol) ☐ none ☐ Inboard/outboard ☐ Inboard (diesel) ☐ Other (describe)

Number of engines Total engine power HP KW

Hull material

☐ Steel ☐ Timber ☐ Ferro-cement ☐ Marine alloy ☐ Fibreglass/GRP ☐ Other (describe)

Damage to ship

☐ Ship lost ☐ Moderate damage (damaged but ship remains seaworthy) ☐ Major damage (ship unseaworthy) ☐ Minor damage ☐ No damage

People involved

Own ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender ☐ Male ☐ Female Date of birth / /

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date / / Expiry date (if applicable) / /

Telephone (business hours) Telephone (after hours)

Address

Email address

Other ship

Ship owner's details

Owner's name

Dedicated person ashore/operations manager (commercial only)

Telephone (business hours) Telephone (after hours)

Address

Email address

Master's details

Master's name

Gender ☐ Male ☐ Female Date of birth / /

Licence type and grade (for example, Master 5)

Licence number Issuing authority

Issue date / / Expiry date (if applicable) / /

Telephone (business hours) Telephone (after hours)

Address

Email address

Continued over page... Page 2 of 4 TRB Forms Area Form F3071 CFD V01 Aug 2016

Persons involved - continued

Own ship

Watchkeeper/person at the helm

Role
☐ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Gender ☐ Male ☐ Female

Date of birth / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date / /

Expiry date (if applicable) / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Other ship

Watchkeeper/person at the helm

Role
☐ Crewmember ☐ Passenger ☐ Master (details as above)

Name

Gender ☐ Male ☐ Female

Date of birth / /

Licence type and grade (for example, Master 5)

Licence number

Issuing authority

Issue date / /

Expiry date (if applicable) / /

Telephone (business hours)

Telephone (after hours)

Address

Email address

Witnesses

Note: attach name and complete contact details of any witnesses to the incident on a separate page.

Deceased or injured person

Note: if more than two people deceased or injured attach details on a separate page.

Name

Gender ☐ Male ☐ Female

Date of birth / /

Address

Telephone

Which ship was this person associated with?

Injury status

☐ Fatality ☐ Missing person ☐ Serious injury [5] ☐ Minor injury

[5] A serious injury is defined as one where the injured person was admitted to hospital.

Nature of injury

Name of hospital

Activity of injured or deceased person

☐ Person in charge (Master)
☐ Person at helm
☐ Crew
☐ Passenger on vessel
☐ Water-skier
☐ Surfboard/surf-ski rider
☐ Swimmer
☐ Para-flier
☐ Diver
☐ Other

Deceased or injured person

Name

Gender ☐ Male ☐ Female

Date of birth / /

Address

Telephone

Which ship was this person associated with?

Injury status

☐ Fatality ☐ Missing person ☐ Serious injury [5] ☐ Minor injury

Nature of injury

Name of hospital

Activity of injured or deceased person

☐ Person in charge (Master)
☐ Person at helm
☐ Crew
☐ Passenger on vessel
☐ Water-skier
☐ Surfboard/surf-ski rider
☐ Swimmer
☐ Para-flier
☐ Diver
☐ Other

Privacy Statement: The Department of Transport and Main Roads collects information on this form to administer the register of ships under the *Transport Operations (Marine Safety) Act*. This information may be released by the department to people who have an interest that justifies access to the register, including people proposing to buy, sell, lease or insure the ship and, when relevant, litigants in matters about marine incidents, or the insolvency, or external administration, or fraudulent activity of the registered owner, or Family Court matters. Your personal information will not be disclosed to other third parties without your consent unless authorised or required by law.

Continued over page...

Report details

A full description (including a diagram or chart extract) of the incident and events leading up to the incident are to be detailed in the space provided below (if insufficient space, please use separate pages, each extra page that is used is to be signed).

N

Owner's/Master's report

Assistance rendered/received at incident

Name, status and phone number of person who assisted in completion of form (if applicable)

Signature (Owner/Master) **Date** ____/____/____

Owner/Master name (please print)

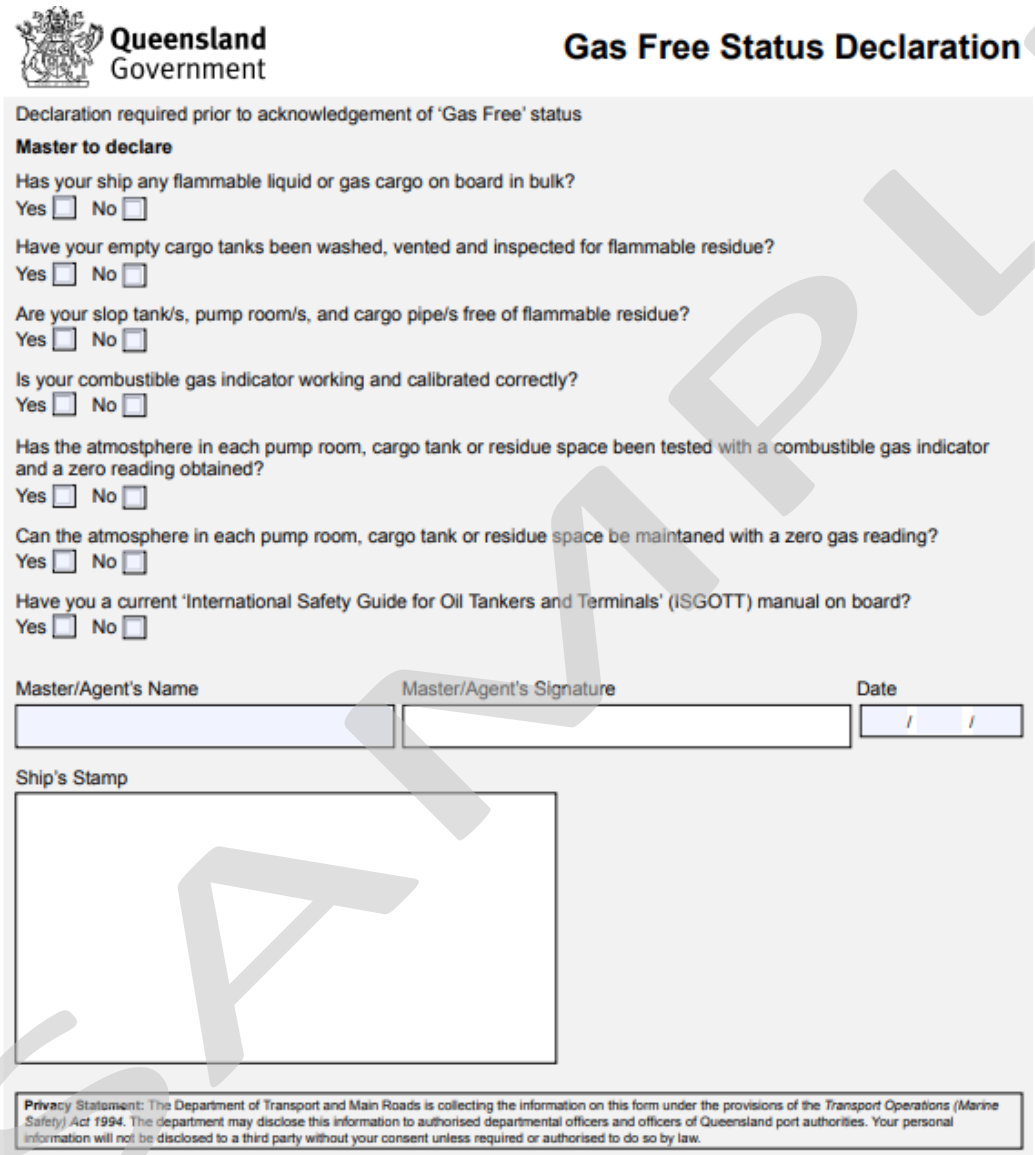
16.27 Gas Free Status

Please follow this link to access the official fillable PDF form: F5202 - Gas Free Status Declaration

