

Port Procedures and Information for Shipping – Southport

November 2023

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October 2009		First Issue	Area Manager Gold Coast
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September 2016	Various	New TMOSA / TOMSR updates	Area Manager Gold Coast
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1. Introduction

1.1 Purpose

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

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The latest version of this publication is available on the Maritime Safety Queensland website.

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to the Area Manager (Gold Coast).

1.2 Scope

These procedures are designed to include the requirements of the [Transport Operations \(Marine Safety\) Act 1994](#), and complement the procedures of:

- [Maritime Safety Queensland \(MSQ\)](#)
- [Australian Maritime Safety Authority \(AMSA\)](#)
- [Australian Customs and Border Protection Service](#)
- [Department of Agriculture \(Biosecurity\)](#)
- [City of Gold Coast Council](#)
- [Gold Coast Waterways Authority](#)

These procedures relate to ship movements within the jurisdiction of the Regional Harbour Master (Brisbane) as harbour master, and delegate(s) of the harbour master.

1.3 Authorities

The [Transport Operations \(Marine Safety\) Act 1994](#) (section 88) states that; “a harbour master may direct the master of a ship to navigate or otherwise operate the ship in a relation to a pilotage area in specified way.”

Maritime Safety Queensland, through the authority of the harbour master, has jurisdiction over the safe movement of all shipping within the pilotage area.

The [Transport Operations \(Marine Pollution\) Act 1995](#) (section 68) states that “authorised officers have the following functions — a) to investigate discharges prohibited by this Act, b) to monitor compliance with this Act, c) to monitor transfer operations, d) to examine ships using coastal waters to minimise discharges, e) to take action to remove a pollutant discharged into coastal waters or to mitigate its effect on Queensland marine and coastal environment.”

1.4 Definitions

1.4.1 AMSA – Australian Maritime Safety Authority

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.

1.4.2 Australian Standard – AS 3846 – 2005

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

1.4.3 Deadweight tonnage (DWT)

The cargo carrying capacity of a ship measured in metric tonnes.

1.4.4 Direction

All directions are referenced to true north.

1.4.5 Duty pilot

Officer authorised to act for the pilot company.

1.4.6 Estimated time of arrival (ETA)

Estimated time of arrival is the expected time of arrival at a designated place.

1.4.7 Estimated time of departure (ETD)

Estimated time of departure refers to the scheduled sailing time and is the expected time of the last line.

1.4.8 Highest astronomical tide (HAT)/lowest astronomical tide (LAT)

These are the highest and lowest levels that can be predicted to occur under average meteorological conditions and any combination of astronomical conditions. These levels may not be reached every year. Highest astronomical tide or lowest astronomical tide are not the extreme levels that can be reached, as storm surges can cause considerably higher or lower levels to occur.

Lowest astronomical tide is the port datum to which all soundings and heights are referred to for all channel and berth surveys in the port.

1.4.9 International Maritime Dangerous Goods Code (IMDG Code)

The codes are published by the IMO for the safe carriage, packing, handling, classing and transporting of dangerous goods.

1.4.10 International Maritime Organization (IMO)

The world organisation charged with enhancing efficiency in the delivery of safety to the whole maritime industry.

1.4.11 International Tonnage Certificate (ITC)

A certificate issued under the provisions of the International Tonnage Convention on Tonnage Measurement of Ships 1969.

1.4.12 Length overall (LOA)

LOA is the extreme length of a vessel.

1.4.13 Maritime Safety Queensland (MSQ)

A Branch of the Department of Transport and Main Roads responsible for the regulation of port pilotage, the delivery of pollution protection services, VTS and the administration of all aspects of vessel registration of Queensland regulated ships and marine safety in the state of Queensland.

1.4.14 Navigation Act

Refers to the [*Navigation Act 2012*](#).

1.4.15 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 area without a pilot.

1.4.16 QSHIPS – Queensland Shipping Information Planning System

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.

1.4.17 Regional Harbour Master (RHM)

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

1.4.18 Tug and Tow Length Definitions

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
- Example: tug towing a barge on a tow line: Length is calculated based on length of tug, length of tow and bridles, and length of barge
- Example: Tug hipped up to barge. Length is barge plus the length of the tug that is overhanging the stern of the barge.

1.4.19 Ship movement

The arrival, departure or removal of a ship.

1.4.20 Water Depth

All water depths refer to the lowest astronomical tide height. All positions in this document are in WGS84.

Southport has the status of first port of entry for small craft foreign vessels. Southport Yacht Club Boarding Station is operational for a trial period from 01 July 2017 until further notice. Penalties apply for non-compliance with reporting requirements.

www.homeaffairs.gov.au/australian-border-force-abf and www.agriculture.gov.au/biosecurity can provide further information about procedures and legal requirements for masters of superyachts arriving in and departing from Australia.

2. Movement procedures

2.1 Pilotage

Pilotage is compulsory for:

- a ship that 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 Regional Harbour Master to use the services of a pilot.
- a 'small ship' less than 35 metres (the relevant ship) if:
 - ❖ it is combined with another small ship for propelling one of the ships
 - ❖ the total combination length of the ships is 50 metres or more

In waters north of the Gold Coast Seaway, in particular the Coomera River, movement of ships 35 metres LOA or more but less than 50 metres LOA may also require pilotage. Maritime Safety Queensland will determine requirements on a case-by-case basis dependent upon the ship's characteristics.

2.2 Ship movement reporting requirements

All movements of ships 35 metres LOA or more are to be reported.

Section 171 to 176 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) require that all ship movements for vessels 35 metres in length or more within the Southport pilotage area are reported to Maritime Safety Queensland.

The report must be made on the appropriate form.

2.2.1 Reporting movement of ship between 35 and 50 metres LOA

The report should be made using 'Reporting movement of ship between 35 and 50 metres LOA (Southport pilotage area)' form (see 8.3) and submitted at least 24 hours before the arrival movement and at least two hours prior to any subsequent movement.

2.2.2 Reporting movement of ship LOA 50 metres and over

The report should be made using [Reporting movement of ship between 35 and 50 metres LOA \(Southport pilotage area\)](#)

Request for Pilotage/ movement of ship 50 metres and over (Southport pilotage area) form (see 8.1) and submitted at least 48 hours before the arrival movement and at least 24 hours prior to any subsequent movement.

Reports that cannot be made using the official form shall be made via telephone to the Gold Coast office of Maritime Safety Queensland on +61 7 5585 1810 (business hours) or +61 7 3305 1700 (after hours).

2.3 Requests for pilot

2.3.1 Pilotage booking procedure

In order to ensure the services of a pilot, masters of ships should email the completed form (see section [Request for Pilotage/ movement of ship 50 metres and over \(Southport pilotage area\)](#) or [Reporting movement of ship between 35 and 50 metres LOA \(Southport pilotage area\)](#) as appropriate) or telephone the office of Maritime Safety Queensland at the Gold Coast at least 48 hours prior to arrival at the pilot boarding ground.

Telephone numbers for enquiries: +61 7 5585 1810 (business hours)
+61 7 3305 1700 (after hours)

Email msq.goldcoast.reception@msq.qld.gov.au

Radio contact should be made with the Gold Coast Seaway Tower on VHF channel 16 two hours prior to arrival at the pilot boarding ground confirming the arrival time.

