

4. Port description

4.1 Pilotage areas

The Cape Flattery, Cooktown and Port Douglas pilotage areas are described in Schedule 2 of the Transport Operations (Marine Safety) Regulation 2016 as the areas of:

4.1.1 Pilotage area – Cape Flattery

The Cape Flattery pilotage area is the area of—

(a) waters bounded by an imaginary line drawn—

- starting at the high-water mark on the north-eastern extremity of Point Lookout
- then in an easterly direction to latitude 14° 49.910' south, longitude 145° 15.319' east
- then in a south-easterly direction to latitude 14° 55.110' south, longitude 145° 22.158' east
- then in a southerly direction to latitude 14° 59.910' south, longitude 145° 22.962' east
- then west to the high-water mark on the mainland at latitude 14° 59.910' south
- then by the high-water mark in a northerly 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).

4.1.2 Pilotage area – Cooktown

The Cooktown pilotage area is the area of—

(a) waters at the high-water mark consisting of the following—

- the Endeavour River and connected waterways systems from the head of navigation to the river mouth

- the waters bounded by an imaginary line drawn from the high-water mark on Monkhouse Point north to the high-water mark on the mainland at the southern tip of Indian Head; and
- (b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters mentioned in paragraph (a).

4.1.3 Pilotage area – Port Douglas

The Port Douglas pilotage area is the area of—

- (a) waters at the high-water mark consisting of the following—
- Dicksons Inlet and connected waterways systems from the head of navigation to the inlet mouth
 - the waters within a 1n mile radius of the northern tip of Island Point on the mainland; and
- (b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters mentioned in paragraph (a).

4.2 Load lines

Cape Flattery, Cooktown and Port Douglas are in the tropical zone within the reef.

4.3 Maximum vessel sizes

4.3.1 Maximum vessel size – Cape Flattery

The maximum dimensions of ships acceptable at this port are 195 m length overall and 32.2 m beam.

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

Ships cannot exceed 80 000 DWT due to wharf structural limitations.

Ships will have a minimum PBL of 90m unless approved by the Regional Harbour Master.

4.3.2 Maximum vessel size – Cooktown

80 Metres LOA

Mariners are advised to contact the Regional Harbour Master (Cairns), prior to entry as considerable local knowledge is required. The Regional Harbour Master will determine vessel suitability for entry to the port on written application. Agents/owners are to allow a period of 72 hours for the determination of vessel acceptance.

4.3.3 Maximum vessel size – Port Douglas

Mariners are advised to contact the Regional Harbour Master (Cairns), prior to entry as considerable local knowledge is required. The Regional Harbour Master will determine vessel suitability for entry to the port on written application. Agents/owners are to allow a period of 72 hours for the determination of vessel acceptance.

4.4 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% LOA and the propeller fully submerged. Vessels trimmed by the head or listing may be subject to restrictions; ships not meeting this requirement may experience considerable delays until the problem is rectified.

Passenger vessels may have to trim by the head up to one meter.

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.

4.5 Time zone

UTC + 10 hours throughout the year.

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)*.

4.6.1 Cape Flattery

Charts of the area include:

- AUS 270 – Cape Flattery Wharf
- AUS 832 – Cape Flattery to Barrow Point
- AUS 831 – Low Islets to Cape Flattery
- AUS 373 – Lizard Island to Cape Sidmouth
- AUS 4060 – Australasia and Adjacent Waters
- AUS 4603 – Australia North Coast and Adjacent Waters
- AUS 4620 – Percy Isles to Booby Island including Gulf of Papua.

4.6.2 Cooktown

Recommended charts for the Cooktown region include:

- AUS 270 Plans in Queensland (Sheet 2)
- AUS 831 Low Isles to Cape Flattery
- AUS 832 Cape Flattery to Barrow Point
- AUS 4060 Australasia and adjacent waters

The Australian Seafarers Handbook AHP 20

Admiralty Sailing Directions – Australia Pilot Volume III

4.6.3 Port Douglas

Recommended charts for the Port Douglas region include:

- AUS 270 – Plans in Queensland (Sheet 2)
- AUS 830 – Russell Island to Low Islets
- AUS 4060 – Australasia and adjacent waters
- The Australian Seafarers Handbook AHP 20
- Admiralty Sailing Directions – Australia Pilot Volume III

4.7 Shipping announcements

4.7.1 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:

- 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).