

# 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 (Poseidon Sea Pilots).

### **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 program 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 GDA2020.