2.4 Arrivals

Details required at the time of booking include:

- ship's name (and previous name if applicable);
- registration information (number and radio call sign);
- last port of call;
- ship's estimated time of arrival and estimated time of departure;
- ship's draught fore and aft (for arrival and departure) and any information regarding protrusions lower than the ship's keel, stabilisers, propellers and rudders;
- ship's LOA and beam;
- ship's gross registered tonnage;
- pilotage destination;
- number and type of propellers;
- type and power rating of main engines;
- number and type of rudders;
- number, arrangement and effective power of thrusters;
- preferred side alongside;
- whether pratique has been granted;
- whether ship is conducting own agency; if so, an Australian address for invoicing is required; and
- whether or not standard pilot ladder boarding arrangements exist; if not, clarification of boarding facility is required.

2.5 Pilot boarding arrangements

The [Pilotage Boarding Ground](#) is situated at a position two nautical miles east of the Gold Coast Seaway south wall, in position latitude 27° 56·2' S, longitude 153° 28·2' E.

The location of the pilot boarding ground is affected by ocean swells and it is sometimes difficult for ships to provide a safe lee. Ships should provide a pilot boarding ladder, safety lines and

adequate fenders to allow the pilot vessel alongside without contact. Pilot may give instruction prior to boarding for preferred boarding course.

2.6 Maximum vessel size

Due to the nature of the Southport Broadwater and the available depth of water in some channels, certain limitations regarding the movement of vessels must be considered. These are explained in detail in Section 3.

3. Movement and Traffic Procedures

3.1 General Ship size limits

Gold Coast Seaway entrance (see map in section 8.7)

- Length Overall 65 metres
- Beam 25 metres
- Under keel clearance 1.0 metre

South Channel (see map in section 8.8)

- Length Overall 65 metres
- Beam 25 metres
- Under keel clearance 0.5 metres

North Channel to Gold Coast Marine Precinct via Coomera River (see map in section 8.9)

- Length Overall 60 metres
- Beam 12.7 metres
- Under keel clearance 0.5 metre

3.1.1 Oversize Vessel Movements

Vessels in excess of any one of the above dimensions may be permitted to enter pending a risk assessment conducted by the Regional Harbour Master and coordinated by the Area Manager. This risk assessment will assess the following;

- Proposed period of planned transit
- Weather conditions
- Vessel characteristics
- Crew qualifications and experience
- Manoeuvrability of the vessel
- Mooring arrangements of the vessel.

If permitted to enter, there may be additional conditions placed on the vessel for both its planned manoeuvre and precautions it may need to take during its period alongside. These may include, but not limited to;

- A prescribed transit window to achieve under keel clearance
- Daylight and visibility conditions
- Prescribed environmental conditions (wind speed and direction)
- Escort by Queensland Police Service and/or pilot launch to ensure channel clearance, possible at additional cost to vessel.
- Escort by support vessel such as workboat or tug with prescribed bollard pull/push.
- Environmental conditions established for evacuation in the event of extreme weather forecasted.
- Additional mooring arrangements in the event vessel can not put to sea in the event of extreme weather.

3.2 Speed limits

The South Channel has a speed limit of six knots that applies to all ships commencing immediately north of beacons S11 and S12, south to the Gold Coast Bridge.

The Southport Broadwater and North Channels have a 40 knot limit however, rules in regard to a ship's wash limit larger vessels to manoeuvring speeds only (see below text).

The Coomera River (south arm) has a speed limit of six knots for vessels 6.5 metres and over in length.

Under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) a person must not operate a ship at a speed at which the ship's wash can cause a marine incident or damage to the shoreline.

Pilotage throughout the Gold Coast is normally planned and undertaken at the following speeds;

- Pilot Boarding: 4knots
- Seaway Channel: 8-10knots
- North Channel (Coomera River): 6 knots
- South Channel (Broadwater): 6 knots

3.3 Ship sourced sewage

Under the provisions of the [Transport Operations \(Marine Pollution\) Act 1995](#) it is an offence to discharge untreated or treated sewage in certain areas throughout the Southport Pilotage Area. Contact the office of Maritime Safety Queensland, Gold Coast or visit the [Maritime Safety Queensland website](#) for more information.

3.4 Channel depths

This table shows minimum depths as indicated on the most up to date hydrographic survey information. For the latest depth information contact the Gold Coast office of MSQ.

Location	Design depth (LAT)
East of Seaway (centre line leads)	4.5 metres
East of Seaway (southern approach leads)	4.8 metres
Inside Seaway (west of Seaway Tower)	4.8 metres
South Channel	4.3 metres
North Channel (Currigee)	3.0 metres
Coomera River (Paradise Point)	3.0 metres
Coomera River (Sanctuary Cove Marina Island)	3.0 metres
Coomera River (off Gold Coast City Marina – port side heading upstream)	3.0 metres

Table 1 - Channel Depths

3.5 Berth depth

Location	Design depth (LAT)
Alongside Mirage (outside berth)	4.0 metres
Alongside Southport Yacht Club (SYC) Super Yacht berths	4.5 metres
Alongside SYC (north-south berth)	4.5 metres
Gold Coast City Marina	4.0 metres (unofficial)
Alongside SYC Mega Yacht Berth	5.8 metres

Table 2 - Berth Depth

The latest survey information may be sourced from the [Notices to Mariners](#) on the Maritime Safety Queensland website or by contacting MSQ Southport office.

3.6 Tidal streams

Velocity of tidal streams (maximum)

- South Channel 2.0 knots
- North Channel 2.5 knots
- Seaway Channel 3.2 knots

During times of heavy rain and minor flooding, expect these velocities to increase.

At the Seaway entrance the direction of the tidal stream is dependent upon the prevailing winds. As a general rule, the ebb tide will set a vessel towards the north east when southerly winds generate an inshore current along the beach.

Note: the tide at Paradise Point makes one hour after the tide at the Gold Coast Seaway. Tidal height at Paradise Point is a factor of 0.87 of the height at the Gold Coast Seaway.

3.7 Notice to Mariners

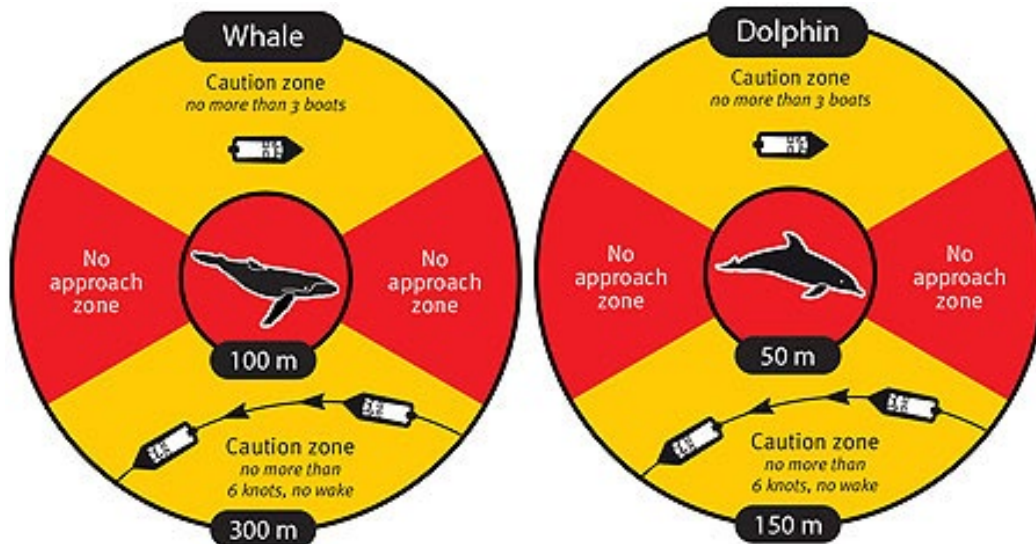
Maritime Safety Queensland publishes Queensland Notices to Mariners on an as needed basis to warn vessel operators of navigation hazards, faulty aids to navigation and or changes to aids to navigation, flare demonstrations, change of channel depths and any other relevant information.