This is a replica of the form and is not intended to be used

Master/agent

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



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

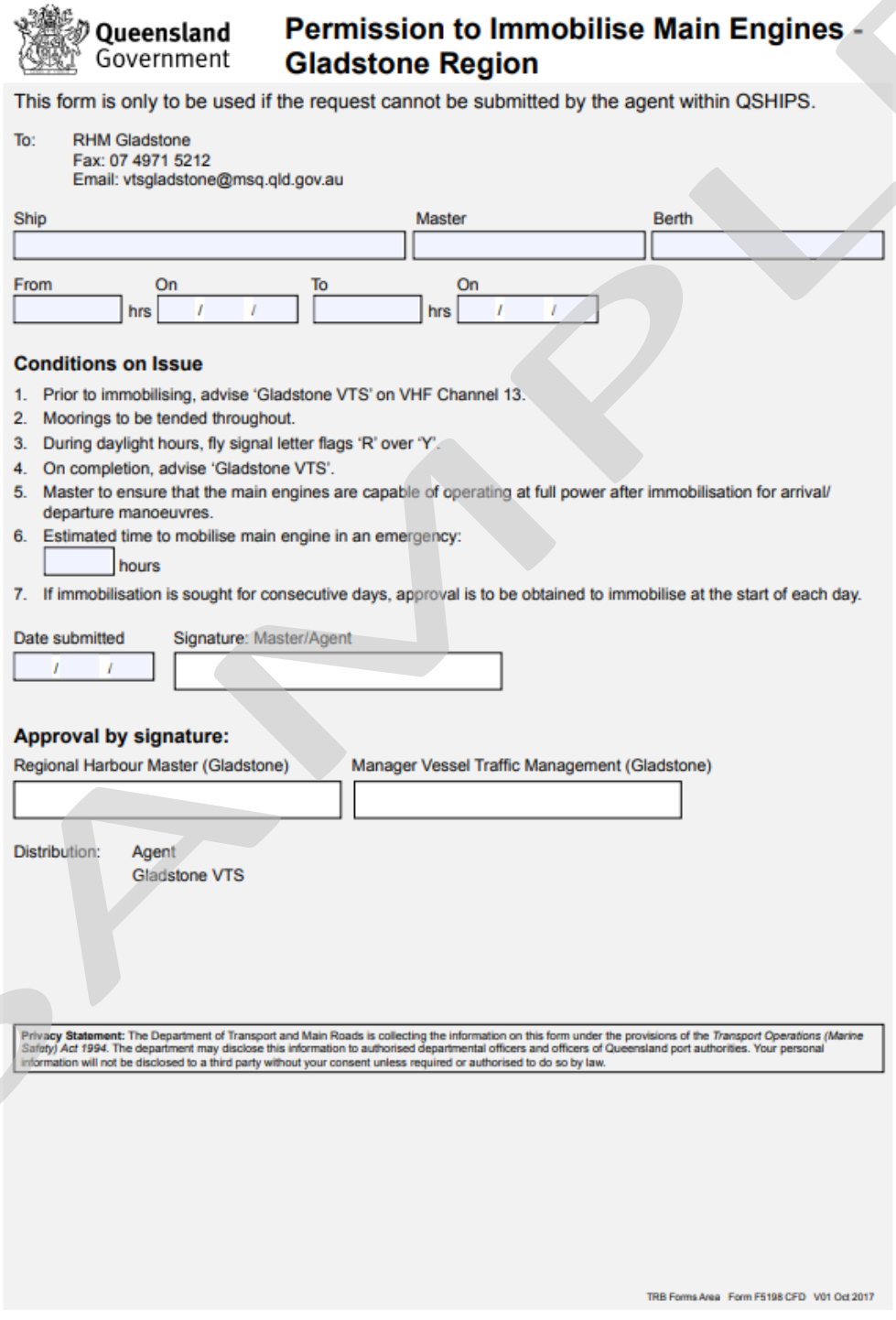
Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities.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

16.28 Permission to Immobilise Main Engines

Please follow this link to access the official fillable PDF form: F5198 - Permission to Immobilise Main Engines - Gladstone Region

This is a replica of the form and is not intended to be used

(THIS FORM IS ONLY TO BE USED IF THE REQUEST CANNOT BE SUBMITTED BY THE AGENT WITHIN QSHIPS



Queensland Government

Permission to Immobilise Main Engines - Gladstone Region

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

To: RHM Gladstone
Fax: 07 4971 5212
Email: vtsgladstone@msq.qld.gov.au

Ship | Master | Berth

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

Conditions on Issue

1. Prior to immobilising, advise 'Gladstone VTS' on VHF Channel 13.
2. Moorings to be tended throughout.
3. During daylight hours, fly signal letter flags 'R' over 'Y'.
4. On completion, advise 'Gladstone VTS'.
5. Master to ensure that the main engines are capable of operating at full power after immobilisation for arrival/ departure manoeuvres.
6. Estimated time to mobilise main engine in an emergency: ____ hours
7. If immobilisation is sought for consecutive days, approval is to be obtained to immobilise at the start of each day.

Date submitted __/__/__ Signature: Master/Agent

Approval by signature:

Regional Harbour Master (Gladstone) | Manager Vessel Traffic Management (Gladstone)

Distribution: Agent
Gladstone VTS

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

TRB Forms Area Form F5198 CFD V01 Oct 2017

16.29 Example – Permission to Tank/Crude Oil Wash

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme.

PERMISSION TO CRUDE OIL WASH

Attention: The Master MV .....

Permission is granted to **CRUDE OIL WASH**

From ..... hrs on ...../...../20.....

whilst berthed at .....

Subject to compliance with the following conditions

1. The Australian Standard

2. The Berth Operators Requirements

.....

Regional Harbour Master (Gladstone)

...../...../20.....

Distribution: Agent
Gladstone Port Control

16.30 Example – Chemist's Certificate of Compliance

Fax completed declaration form to:

Gladstone Port Authority
Port Operations Officer……. Fax: +61 7 4972 3045 ……..Ph: +61 7 4976 1333

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 Gladstone Ports Corporation.*
- *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 inserted.

- 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

16.31 Instructions to Masters of Ships Berthed Within Zone 1

To:	The Master	DATED: _____ /_____ /_____
C.C:	AGENT	

Instructions to Masters of ships berthed within 800 metres of a nuclear powered warship berthed in the port of Gladstone.

