

## 8. Pilotage

### 8.1 Vessels that require a pilot

#### 8.1.1 Cape Flattery

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:

- All ships 50 m length overall and over unless a current pilotage exemption certificate is held;
- A ship whose owner or master asks for the services of a pilot; and
- A ship whose master is directed by the harbour master to use the services of a pilot.

#### 8.1.2 Cooktown and Port Douglas

Pilotage is non-compulsory for Cooktown and Port Douglas

#### 8.1.3 Night pilotage – Cape Flattery

Cape Flattery is currently restricted. All movements are conducted during daylight hours only.

## 8.2 Request for pilot

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

Pilot transfers are carried out by pilot launch. Requests for Pilot services are to be made via the QSHIPS programme to Cairns VTS. Ships requiring the services of a pilot in the port of Cape Flattery are required to submit arrival, removal & departure notices no less than the indicated number of hours prior to the desired movement:

- Arrivals        48 hours
- Removals       48 hours
- Departures     48 hours

Initial notification should be made via the QSHIPS website.

## 8.3 Pilot boarding place

The Pilot boarding place at Cape Flattery is situated at 14° 56·8'S; 145° 23·0'E, approximately 2·0 nautical miles North East of Cape Flattery loading facility.

### 8.3.1 Pilot boarding arrangements

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

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

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.

#### Cape Flattery

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 4 knots; and
- Providing a good lee.

The pilot ladder is to be rigged on the lee side

- 2m above the water;
- With two manropes; and
- A heaving line standing by.
- Night pilotage is not permitted at this port.
- At night, a forward facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations see [Pilot Boarding Ladder Arrangement](#) and [Pilot transfer arrangements – Marine Notice 04/2023](#).
- If the ship has freeboard of 9 metres or greater, a combination ladder must be rigged.

### 8.3.2 Pilot /Personnel Transfer Safety

It is essential to ensure the safe transfer of pilots and other personnel at sea.

Responsibility for safe practices for personnel transfers rests with each person

involved in the activity including the ship owners, operators, master and crew, pilotage providers, pilots and pilot boat crew as well as the person being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

The pilot ladder is to be rigged two metres above the water, with two manropes and a heaving line standing by. At night, a forward-facing light is required to illuminate the ladder in accordance with IMO requirements and IMPA recommendations.

Refer: [Pilot Boarding Ladder Arrangement](#) and [Pilot transfer arrangements – Marine Notice 04/2023. \(Pilotage - boarding ladder arrangements\)](#).

Where a Pilot suspects that the pilot transfer arrangement provided are unsafe, they should refuse to board the vessel until the matter is resolved and is made safe by the master and crew. If the issue cannot be resolved to the satisfaction of the pilot, then the movement will be aborted until such time that the Pilot boarding arrangement is made to safe.

Additionally, the matter must be reported immediately to AMSA, Cairns VTS and the pilot's employer.

### **8.3.3 Passage Planning**

A 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.

A [passage plan](#) for this port can be found on the MSQ website.

### **8.3.4 Alcohol management**

*The Transport Operations (Road Use Management) Act 1995* section 79 requires that persons in charge of ships have a zero blood alcohol reading. The Queensland Water Police periodically conduct random breath tests of masters and pilots on ships arriving at Cape Flattery, or about to depart. Severe penalties apply to infringements.

### **8.3.5 Personal Pilot Unit (PPU)**

It is mandatory for pilots to use a PPU on all vessels arriving to CQP terminal. No requirement for departing vessels.

## **8.4 Pilotage reporting requirements for Torres Strait and Great Barrier Reef (GBR)**

All merchant vessels 70 m 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 Notice 06/2022](#). Maximum draft for transit is 12.2 m; vessels with a draft greater than 10 m will be advised of the required tidal window by the pilotage company.

Refer to [Reef VTS publication](#) for further information.

## 8.5 Pilotage delays

A cancellation for Pilotage without the required notice of two hours will attract a penalty of the relevant Pilotage fee or fees.

A fee is payable in the following instances:

- 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
- a delay in excess of two hours constitutes a cancellation.

These charges can be found in Schedule 6 Part 2 Division 3 of the *Transport Operations (Marine Safety) Regulation 2016*.