The notices are published on the agency's website www.msq.qld.gov.au and follow the link to Notices to Mariners.

3.8 Advisory Note – Interaction with Marine Mammals

The presence of whales or marine mammals indicates that our ports are seen as environmentally attractive places. The safety of life and the security of the environment from ship based incidents is paramount.

All vessel masters are required to fully comply with relevant marine mammal legislation, such as the provisions of the [Nature Conservation \(Animals\) Regulation 2020 Chapter 6 Part 1](#) which prescribes minimum approach distances and maximum speeds within proximity to whales as illustrated in the diagram below.



When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavour will be undertaken to manage shipping movements around the marine mammals to keep them safe, provided the safety of life, the ship and other environmental protection objectives are not threatened. Such action may include not commencing transits until the mammals are deemed clear.

In situations where a vessel is underway and restricted in its ability to manoeuvre or constrained to a channel and marine mammals are reported in the vicinity of the transit and a risk to marine mammals is perceived, the master must take all reasonable action necessary to keep them safe, without endangering the vessel, crew and the environment. Such action may include the reduction of speed to the minimum safe speed to safely navigate the channels.

Masters are required to report collisions with marine mammals to VTS and Department of Environment and Science **1300 130 372**

http://www.ehp.qld.gov.au/wildlife/caring-for-wildlife/marine_strandings.html

4. Communications

4.1 VHF communications

The following marine VHF channels are used in the Southport Pilotage Area.

- Channel 12 – Brisbane Vessel Traffic Service
- channel 16 — distress and calling
- channel 67 — secondary distress, weather forecasts and marine safety information
- channel 73 — general working.

The Gold Coast Water Police can be contacted on VHF channel 73 usually during business hours and on weekends

Local volunteer marine rescue groups provide 24 hour radio coverage on VHF channel 16, channel 67 and channel 73. Gold Coast Seaway Tower provides monitoring of the following marine VHF channels during the hours of 0500 to 1800 each day.

4.2 Pilot vessel contact

Pilots will generally call the ship (on channel 16 VHF) arriving off Southport to embark a pilot approximately 30 minutes prior to the designated arrival time at the pilot boarding ground.

The pilot transfer vessel 'QG WORALIE' operated by Maritime Safety Queensland, monitors VHF channel 16 when approaching the pilot boarding ground.

5. Emergency procedures

5.1 Threat identification

The following are identified as threats:

- Cyclone;
- Extreme weather event;
- Tidal (storm) surge;
- Flood;
- Fire (marina or ship underway); and
- Oil pollution.

5.1.1 Extreme weather event

Extreme weather event can produce destructive winds, heavy rainfall causing flooding and damaging storm surges that can cause inundation of low lying areas and higher tidal water levels than predicted.

The probability of a cyclone striking the Gold Coast region is at its greatest between the months of November to April. A cyclone has not crossed the coast in this area since Cyclone “Zoe” in March 1974. Since that time the Gold Coast has experienced severe weather associated with other cyclones which have crossed the coast further north or remained out to sea, the most recent being Cyclone “Oswald” in January 2013.

5.1.2 Cyclone warnings

A Tropical Cyclone Warning Centre is located at the [Bureau of Meteorology](#) office in Brisbane. The weather bureau has in place a Cyclone Category System which identifies the severity of a cyclone and provides definitions of wind strength and possible damage.

- Category One — wind strength less than 68 knots
- Category Two — wind strength 68 to 90 knots
- Category Three — wind strength 90 to 120 knots
- Category Four — wind strength 120 to 150 knots
- Category Five — wind strength more than 150 knots

A tropical cyclone advice is issued when it is likely that gale force winds will impact the coast. There are two types of warnings in place.

Cyclone Watch — issued if gale force winds are expected within 24 to 48 hours.

Cyclone Warning — issued if gale force winds are expected within 24 hours.

A tropical cyclone advice is prefixed flash when it is the first warning to a community not previously alerted by a Cyclone Watch. The prefix is also used when amendments are made to previous warnings.

There is no cyclone evacuation plan that covers the Southport pilotage area. Vessel masters should liaise with marina management to become familiar with their contingency plans and the loadings likely to be experienced on marine structures.

5.1.3 Severe thunderstorms

The most severe storms in the Gold Coast area occur between the months of September and March. Severe storms are localised events, usually affecting smaller areas than tropical cyclones

and floods. When such storms hit the Gold Coast region, they are usually accompanied by strong to gale force winds with heavy rain and sometimes hail.

Flash flooding sometimes results from these storms and debris is often washed downstream of the coast's river systems.

Severe thunderstorm advice are issued by the weather bureau and can be received on marine radio, commercial radio and television

5.1.4 Tidal (storm) surge

Potentially the most destructive phenomenon associated with cyclones that make landfall is the storm surge. Storm surge is a raised dome of water about 60 to 80 kilometres across and typically about two to five metres higher than the normal tide level.

The worst possible scenario arises when a severe cyclone crosses a coastline with a gently sloping seabed at or close to a high tide. Wave action on top of the storm tide can raise the water level even further producing a battering effect on vulnerable structures.

5.1.5 Flood

In addition to storm surge events the Gold Coast is prone to severe weather associated with summer storms or east coast low pressure systems. These systems have the potential to cause flash-flooding that would affect low lying areas causing river systems to rise above normal levels with rapid flowing water.

Flood advices are issued for local river systems by the weather bureau and can be received on marine radio, commercial radio and television or by conducting a search on the bureau's website.

5.1.6 Fire

Vessel fires can occur either at sea or whilst the vessel is moored at a marina. The Gold Coast has witnessed several vessel fires at marinas over the past ten years, with each incident causing severe damage to multiple vessels.

The Queensland Fire and Rescue Service (QFRS) are the combatant agency and incident coordinator for marina fires and vessel fires alongside.

In the first instance, when witness to a marine related fire, contact the Queensland Fire and Rescue Service by phoning Australia's emergency number — 000. Also contact the office of the Gold Coast Water Police on +61 7 5509 5700 or 000.

If using a marine radio to contact fire authorities, call the Gold Coast Seaway Tower or Water Police on VHF channels 16 or 73.

5.1.7 Oil 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.

5.1.7.1 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.

All pollution incidents occurring in the Southport pilotage area or waters immediately adjacent are to be reported to the Gold Coast office of Maritime Safety Queensland by phone on +61 7 5585 1810 or after hours on +61 7 3305 1700.

Vessels without telephone communications can contact the Gold Coast Seaway Tower on VHF channels 16 or 73 and ask that a report be passed on to Maritime Safety Queensland.

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

- date/time of incident
- location (latitude, longitude and/or 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 and sea conditions
- whether a sample of the substance spilled has been collected
- any additional information that relates to the spill.