A Nuclear Powered Warship, the _____ is berthed within 800 m of your vessel.

The vessel is due to depart on: _____

In case of a reactor accident in the vessel the Regional Harbour Master via GLADSTONE VTS on VHF channels 13 or 16 will advise. On receipt of such advice, you are requested to take the following action:

As far as possible, shut down ventilation or turn to recirculation and close hatches, scuttles, port holes, doors and openings, etc, to minimise the ingress of airborne radioactive material;

If non-essential personnel have access to transport they should self-evacuate to the assembly area, which is situated on _____. Emergency services personnel will direct your personnel to the assembly area.

All personnel remaining on board should seek shelter below decks until otherwise instructed. Ideal shielding is likely to be provided by your accommodation and/or engine room;

You should contact Gladstone VTS on VHF channel 13 or 16 if you have any queries.

M (VTM)

p.p. Regional Harbour Master (Gladstone)

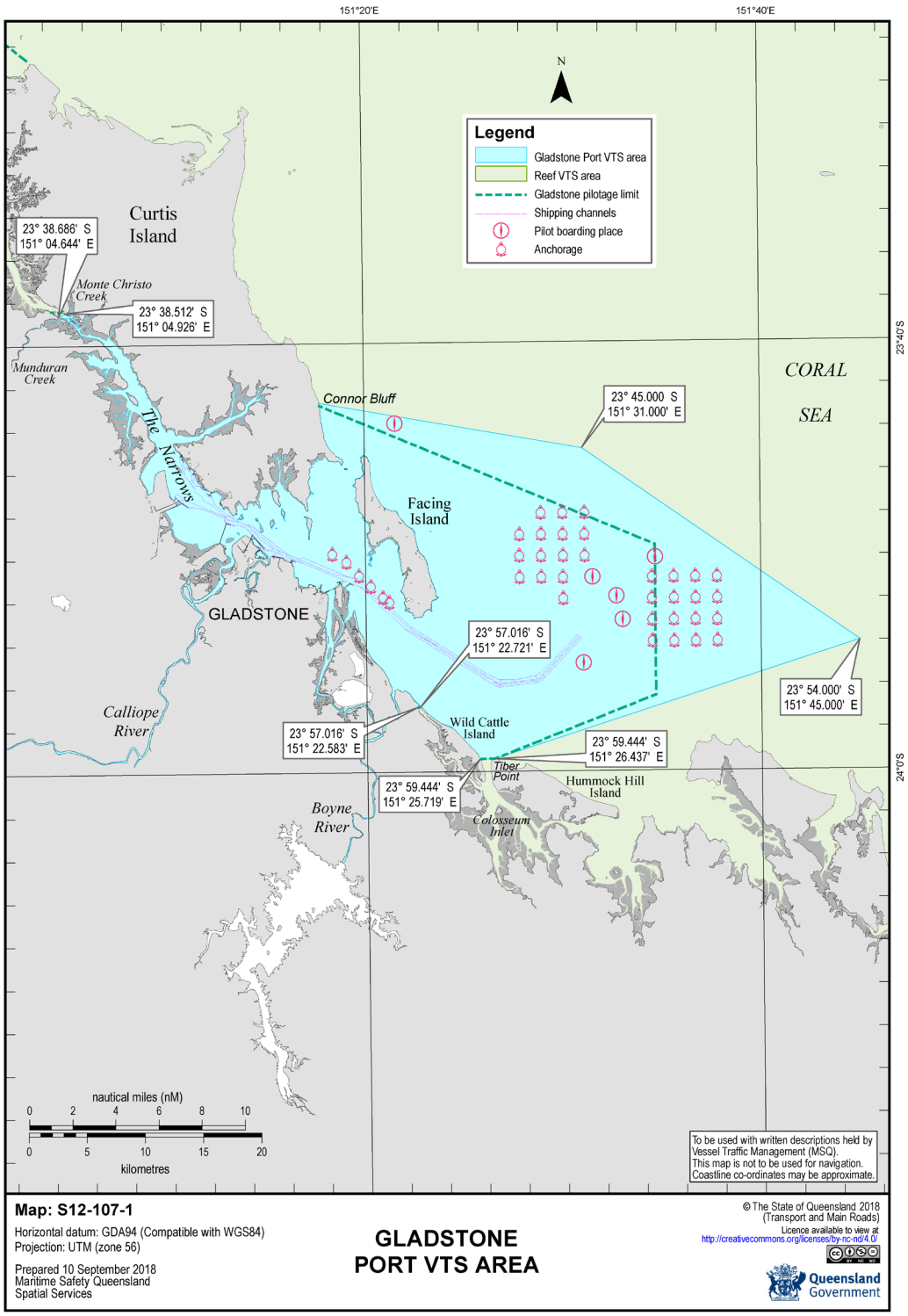
Dated : ____ / ____ / _____

16.32 Small Craft Ship Navigation Areas and Recommended Courses

For a high resolution map please visit Section 16.32 Small Craft Ship Navigation Areas and Recommended Courses - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government

16.33 Gladstone VTS Area

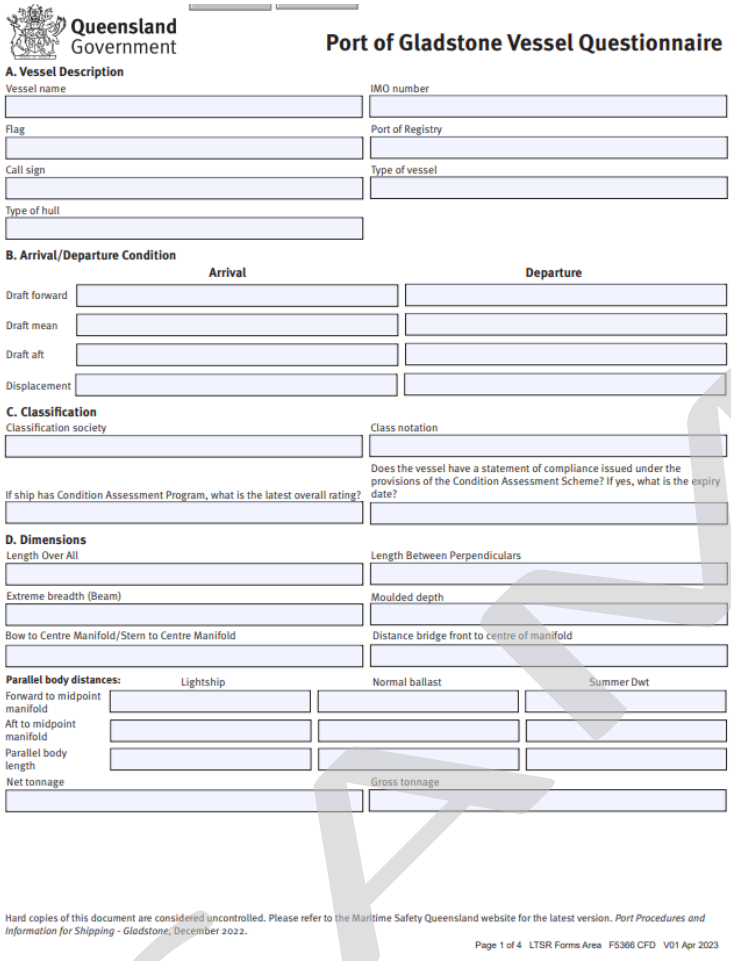
For a high resolution map please visit Section 16.33 Gladstone VTS Area - Gladstone: Port Procedures and Information for Shipping - Publications | Queensland Government



