4.   Port description

4.1   General Information

The port of Amrun is situated approximately 280 km South from the tip of Cape York on the west coast of the Cape York Peninsula and approximately 39 km to the Southwest of Weipa.

Its principal export is bauxite from the Rio Tinto Alcan (RTA) mine.

Rio Tinto Alcan is responsible for the operation and management of the port.

4.2   Pilotage area

The Amrun Port and Pilotage Limits are described in schedule 5 of the *Transport Operations (Marine Safety) Regulation 2016* as the area of:

a) waters bounded by an imaginary line drawn –

- starting at the high-water mark on the shoreline of the mainland at approximately latitude 12º 54.60' south, longitude 141º 38.18' east

- then in a generally northerly direction along the south-west boundary of the Weipa pilotage area to latitude 12° 50.00' south, longitude 141° 37.60' east

- then west to latitude 12° 50.00' south, longitude 141° 32.48' east

- then in a generally southerly direction to latitude 13° 00.00' south, longitude 141° 32.73' east

- then east to the high-water mark on the shoreline of the mainland at approximately 13° 00.00' south, longitude 141° 35.16' east

- then by the high-water mark in a generally north-easterly direction along the shoreline of the mainland to the starting point; and

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

4.3   Load lines

Amrun is in the South Pacific seasonal tropical area.

Tropical: from 1 April to 30 November.

Summer: from 1 December to 31 March.

4.4   Maximum vessel size

The port limits ship size to 260m LOA, 43m beam.

Vessels in excess of 260 m LOA, with a beam greater than 43 m are subject to Full Mission Bridge Simulation (FMBS) exercises before any approval will be considered. Specific

Port procedures and information for shipping – Port of Amrun May 2025

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vessels of greater length and beam will be assessed on an individual basis by the Regional Harbour Master (Cairns) upon written application.

4.5   Trim requirements

The safe handling of ships 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% 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.

4.6   Time zone

UTC + 10 hours throughout the year.

4.7   Working hours

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

4.8   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 NP13 (Australian Pilot Volume 1). Charts of the area include:

- AUS 4   -   Approaches to Weipa
- AUS 301   -   Booby Island to Archer River
- AUS 701   -   Vrilya Point to Duyfken Point.
- AUS 4060   -   Australasia and adjacent waters
- AUS 4603   -   Australia – North Coast and adjacent waters
- AUS 4720   -   Booby Island to Cape Wessel including Gulf of Carpentaria.

4.9   Shipping announcements

4.9.1   Notices to Mariners

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

Notices to Mariners advise of:

Port procedures and information for shipping – Port of Amrun May 2025

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- navigation warnings and hazards (such as aids to navigation which may have been destroyed, missing or unlit)

- changes to the uniform buoyage system (which assists with the correction and updating of marine charts)

- navigation depths (necessary when navigating in channels with depth restrictions)

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

Port procedures and information for shipping – Port of Amrun May 2025

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