The discharge of pollutants into Queensland waters is an offence — whether your boat is large or small, it is an offence to deliberately discharge oil or chemicals into Queensland's coastal waters. Under the [Transport Operations \(Marine Pollution\) Act 1995](#) severe penalties apply.

5.2 Marine incidents

Under the [Transport Operations \(Marine Safety\) Act 1994](#) a marine incident is classified as an event causing or involving:

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

5.2.1 Marine incident reporting

A marine incident involving a Queensland regulated ship must be reported to a shipping inspector within 48 hours of the incident occurring unless there is a reasonable excuse. Shipping inspectors are marine safety officers (located at Maritime Safety Queensland marine operations bases), and officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these offices, contact a shipping inspector by phone. (See contact list below)

The report must be made on the approved [Marine Incident Report \(Form 3071\)](#) . These forms are also available from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved.

The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the [Transport Operations \(Marine Safety\) Act 1994](#) requires ship's 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 on board 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.

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 involving a domestic commercial vessel (DCV) must be reported to the Australian Maritime Safety Authority (AMSA) as soon as reasonably practical after becoming aware of the incident, having regard to the circumstances.

The owner and master of a domestic commercial vessel involved must report the incident within 72 hours after the master/owner becomes aware of the incident. The report must be made on the approved [form AMSA529](#).

Additional information about reporting incidents involving domestic commercial vessels can be located on the Australian Maritime Safety Authority website. www.amsa.gov.au

5.3 Emergency contact list

Agency or service	Location	Contact number — business hours	Contact number —after hours or emergency
Gold Coast Water Police	Main Beach	+61 7 5509 5700	000
Police		000	000
Queensland Fire and Rescue	Southport	000	000
Queensland Ambulance Service	Southport	000	000
Maritime Safety Queensland	Main Beach	+61 7 5585 1810	+61 7 3305 1700
Gold Coast Seaway Tower	The Spit	+61 7 5591 2948	
Australian Customs and Border Protection Service	Brisbane and Gold Coast	+61 7 3835 3412	+61 7 3835 3135
Bio Security	Brisbane	1800 803 006	
Australian Maritime Safety Authority (AusSAR)	Canberra	1800 641 792	
City of Gold Coast	Bundall	+61 7 5581 6000	
Volunteer Marine Rescue	The Spit	+61 7 5532 3417	+61 7 5591 1300
Australian Volunteer Coast Guard	Southport	+61 7 5531 1421	
Gold Coast Waterways Authority	Main Beach	+617 5539 7350	+61 4 0775 2884

Table 3 – Emergency contact list

6. Dangerous goods

6.1 General

6.1.1 Notification

Dangerous goods must not be brought into, or handled in the pilotage area until notification is provided in the approved format [Dangerous Goods Form](#) and has been communicated to the office of Maritime Safety Queensland, Gold Coast.

Notification must be:

- in writing to include the ship's dangerous goods manifest or other approved form;
- received not less than 48 hours before the ships arrival at the pilot boarding ground; and
- vessels departing must lodge a report at least three hours prior to departure.

Ships operating within the Southport pilotage area are to be familiar with the provisions of Chapter 5 Part 4 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) when handling or transporting dangerous goods.

7. Port Navigation

7.1 Southport pilotage area

The Southport pilotage area is the area of:

(a) waters bounded by an imaginary line drawn:

- starting at the high water mark at a point where latitude 27° 39.90' south meets the eastern shoreline of the mainland;
- then due east to the high water mark on the western shoreline of North Stradbroke Island at latitude 27° 39.90' south;
- then by the high water mark in a southerly direction along the western shoreline and in an easterly direction along the southern shoreline of North Stradbroke Island to the south-eastern extremity of the island at approximate latitude 27° 43.64' south, longitude 153° 27.10' east;
- then across to the high water mark on the northern extremity of South Stradbroke Island at approximate latitude 27° 45.29' south, longitude 153° 26.69' east;
- then in a southerly direction along the western shoreline and in an easterly direction along the southern shoreline of South Stradbroke Island to the seaward extremity of the northern breakwater at the entrance to the Gold Coast Seaway;
- then in an easterly direction to latitude 27° 55.90' south, longitude 153° 27.06' east;
- then due south to latitude 27° 56.10' south, longitude 153° 27.06' east;
- then in a westerly direction to the seaward extremity of the southern breakwater at the entrance to the Gold Coast Seaway;
- then by the high water mark in a westerly direction along the northern shoreline and in a southerly direction along the western shoreline of The Spit, returning in a northerly direction along the eastern shoreline of the mainland to the starting point; and

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

7.2 Charts and publications

Recommended charts for the Gold Coast region include:

- AUS 230 Approaches to Gold Coast Seaway
- AUS 814 Point Danger to Cape Moreton.

The Beacon to Beacon Directory provides a comprehensive guide to Queensland waterways between Tweed Heads and Gladstone, and freshwater impoundments west to Charleville. Similar to a street directory, this publication provides easy-to-follow maps of south-east Queensland waterways. The maps are based on information provided by Maritime Safety Queensland cartographers and include extra information such as rules and regulations, and boat ramp locations. These maps are freely available online through the MSQ website.

7.3 Gold Coast Seaway — features and description

7.3.1 Approaches

Ships bound from seaward by day will first make out the rock training walls and their white lighthouse towers from a minimum distance of two nautical miles. Other features, which are prominent from this distance are the Sand Pumping Jetty to the south of the southern breakwater

wall and the rear seaway lead light F Bu (Dir FY day). A group of five apartment buildings stand prominent inland and north of the seaway. During the hours of darkness, the tallest of these buildings displays a white occulting light (Oc. 5s).

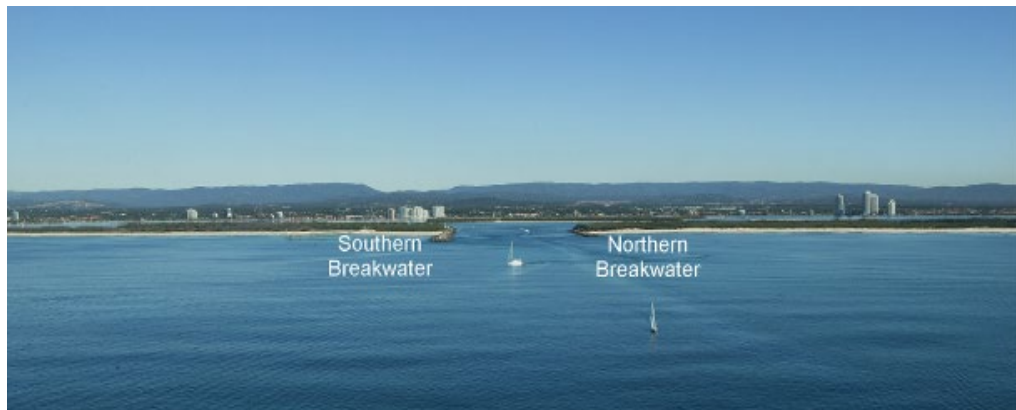


Figure 1 - Approaches

7.3.2 Northern approach

When approaching the Gold Coast Seaway from the northward ships should not pass too close to the ebb tide delta which lies north-east of the seaway and extends some 0.95 nautical miles to seaward (see figure 2).

At times when the swell height exceeds 1.5 metres this area of shoal water is prone to heavy breakers.