16.34 Port of Gladstone Vessel Questionnaire (Form 1)

Please follow this link to access the official fillable PDF form: F5366 - Port of Gladstone Vessel Questionnaire

This is a replica of the form and is not intended to be used



Queensland Government

Port of Gladstone Vessel Questionnaire

A. Vessel Description

Vessel name | IMO number

Flag | Port of Registry

Call sign | Type of vessel

Type of hull

B. Arrival/Departure Condition

	Arrival	Departure
Draft forward		
Draft mean		
Draft aft		
Displacement		

C. Classification

Classification society | Class notation

If ship has Condition Assessment Program, what is the latest overall rating?

Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme? If yes, what is the expiry date?

D. Dimensions

Length Over All | Length Between Perpendiculars

Extreme breadth (Beam) | Moulded depth

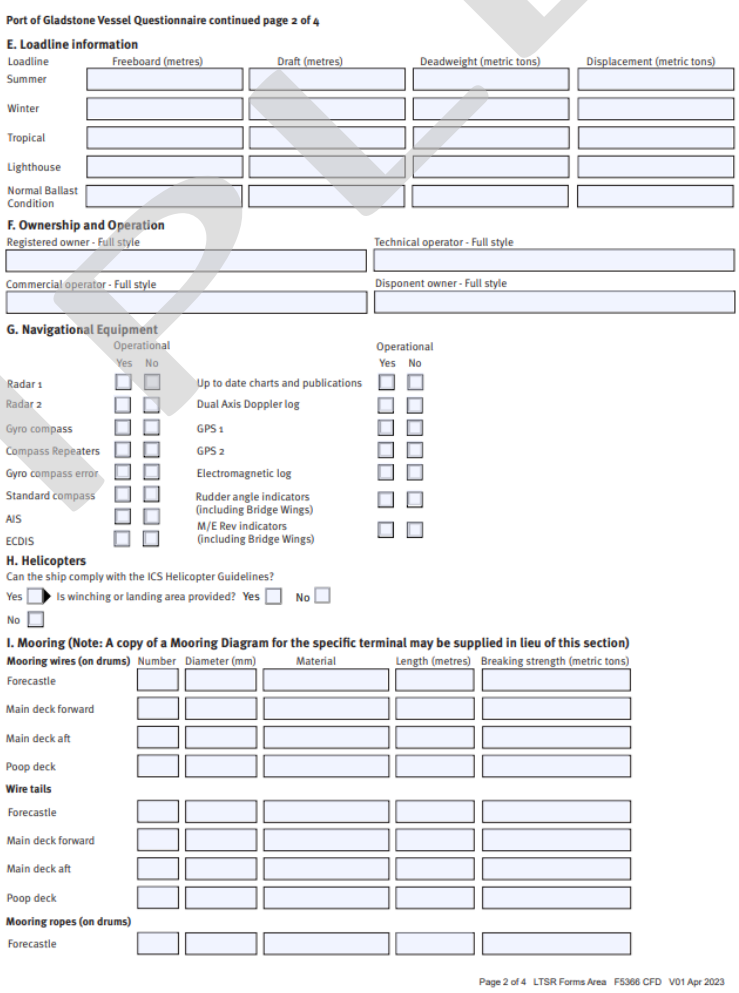
Bow to Centre Manifold/Stern to Centre Manifold | Distance bridge front to centre of manifold

Parallel body distances:	Lightship	Normal ballast	Summer Dwt
Forward to midpoint manifold			
Aft to midpoint manifold			
Parallel body length			

Net tonnage | Gross tonnage

Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version. *Port Procedures and Information for Shipping - Gladstone*, December 2022.

Page 1 of 4 LTSR Forms Area F5366 CFD V01 Apr 2023



Port of Gladstone Vessel Questionnaire continued page 2 of 4

E. Loadline information

Loadline	Freeboard (metres)	Draft (metres)	Deadweight (metric tons)	Displacement (metric tons)
Summer				
Winter				
Tropical				
Lighthouse				
Normal Ballast Condition				

F. Ownership and Operation

Registered owner - Full style | Technical operator - Full style

Commercial operator - Full style | Disponent owner - Full style

G. Navigational Equipment

	Operational Yes	Operational No		Operational Yes	Operational No
Radar 1			Up to date charts and publications		
Radar 2			Dual Axis Doppler log		
Gyro compass			GPS 1		
Compass Repeaters			GPS 2		
Gyro compass error			Electromagnetic log		
Standard compass			Rudder angle indicators (including Bridge Wings)		
AIS			M/E Rev indicators (including Bridge Wings)		
ECDIS					

H. Helicopters

Can the ship comply with the ICS Helicopter Guidelines?

Yes | Is winching or landing area provided? Yes | No

No

I. Mooring (Note: A copy of a Mooring Diagram for the specific terminal may be supplied in lieu of this section)

Mooring wires (on drums)	Number	Diameter (mm)	Material	Length (metres)	Breaking strength (metric tons)
Forecastle					
Main deck forward					
Main deck aft					
Poop deck					
Wire tails					
Forecastle					
Main deck forward					
Main deck aft					
Poop deck					
Mooring ropes (on drums)					
Forecastle					

Page 2 of 4 LTSR Forms Area F5366 CFD V01 Apr 2023

Port of Gladstone Vessel Questionnaire continued page 3 of 4

	Number	Diameter (mm)	Material	Length (metres)	Breaking strength (metric tons)
Main deck forward					
Main deck aft					
Poop deck					
Other mooring lines					
Forecastle					
Main deck forward					
Main deck aft					
Poop deck					

Mooring winches	Number	Number of drums	Brake capacity (metric tons)
Forecastle		Single	
Main deck forward		Single, Double, Triple	
Main deck aft		Single, Double, Triple	
Poop deck		Single	

Mooring bitts	Number	SWL (metric tons)		Number	SWL (metric tons)
Forecastle			Main deck aft		
Main deck forward			Poop deck		

Closed chocks and/or fairleads of enclosed type	Number	SWL (metric tons)		Number	SWL (metric tons)
Forecastle			Main deck aft		
Main deck forward			Poop deck		

J. Emergency towing system

Type/SWL of Emergency towing system forward

Type/SWL of Emergency towing system forward

K. Escort towage equipment

Type/SWL of escort towing equipment Port Quarter

Type/SWL of Emergency towing system aft

L. Escort tug

What is SWL and size of closed chock and/or fairleads of enclosed type on stern? Metric tons

What is SWL of bollard on poop deck suitable for escort tug? Metric tons

M. Anchors

Number of shackles on port cable

Number of shackles on starboard cable

N. Main engines

	Single	Twin		Single	Twin
Steam turbine	☐	☐	kW (HP) of main engine(s)		
Diesel	☐	☐	If diesel, number of consecutive starts		
Diesel electric	☐	☐	Is the vessel fitted with fixed or controllable propeller(s)?		