Figure 2 – Northern approach

7.3.3 Southern approach

When approaching the Gold Coast Seaway from the south, ships should maintain a clearance of at least one nautical mile off Gold Coast beaches as shark nets are positioned adjacent to the major surfing areas. Large vessels should keep a course at least two nautical miles from the beach and maintain an extra lookout as small vessels regularly use this area. Nets and drum lines are usually positioned up to 300 metres off the beach and are marked with either white floats or inflatable pink or yellow buoys.

There are two artificial reefs to be aware of when making approach from the south east. An artificial reef exists off Narrow Neck, immediately north of Surfers Paradise beach, and extends some 300 metres off the beach. This reef is located within the surf zone and does not pose a threat to mariners making passage from the south.

Another artificial dive reef is located approximately 2 nautical miles south east from the Gold Coast Seaway entrance in approximate position latitude 27° 57.655' S, longitude 153° 27.331' E, off Main Beach. This underwater reef is a dive site and rises from the sea floor to within 8 metres of the surface. The reef area covers 500 square metres and is marked by 4 yellow special mark buoys FI Y 3s. There are 3 unlit mooring buoys located within the 500 square metre area.



Figure 3 – Southern approach

7.3.4 Eastern approach

The outgoing tidal stream sets strongly through the Gold Coast Seaway and care should be exercised if crossing the seaway during the ebb tide. Steep pressure waves form at the eastern end of the seaway due to the speed of the ebb tide, which runs at its quickest (three knots) three hours after HW.

The effect of the ebb tide has an influence on the sea conditions out to a distance of about one nautical mile. Sea conditions are generally confused and steep waves form as a result of the opposing forces of the tide and wind.

7.4 Gold Coast Seaway leads and beacons

There are two sets of leading beacons and four lateral marks, which assist navigation when making entry into the Southport Broadwater via the seaway.

The Centre Line Leads (255°T) are marked by two beacons aligned for passage through the centre of the seaway. The front lead beacon, Iso Bu 4s, is a directional light and is at its brightest when the leads are in line. It is positioned on a five metre solid white tower located on the foreshore of Wave Break Island. The rear lead beacon, F Bu (Dir FY day), is a tall white pole constructed on the mainland at Labrador. This rear lead exhibits a yellow directional sodium fixed light by day and is visible well before the front leading mark is observed (see figure 4).



Figure 4 – Centre line leads

The Bar Clearance Leads (291°T) are marked by two lighted structures aligned for passage into the seaway from the south-east. A solid white beacon GS1 (FI G 4s 5M) located on the eastern extremity of the north breakwater indicates the front lead, while the rear lead, (Oc 5s 8M) is positioned on the tallest of a group of four prominent buildings situated on the mainland at Bayview Harbour.

The Bar Clearance Leads (291°T) have no lights showing by day but can be clearly seen at some distance (see Figure 5).



Figure 5 – Bar clearance leads

The two breakwaters and sand pumping jetty are clearly seen on radar from a distance of 0.6 nautical miles whilst closing the seaway on the bar clearance leads (291°T). At night the red and green lateral mark lights on GS1 (FI G 4s) and GS2 (FI R 4s) at the end of the breakwaters are clearly visible from this location.



Figure 6 – Radar view

7.4.1 Use of the Gold Coast Seaway leads

At times, an ebb tide delta can form immediately north of the Gold Coast Seaway entrance resulting in the depths on the Centre Line Leads becoming variable.

As the northern migration of sand drifts along this area of coast, small sand bars form at the entrance and the depth on the leads is subject to change. The use of the Bar Clearance Leads is required when the sea conditions are such that breakers form close to the centre line leads.

The Bar Clearance Leads are also used to clear the area of confused seas caused by the ebb tide. The direction of the swell also dictates the use of these leads. Notices to Mariners provide regular updates.

7.4.2 Gold Coast Seaway — inbound from the pilot boarding ground

Once at the [Pilotage Boarding Ground](#) a westerly course is steered to pick up either set of leads to enter the Gold Coast Seaway. Both sets of leads are visible from at least 1.5 nautical miles offshore. The sea state and tidal conditions will determine which set of leads is to be used to make entry.



Figure 7 – Inbound from pilot boarding ground

Should the conditions be smooth with a swell height less than 1.5 metres and an incoming tide the Centre Line Leads (255°T) will be aligned at 1.5 nautical miles offshore.

If conditions require the use of the Bar Clearance Leads (291°T) these leads will be visible from the south-east at a distance of at least 1.5 nautical miles. The southern breakwater will be passed at a distance of 200 metres and extreme caution should be exercised during ebb tide conditions and when seas rise above 1.5 metres as breakers form off this breakwater.

Once past the breakwater the Centre Line Leads are conspicuous and when at a position 120 metres off the breakwater the leads will come into line where, by this stage, the ship will be on a heading of 255°T for entry into the seaway.

When inside the two breakwaters the channel is a maximum of 200 metres wide. At times a shoal area forms along the inside of the north breakwater where occasional breakers form in heavy weather. This channel narrows after passing the seaway communications tower and diverts north towards the Coomera River or south towards Southport.

7.5 South Channel to Southport Boat harbour

After passing GS4 (Fl R 4s) adjust course to port and remain about 130 metres off the south wall throughout the turn.

The South Channel is approximately 100 metres wide and is marked with sets of lateral beacons with lights synchronised to flash 4s. Steer approximately 178°T for a distance of 1.2 nautical miles and after passing S10 alter course to approximately 175°T for a distance of 0.6 nautical mile for the final leg to the marinas. This channel experiences heavy recreational boating activity on weekends and holidays with many small craft and personal watercraft competing for room.

Navigating the South Channel at night is demanding due to the large quantity of background lighting from the buildings and street lights of Southport and Main Beach. Care should be exercised when transiting towards the south as the lateral marks can be lost in the urban lighting.



Figure 8 — South Channel

7.6 Berthing and vessel facilities

Southport has four main marinas where berthing of vessels up to 130 metres in length can be achieved. The channel is approximately 100 metres wide where swing room is required for berthing. The tidal stream sets strongly through the channel near the marinas and vessels should take advantage of slack water for manoeuvring.



Figure 9 – Berthing vessel facilities

7.7 Anchoring restrictions

A small craft anchorage is available for transient vessels east of the South Channel between beacons S6 and S8. A seven day anchoring limit applies to all vessels in this area.

All Gold Coast waterways are subject to anchoring and mooring restrictions. Information can be sought from the office of the Gold Coast Waterways Authority.



Figure 10 - Anchorages

7.8 North Channel to Coomera River mouth

Whilst on the Centre Line Leads (255°T) making entry to the Southport Broadwater, alter course to starboard when abeam of the seaway communications tower. Maintain a distance off the north breakwater of 130 metres until N1 (FI G 4s) is abeam.

Set a course to pass between the remaining North Channel beacons and prepare to alter course to starboard when abeam N7 (FI G 4s). After passing N7 set a course of 022°T towards Currigee camp on South Stradbroke Island, then continue northward round the next three red lateral marks whilst maintaining a distance of at least 100 metres off the beach. Three green lateral mark buoys (FI G 3s) have been established adjacent to Currigee to assist in maintaining distance off the beach.

Alter course to pass the next two green lateral beacons whilst maintaining position mid channel. When abeam of the northern green beacon (FI G 2.5s) alter course to starboard and steer 001°T for a distance of 0.7 nautical miles. While maintaining this course a red lateral beacon (FI R 6s) and a yellow special mark beacon (FI Y 2.5s) will pass down the port side.

Once passed and clear of the special mark, slightly alter course to port and remain at least 100 metres off the shoreline of the Sovereign Islands. Follow the curve of the island, whilst maintaining the 100 metres distance off, for entry into the Coomera River.



Figure 11 — North Channel

7.9 Coomera River mouth to Gold Coast marine precinct and Gold Coast City Marina

The Coomera River navigation channel varies with a minimum design width of 40m at the narrowest point. The channel from Paradise Point upstream to the Gold Coast City Marina follows the natural path of the river, passing Hope Harbour Marina and Sanctuary Cove.

The river is marked by a combination of lit lateral marks and leading lights. Special and Cardinal marks indicate channel junctions. There are no lit navigation aids above the Gold Coast City Marina.



Figure 12 – Coomera River mouth and Gold Coast City Marina

8. Appendices

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8.1 Reporting movement of ship between 35 m and 50 m LOA (Southport pilotage area)

Please follow this link to access the official fillable PDF form: [Reporting movement of ship between 35 and 50 metres LOA \(Southport pilotage area\)](#)

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



Queensland
Government

Reporting movement of ship between 35 and 50 metres LOA - Southport Pilotage Area

Transport Operations (Marine Safety) Regulation 2016

Email completed form to msq.goldcoast.reception@msq.qld.gov.au

Date of ship movement	Details of ship movement		
<input type="text"/>	<input type="text"/>		
Vessel name	<input type="text"/>		Lloyd's/IMO number
<input type="text"/>	<input type="text"/>		<input type="text"/>
Vessel class	Year built	Flag	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Agent	<input type="text"/>		Call sign
<input type="text"/>	<input type="text"/>		<input type="text"/>
Master's name	<input type="text"/>		
Mobile phone number	Fax number		
<input type="text"/>	<input type="text"/>		
Email address	<input type="text"/>		
Displacement	Number of engines	Power - kilowatts	LOA
<input type="text"/>	<input type="text"/>	<input type="text"/> kW	<input type="text"/>
Breadth	Draft (maximum)	Number of propellers	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
Number of rudders	Number of thrusters	Power - kilowatts	Fuel tank capacity
<input type="text"/>	<input type="text"/>	<input type="text"/> kW	<input type="text"/>
The information supplied above is correct.			
Master	<input type="text"/>		Date
<input type="text"/>	<input type="text"/>		<input type="text"/>

8.2 Request for Pilotage/ movement of ship 50 metres and over (Southport pilotage area)

Please follow this link to access the official fillable PDF form: [Pilotage/Movement of Ship 50 Metres and Over \(Southport pilotage area\) Request](#)

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



**Queensland
Government**

Pilotage/Movement of Ship 50 metres and over (Southport pilotage area) Request

Email completed form to goldcoast.maritime@msq.qld.gov.au

Date of pilotage

Details of movement

Vessel name

Lloyds/IMO Number

Vessel class

Year built

Flag

Agent

Call sign

Master's name

Mobile phone number

Fax number

Email address

Displacement

Number of engines kW

LOA

Breadth

Draft (Maximum)

Number of propellers

Number of rudders

Number of thrusters and kW

Fuel tank capacity

The information supplied above is correct.

Master's signature

Date

8.3 Dangerous Goods Form

Please follow this link to access the official fillable PDF form: [F5356 - Intention to Load/Unload/Transfer Dangerous Goods Notification - Southport Pilotage Area](#)

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



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Intention to Load/Unload/Transfer Dangerous Goods Notification - Southport Pilotage Area

Transport Operations (Marine Safety) Regulation 2016

Email completed form to goldcoast.maritime@msq.qld.gov.au. **Notification to be lodged 48 hours prior to handling/vessels estimated time of arrival**

Vessel	Voyage
<input type="text"/>	<input type="text"/>
Proposed berth	Agents
<input type="text"/>	<input type="text"/>
Telephone number	Fax number
<input type="text"/>	<input type="text"/>

Commencement of proposed handling/transfer

Date	Time
<input type="text"/>	<input type="text"/>

Tick relevant action:

- Load dangerous goods as specified in the Dangerous Goods Code AS 3846-2005
- Unload dangerous goods as specified in the Dangerous Goods Code AS 3846-2005
- Transfer dangerous goods as specified in the Dangerous Goods Code AS 3846-2005
- Handle goods other than those specified in the dangerous goods code in or above hold in which dangerous goods are stowed as specified in Dangerous Goods Code AS 3846-2005
- Handle goods other than those specified in the dangerous goods code on or above deck in which dangerous goods are stowed as specified in Dangerous Goods Code AS 3846-2005
- Handle dangerous goods between the hours of sunset and sunrise as specified in section 63 *Transport Operations (Marine Pollution) Act 1995*
- Handle goods other than dangerous goods onboard a ship between the hours of sunset and sunrise as specified in section 63 *Transport Operations (Marine Pollution) Act*
- Ship/Shore Safety Checklist* prepared for endorsement by interested parties (minimum specified AS 3846-2005 Appendix L)

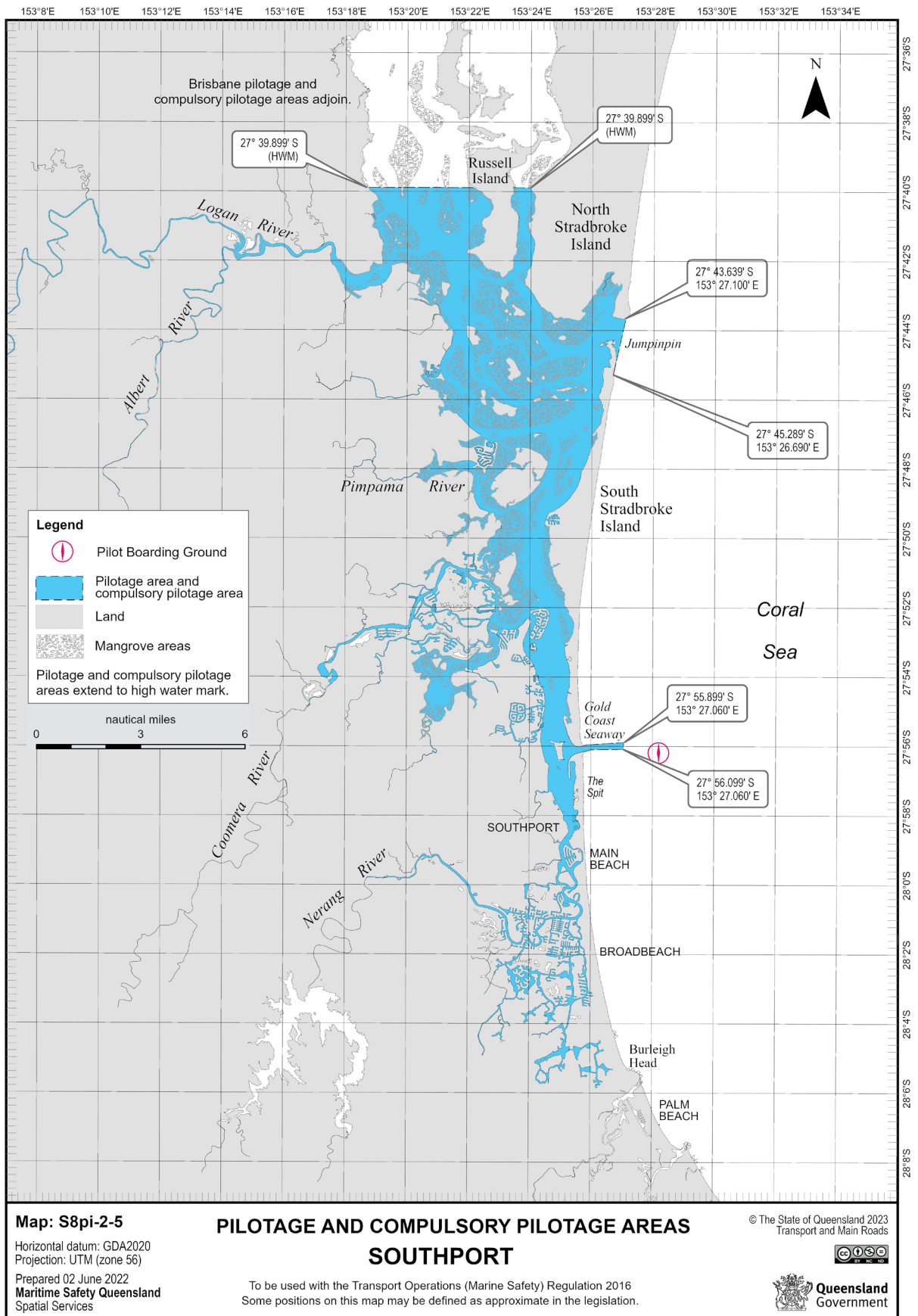
I certify that to the best of my knowledge, information and belief (tick where applicable):