O. Steering gear

Number of rudders

Time from hard over to hard over

Port of Gladstone Vessel Questionnaire continued page 4 of 4

P. Bow/Stern Thruster

What is brake horse power of bow thruster (if fitted)? BHP kW

What is brake horse power of stern thruster (if fitted)? BHP kW

Miscellaneous

Q. Engine Room

What type of fuel is used for main propulsion?

What type of fuel is used in the generating plant?

Capacity of bunker tanks IFO m³

Capacity of bunker tanks MDO m³

Capacity of bunker tanks MGO m³

R. Insurance/Indemnity requirements

Protection and Indemnity (P&I) Club full style

P&I Club insurance - Certificate of Currency covering liability for pollution, other incidents such as collision and removal of wreckage and liability for property damage (for not less than $1 billion in respect to oil pollution liability and not less than $150 million for all other liability). Copy of Certificate to be attached

Hull and Machinery insurance - Certificate of currency covering hull and machinery, collision liability, removal of wreckage and institute war and strikes insurance (for not less than the replacement value of hull and machinery, the removal of wreckage and collision liability). Copy of Certificate to be attached

Other insurance - Certificate of Currency as reasonably required by Gladstone Ports Corporation or as otherwise required by law to be effected. Copy of Certificate to be attached

Indemnity Agreement (Tugs Bollard Pull) - A separate indemnity in favour of Maritime Safety Queensland (MSQ) and Gladstone Ports Corporation (GPC) in the prescribed form.

S. Port State Control

Date and place of last Port State Control inspection

Date / / Place

Any outstanding deficiencies as reported by any Port State Control. Please provide details.

T. Recent operational history

Has vessel been involved in a pollution, grounding, serious casualty or collision incident during the past 12 months? Please provide details.

Last three cargoes/charterers/voyages (Last/second last/third last)

Notes:

1. For initial calls at Gladstone all sections to be completed.
2. For subsequent calls sections B, G, S and T only need to be completed.
3. If any changes are made to this form subsequent to being submitted, then GPC and MSQ must be notified.

Declaration:

Signed (Master)

Print name

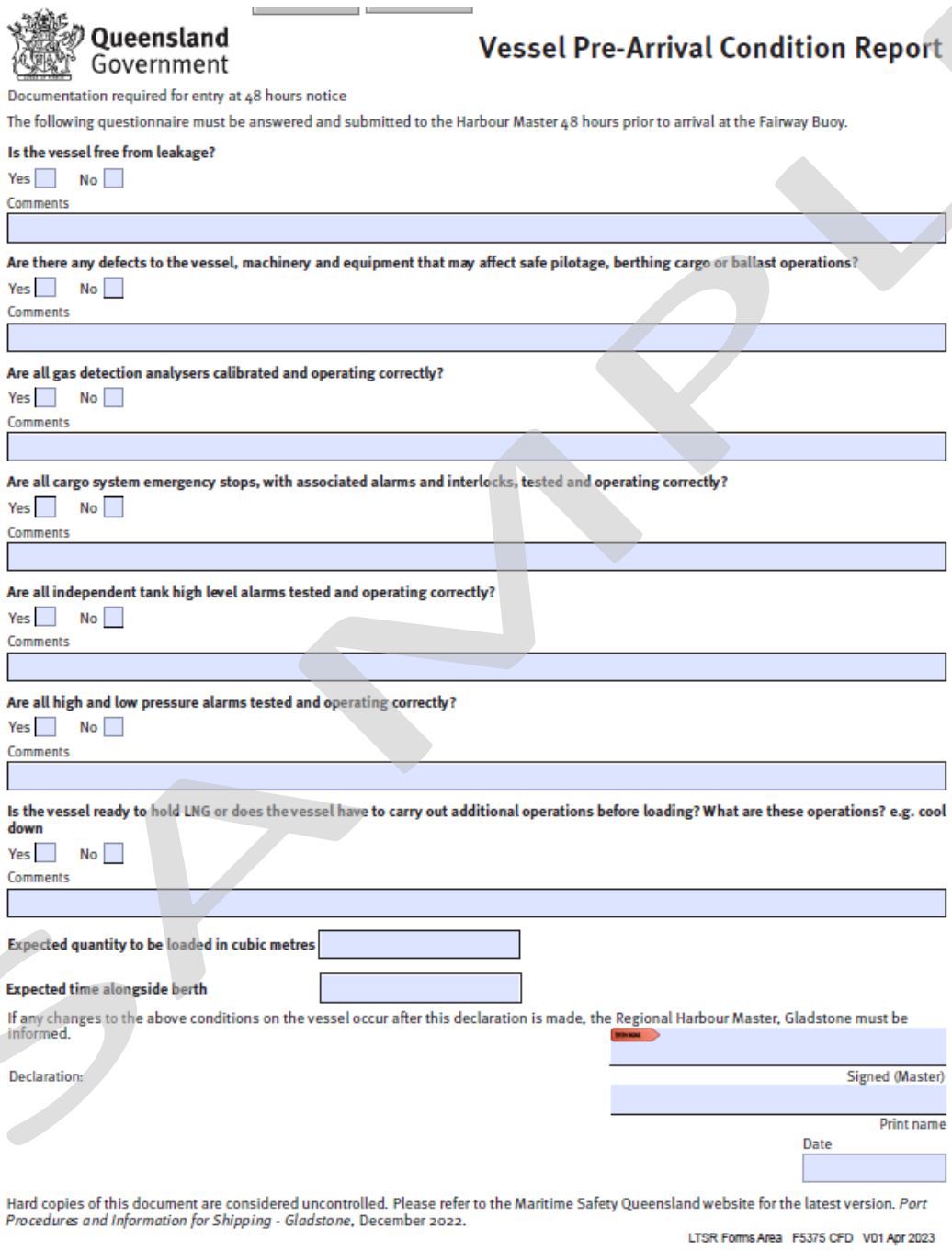
Date

Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version. *Port Procedures and Information for Shipping - Gladstone*, December 2022.

16.35 Vessel Pre-Arrival Condition Report (Form 2)

Please follow this link to access the official fillable PDF form: F5375 - Vessel Pre-Arrival Condition Report

This is a replica of the form and is not intended to be used



Queensland Government

Vessel Pre-Arrival Condition Report

Documentation required for entry at 48 hours notice

The following questionnaire must be answered and submitted to the Harbour Master 48 hours prior to arrival at the Fairway Buoy.

Is the vessel free from leakage?

Yes ☐ No ☐

Comments

Are there any defects to the vessel, machinery and equipment that may affect safe pilotage, berthing cargo or ballast operations?

Yes ☐ No ☐

Comments

Are all gas detection analysers calibrated and operating correctly?

Yes ☐ No ☐

Comments

Are all cargo system emergency stops, with associated alarms and interlocks, tested and operating correctly?

Yes ☐ No ☐

Comments

Are all independent tank high level alarms tested and operating correctly?