- There are no damaged, leaking or deteriorated containers, tanks or packages containing dangerous goods as specified in Dangerous Goods AS 3846-2005
- Information contained in this form and attachments is true and correct

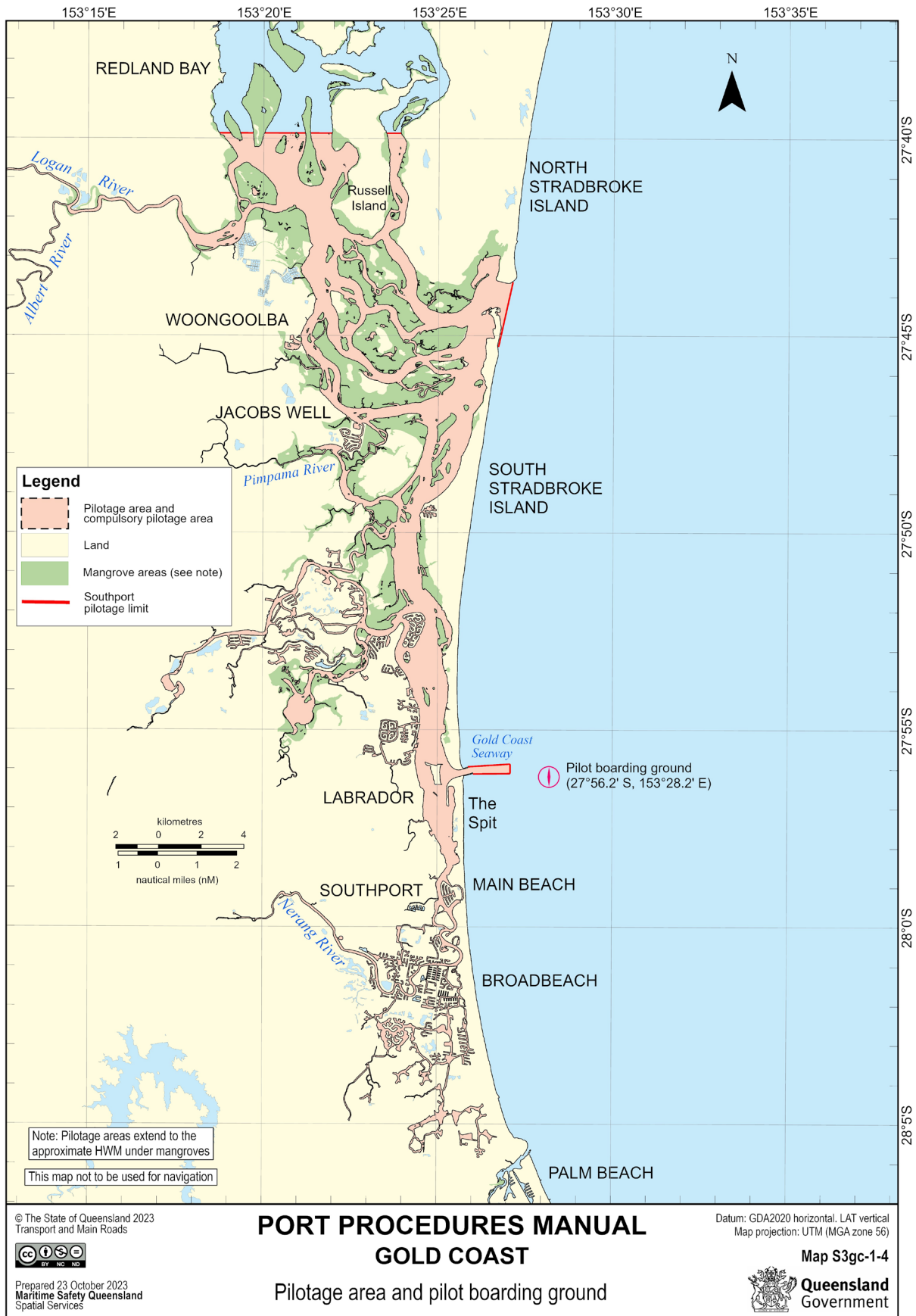
Signature of Agent	Date of application
<input type="text"/>	<input type="text"/>

Office use only	
Maritime Safety Queensland received (In)	Maritime Safety Queensland returned (Out)
Name	Name
<input type="text"/>	<input type="text"/>
Signature	Signature
<input type="text"/>	<input type="text"/>
Date	Date
<input type="text"/>	<input type="text"/>
Forwarded to:	
<input type="checkbox"/> Gold Coast Waterways Authority	<input type="checkbox"/> Area Manager (Gold Coast)
<input type="checkbox"/> City of Gold Coast - Environmental Health Services chealthadmin@goldcoast.qld.gov.au	