Yes ☐ No ☐

Comments

Are all high and low pressure alarms tested and operating correctly?

Yes ☐ No ☐

Comments

Is the vessel ready to hold LNG or does the vessel have to carry out additional operations before loading? What are these operations? e.g. cool down

Yes ☐ No ☐

Comments

Expected quantity to be loaded in cubic metres

Expected time alongside berth

If any changes to the above conditions on the vessel occur after this declaration is made, the Regional Harbour Master, Gladstone must be informed.

Declaration:

Signed (Master)

Print name

Date

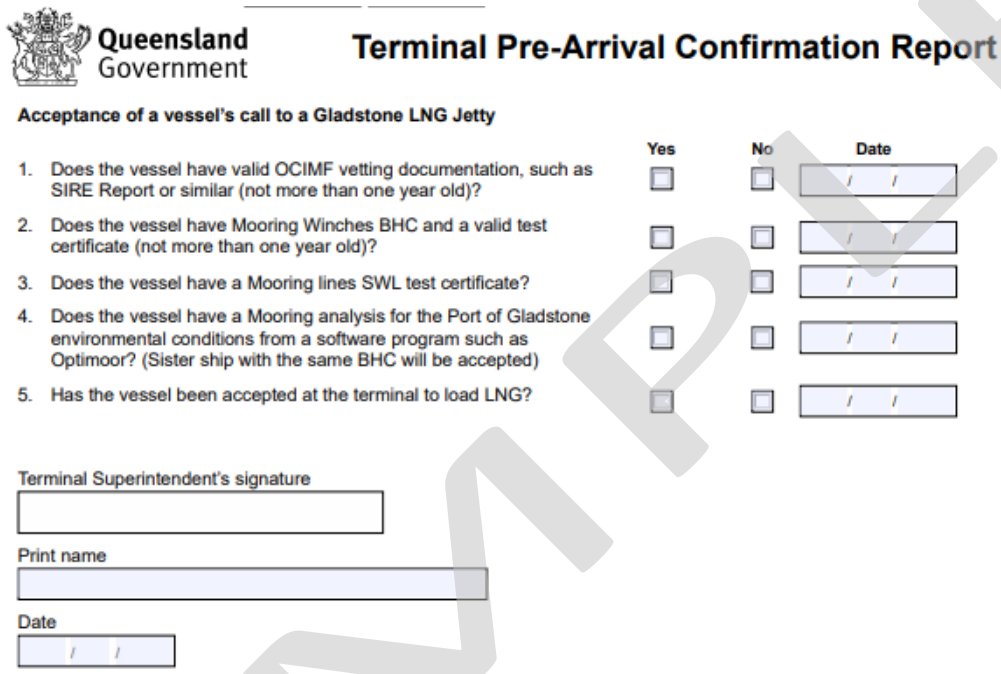
Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version. *Port Procedures and Information for Shipping - Gladstone*, December 2022.

LTSR Forms Area F5375 CFD V01 Apr 2023

16.36 Terminal Pre-Arrival Confirmation Report (Form 3)

Please follow this link to access the official fillable PDF form: F5376 - Terminal Pre-Arrival Confirmation Report

This is a replica of the form and is not intended to be used



Queensland Government

Terminal Pre-Arrival Confirmation Report

Acceptance of a vessel's call to a Gladstone LNG Jetty

	Yes	No	Date
1. Does the vessel have valid OCIMF vetting documentation, such as SIRE Report or similar (not more than one year old)?	☐	☐	/ /
2. Does the vessel have Mooring Winches BHC and a valid test certificate (not more than one year old)?	☐	☐	/ /
3. Does the vessel have a Mooring lines SWL test certificate?	☐	☐	/ /
4. Does the vessel have a Mooring analysis for the Port of Gladstone environmental conditions from a software program such as Optimoor? (Sister ship with the same BHC will be accepted)	☐	☐	/ /
5. Has the vessel been accepted at the terminal to load LNG?	☐	☐	/ /

Terminal Superintendent's signature

Print name

Date / /

Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version. *Port Procedures and Information for Shipping - Gladstone*, December 2022.

LTSR Forms Area Form F5376 CFD V01 Apr 2023

16.37 Deed of Indemnity – Port of Gladstone Escort Tugs

Please follow this link to access the official fillable PDF form: F5374 - Deed of Indemnity - Port of Gladstone Escort Tugs

This is a replica of the form and is not intended to be used

Print Form Reset Form

Our ref
Your ref
Enquiries John Fallon

Queensland Government

Department of Transport and Main Roads

Name and address:

Date:

Dear Captain/Madam/Sir,

Deed of Indemnity - Port of Gladstone Escort Tugs

Vessel

All Liquefied Natural Gas (LNG) vessels loading cargo in the Port of Gladstone will be required to connect two escort tugs which will be tethered in tandem when entering and departing the harbour. The process of Tethered Escort Towage (TET) has been extensively simulated to prove the feasibility of the operation in the Port of Gladstone. Tugs specifically designed for the task will be utilised for escort towage.

Background

This letter relates to *Chapter 9 Tug Requirements for LNG*, and *Appendix 16.39 Deed of Indemnity – Port of Gladstone Escort Tugs* (attached) of the Port Procedures and *Information for Shipping – Gladstone (PPM Gladstone)* as updated from time to time. The PPM Gladstone requires the use of escort tugs for LNG vessels entering the port.

For TET, all LNG vessels are required to be equipped with bitts, bollards, chocks and fairleads with a minimum Safe Working Load (SWL) of 150 tonnes.

Further matters

LNG vessels will transit all channels and cuttings with two approved escort tugs at speeds up to about 10 knots with tugs made fast. Although the decision as to where to make the tugs fast will be made after consultation between the pilots and the LNG vessel master, it is expected that both escort tugs should be attached on the stern (tandem deployment) for inbound and outbound transits of the port.

Four escort tugs should be ready to make fast between A1 and A5 subject to the discretion of the harbour pilot in charge in conjunction with the vessel's master. All tugs will be progressively released on departure between A5 and A1 also subject to the discretion of the harbour pilot in charge in conjunction with the vessel's master.

Requirements

The tug securing equipment on your vessel may require tethered escort tugs to exceed the equipment's maximum SWL.

It is a condition of approval of escort towage for your vessel, as described above, that you provide an indemnity in relation to any damage caused by the escort tugs to your vessel.

Marine Operations (Gladstone)
Floor 7, 21 Yarroon Street
PO Box 123
GLADSTONE QLD 4680

Telephone +61 7 4971 5200
Website www.msq.qld.gov.au
Email Gladstone.RHM@msq.qld.gov.au

Page 1 of 2 LTSR Forms Area F5374 CFD V01 Mar 2023

Please sign and return the following **enclosed** documents:

1. Duplicate of this letter
2. Deed of Indemnity.

Should you have any questions regarding this, please contact me at the Maritime Safety Queensland Gladstone office on 4971 5200.

Yours faithfully

John Fallon
Regional Harbour Master - Gladstone

Read, acknowledged and agreed by:

.....
Signature

On the..... day of .....

.....
Name

.....
Master/Owner/Charterer

.....
Company

.....
Address

.....

.....
Contact details

Page 2 of 2 LTSR Forms Area F5374 CFD V01 Mar 2023

Queensland Government

Deed of Indemnity
Port of Gladstone - Escort Tugs

Responsible person	Name Master/Owner/Charterer - please choose Company Address Email address and telephone contact details
Vessel	MV Name IMO Number Number being an LNG vessel fitted with bitts, bollards, chocks and associated equipment rated at less than a 150 tonne safe working load.

I, as _____ (select applicable) of the above vessel hereby:

1. indemnify the Pilot, the Gladstone Ports Corporation Limited and the State of Queensland (represented by the Department of Transport and Main Roads - Maritime Safety Queensland) for any damage (including consequential loss) caused by escort tugs to the vessel's bitts and associated equipment which arises directly as a result of any increase in the towage forces
2. acknowledge that this indemnity does not affect, and is in addition to any other indemnity provided by statute.

Executed as a Deed

For and on behalf of a company

Signed sealed and delivered

_____
Company name

On the_____ day of _____

in accordance with section 127 of the *Corporations Act 2001 (Cth)*:

_____ _____
Signature of director Signature of company secretary/director

_____ _____
Full name of director Full name of company secretary/director

For an individual

Signed sealed and delivered

On the_____ day of _____

in the presence of: _____

_____ _____
Signature Signature of witness

_____ _____
Full name of individual Full name of witness

Seen and acknowledged

John A Fallon
Regional Harbour Master - Gladstone

____ /____ /____

16.38 Vessel Interaction Prevention CCF Berths

10 December 2021

Queensland Government
Department of Transport and Main Roads

Dear Captain
VESSEL INTERACTION PREVENTION CCF Berths

You are currently berthed at the Clinton Coal Facility (CCF), this places your vessel close to the channel used by outbound deep draft vessels departing the WICET coal terminal, or from deep draft vessels departing CCF1 (if you are berthed at CCF2, CCF3 or CCF4).

Whilst every effort will be made to reduce the effects of interaction of passing vessels on your vessel, it is important that you:

1. Follow the direction of Wharf Supervisors at CCF with respect to mooring lines,
2. Ensure your vessel is hard against fenders when a deep draft vessel from WICET or CCF1 is passing, and
3. Maintain a continuous watch on VHF channel 13.

Yours faithfully,

John Fallon
Regional Harbour Master – Gladstone

Maritime Safety Queensland-Gladstone Level 7, 21Yaroon Street Gladstone Queensland 4580 PO Box 123 Gladstone Queensland 4680	Telephone: +61 7 43715200 Facsimile: +61 7 4971 5243 Website: www.msq.qld.gov.au Email: Gladstone.RHM@msq.qld.gov.au

16.39 Barney Point Wharf Passing Vessel Interaction Prevention

24 June 2014

Queensland Government
Department of Transport and Main Roads

To Whom It May Concern

BARNEY POINT WHARF PASSING VESSEL INTERACTION PREVENTION

1. In April 2012 Gladstone Ports Corporation met with key stakeholders regarding Vessel Interaction at Barney Point and how best to mitigate the risk of vessels pulling away from the Berth, during passing by a deep draft vessel. The result of this meeting was a Memorandum, issued by GPC detailing additional requirements for vessels berthed alongside Barney Point when all of the following conditions are met:
   a. Vessel passing Barney Point Wharf is >14.0m draft
   b. Vessel at Barney Point Wharf is >13.5m deepest draft
   c. Length Overall of vessel at Barney Point Wharf is >225m
   d. Beam of vessel at Barney Point Wharf is ≥32m

2. The requirements to be implemented when all the above conditions are met are:
   a. A pilot is to be on board 30 minutes prior to the vessel passing,
   b. A tug is to be ready to engage 30 minutes prior to the vessel passing and remain ready until the vessel has passed and is clear,
   c. The vessel crew should tension lines and put them on the brake 30 minutes prior to the vessel passing and be clear of the deck 10 minutes prior, and
   d. The gangway is to be raised until the vessel has passed and is clear.

3. In view of the continued risk of vessel interaction at Barney Point and to maintain safety, I am writing to advise that the decisions from the April 2012 meeting remain extant and that charges incurred will be sent to the Shipping Agency of the ship alongside Barney Point.

4. In addition since the introduction of the requirements of the Memorandum in 2012, additional requirements have been implemented to further mitigate risks. These include the requirement for vessels to have the starboard side anchor lowered underfoot at all times while made fast and for vessels to maintain 1.0m Under Keel Clearance at all times while alongside. These requirements will also continue to be enforced.

5. For your information, vessels berthing at Barney Point and the Clinton Coal Terminal are presented with a direction from myself by the Pilot on-board when they arrive. This direction lists the requirements for vessels alongside both facilities. A copy of this form is also enclosed.

6. Please don't hesitate to contact me any further information.

Yours faithfully,

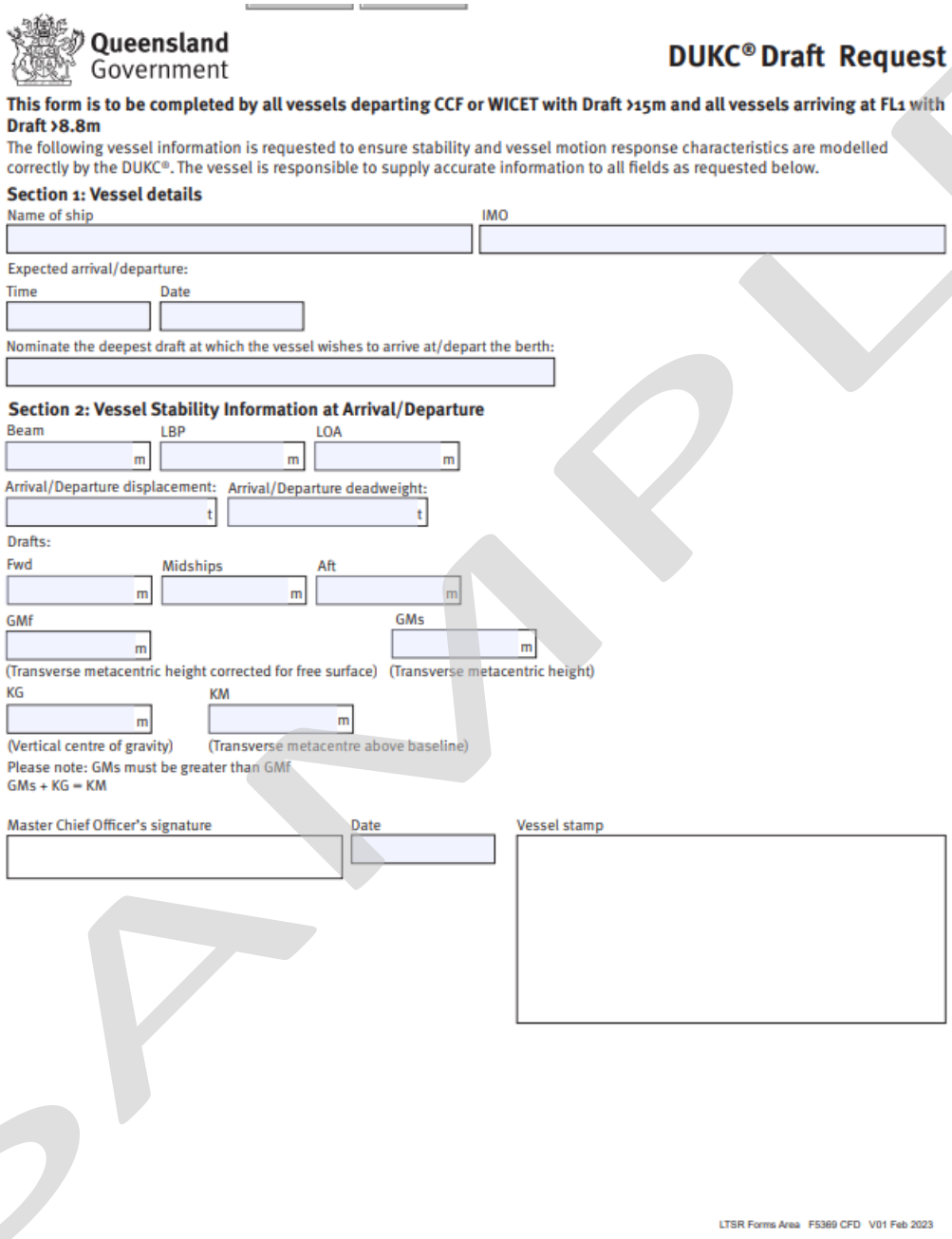
John Fallon
Regional Harbour Master – Gladstone