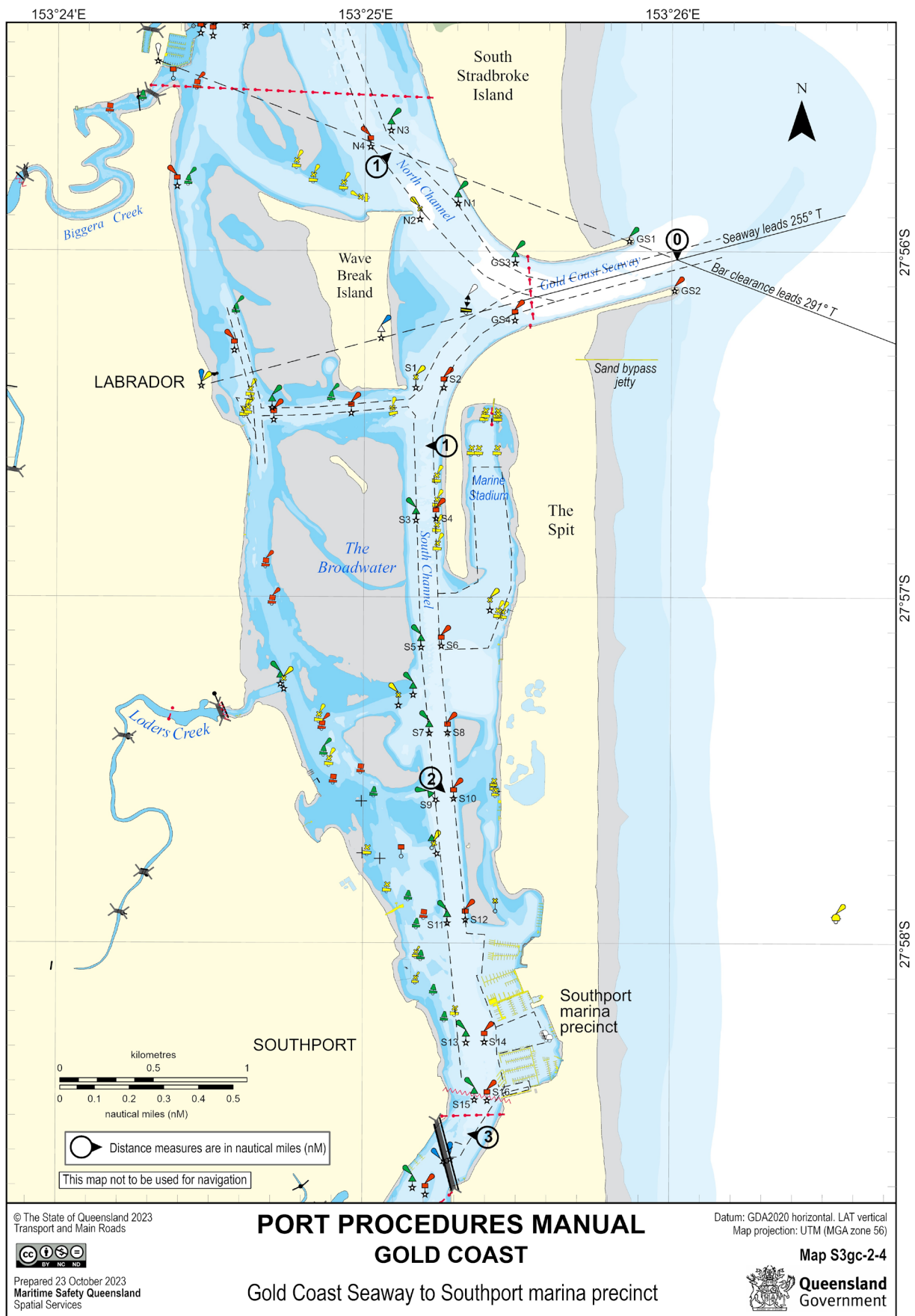
8.4 Pilotage Area



8.5 Pilotage Boarding Ground



8.6 Seaway – Southport



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Transport and Main Roads



Prepared 23 October 2023
Maritime Safety Queensland
Spatial Services

PORT PROCEDURES MANUAL GOLD COAST

Gold Coast Seaway to Southport marina precinct

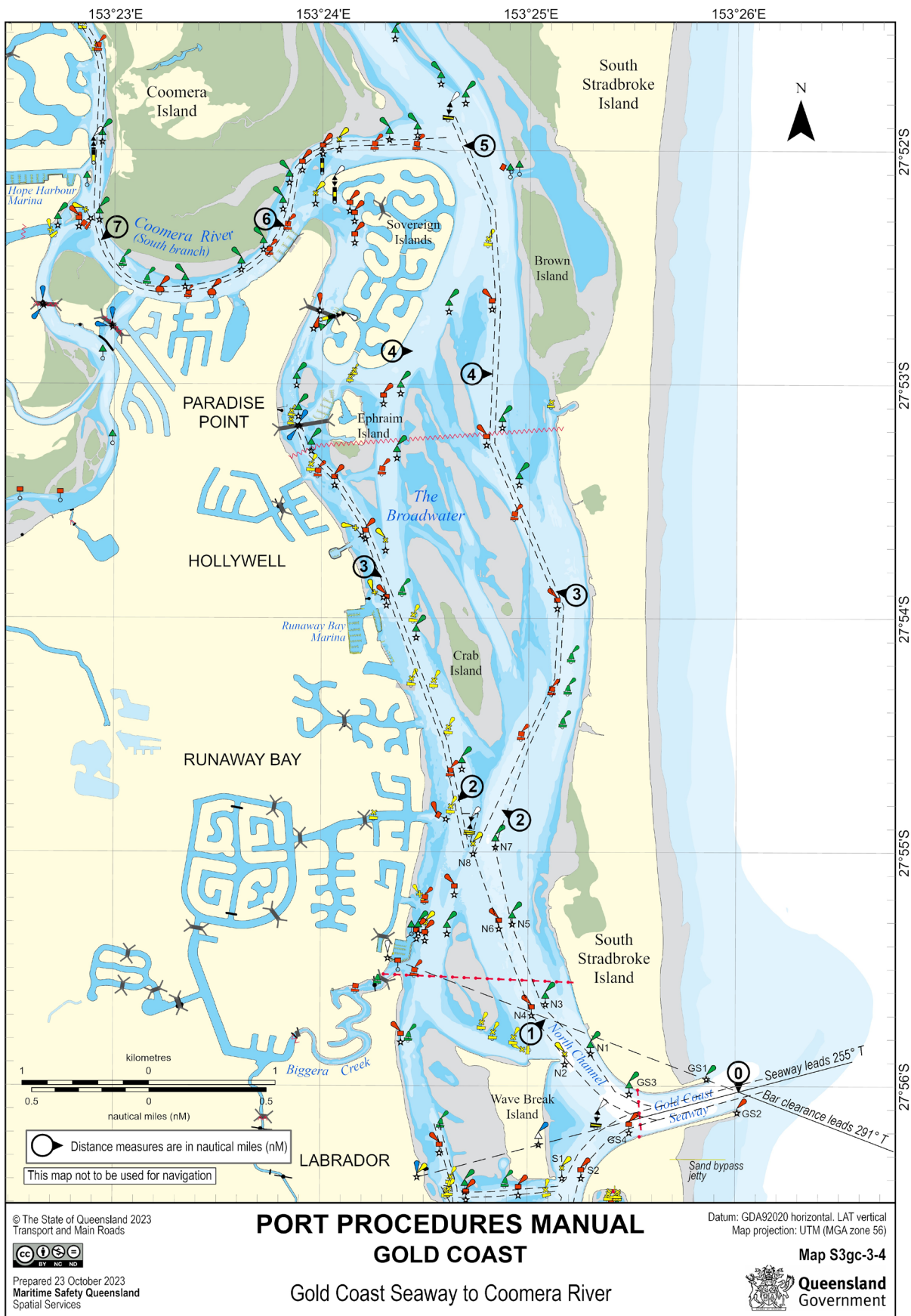
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Map S3gc-2-4



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8.7 Seaway – Coomera River



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Maritime Safety Queensland
Spatial Services

PORT PROCEDURES MANUAL GOLD COAST

Gold Coast Seaway to Coomera River

Datum: GDA92020 horizontal. LAT vertical
Map projection: UTM (MGA zone 56)

Map S3gc-3-4



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8.8 Seaway – Coomera River – Marina Precinct