Maritime Safety Queensland-Gladstone Level 7, 21Yaroon Street Gladstone Queensland 4580 PO Box 123 Gladstone Queensland 4680	Telephone: +61 7 43715200 Facsimile: +61 7 4971 5243 Website: www.msq.qld.gov.au Email:Gladstone.RHM@msq.qld.gov.au

16.40 DUKC Draft Request Form

Please follow this link to access the official fillable PDF form: F5369 - DUKC Draft Request

This is a replica of the form and is not intended to be used



Queensland Government

DUKC® Draft Request

This form is to be completed by all vessels departing CCF or WICET with Draft >15m and all vessels arriving at FL1 with Draft >8.8m

The following vessel information is requested to ensure stability and vessel motion response characteristics are modelled correctly by the DUKC®. The vessel is responsible to supply accurate information to all fields as requested below.

Section 1: Vessel details

Name of ship | IMO

Expected arrival/departure:

Time | Date

Nominate the deepest draft at which the vessel wishes to arrive at/depart the berth:

Section 2: Vessel Stability Information at Arrival/Departure

Beam (m) | LBP (m) | LOA (m)

Arrival/Departure displacement: (t) | Arrival/Departure deadweight: (t)

Drafts:

Fwd (m) | Midships (m) | Aft (m)

GMf (m) (Transverse metacentric height corrected for free surface) | GMs (m) (Transverse metacentric height)

KG (m) (Vertical centre of gravity) | KM (m) (Transverse metacentre above baseline)

Please note: GMs must be greater than GMf

GMs + KG = KM

Master Chief Officer's signature | Date | Vessel stamp

LTSR Forms Area F5369 CFD V01 Feb 2023

16.41 Pilot Ladder Checklist

Please follow this link to access the official fillable PDF form: Pilot Ladder Checklist - Gladstone

This is a replica of the form and is not intended to be used

Queensland Government

Pilot Ladder Checklist For Gladstone

Vessel name: Date of pilot transfer

To the Master of the Vessel,

You and your crew are required to fully cooperate with the pilot launch crew to ensure the safe transfer of pilots to and from your vessel. You are responsible to ensure that the pilot ladder has been stored and maintained in good condition and that it is regularly inspected and certified by the manufacturer of the ladder that it complies with the requirements of SOLAS CH V- Regulation 23 - Pilot Transfer Arrangements Resolution A.1045 (27).

Maritime Safety Queensland supports all members of the pilot launch crew who decide not to transfer due to an unsafe ladder arrangement. Please note that any failure from you to provide a fully compliant pilot transfer arrangement will result in your vessel being rejected for pilot boarding, and additional charges may be levied to your vessel.

The Master of the Vessel is to ensure this Pilot Ladder Checklist has been completed and sent to the vessel's agent at least 72 hours prior to the planned pilot transfer taking place. The vessel's agent will enter the completed form into QSHIPS.

Item	Checks to be performed	Yes	No
1.	Have all pilot ladders been kept clean, properly maintained, stowed and inspected at least 72 hours prior to arrival at the port to ensure that they are safe to use?	☐	☐
2.	Are 'Certificates of Conformity' and 'Inspection Certificates' for pilot ladders maintained on-board the vessel?	☐	☐
3.	Are manufacturer's plates clearly visible with matching certification for each ladder?	☐	☐
4.	Are all pilot ladders only used for the embarkation and disembarkation of personnel?	☐	☐
5.	Is there a copy of International Maritime Pilots Association 'required boarding arrangements for pilots' poster displayed on board?	☐	☐
6.	Will the supervision of the rigging of the pilot ladder and of the pilot transfer arrangements be conducted by a responsible officer who has means of communication with the navigation bridge?	☐	☐
7.	Will the vessel provide a person to escort the pilot by a safe route to and from the navigation bridge?	☐	☐
8.	Will the pilot ladder and any operating mechanical equipment be tested prior to use?	☐	☐
9.	Are there at least two people (including one Officer) on the ship, near the pilot boarding area to assist pilot's embarkation/disembarkation?	☐	☐
10.	Are the ropes, heaving lines, splices and thimbles in good condition?	☐	☐
11.	Are the steps, spreaders and chocks in good condition and free of any coatings?	☐	☐
12.	Is the pilot ladder properly secured to the deck of ship?	☐	☐
13.	Is the deck area where the pilot disembarks clean and free of obstructions?	☐	☐
14.	Are the heaving line(s) in good condition and suitable for their intended use? Heaving line to be between 12-16mm diameter and fully inspected prior to use.	☐	☐
15.	Are man ropes of at least 28mm and no more than 32mm in diameter and securely rigged?	☐	☐
16.	Are the man ropes less than 24months old from the date of manufacture?	☐	☐
17.	Have the manropes been in service for less than 12 months?	☐	☐
18.	Is each pilot ladder less than 30 months old, or have they undergone the strength test as outlined in ISO 799-2019 with relevant certification?	☐	☐
19.	Is the pilot ladder tied to a strongpoint on the ship, resting on the parallel body of the ship and are the steps horizontal?	☐	☐

Pilot Ladder Checklist continued page 2 of 2

20.	Is there an additional back-up pilot ladder available on board the vessel? (this is not a current requirement but is considered best practice)	☐	☐
21.	Is the vessel capable and well-rehearsed in retrieving a man overboard?	☐	☐
22.	Is there a lifebuoy and self-igniting light available at the pilot boarding area?	☐	☐
23.	Is the boarding area adequately lit for pilot transfers at night?	☐	☐

Vessel Master's name Date

Vessel Master's signature