Port Procedures and Information for Shipping – Port of Weipa

June 2023

Queensland Government

Creative Commons information

Harbour Master's Direction

Transport Operations (Marine Safety) Act 1994

Division 2, Subdivision 1, Sections 88 – 92

I, **Captain David Ferguson**, Regional Harbour Master, Cairns am appointed as harbour master under part 7 of Transport Operations (Marine Safety) Act 1994.

Under section 86 of the Transport Operations (Marine Safety) Act 1994 a harbour master may give a direction only if the harbour master reasonably considers it necessary to ensure safety. Further, section 86A of the Transport Operations (Marine Safety) Act 1994 enables a harbour master to give a general direction that applies to all ship owners, ship masters, ships, other persons or matters.

I am satisfied that it is necessary to issue this direction to ensure marine safety in the Port of Weipa. Sections of the Port Procedures and Information for Shipping – Port of Weipa (https://www.msq.qld.gov.au/Shipping) are mandatory and must be complied with.

I DIRECT THAT:

The Port Procedures and Information for Shipping – Port of Weipa must be complied with by all vessels within the Port of Weipa.

Note:

It is an offence to fail to comply with my direction without reasonable excuse. It is also an offence to obstruct a harbour master in the exercise of a power. The maximum penalty is $20,000 for an individual for each offence. If you fail to comply with my direction, then I may carry out the direction myself, and recover all expenses associated with performing the direction from you as a debt in civil jurisdiction.

Captain David Ferguson

Regional Harbour Master – Cairns

Maritime Safety Queensland

DATED AT CAIRNS THIS 5th Day of April 2022

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Contact for enquiries and proposed changes. If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Revision Date	Page number or section	Summary of Changes	Approved by
April 2010	-	First Issue	Regional Harbour Master
July 2015		Second Issue	Regional Harbour Master
May 2016	1.1	Information amended	Regional Harbour Master
May 2016	1.2	Telephone number updated	Regional Harbour Master
May 2016	3.2	Port Control amended	Regional Harbour Master
May 2016	3.2.1	Information correction	Regional Harbour Master
May 2016	3.6	QSHIPS entry	Regional Harbour Master
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May 2016	3.11	Port Control amended	Regional Harbour Master
May 2016	3.12.1	Port Control amended	Regional Harbour Master
May 2016	3.12.2	Port Control amended	Regional Harbour Master
May 2016	4.3	Wunma reference removed	Regional Harbour Master
May 2016	5.1	Dredge reference removed	Regional Harbour Master
May 2016	6.1	27Mhz reference removed	Regional Harbour Master
May 2016	6.3	Information updated	Regional Harbour Master
May 2016	8.2.1	Pilot reference updated	Regional Harbour Master
May 2016	10.1	Table updated	Regional Harbour Master
May 2016	10.2.1	Spelling correction	Regional Harbour Master
May 2016	10.2.3	Customs reference updated	Regional Harbour Master
May 2016	10.2.5	Night fuel transfer added	Regional Harbour Master
May 2016	11.1.3	Port Control amended	Regional Harbour Master
May 2016	12.5.1	Heading amended	Regional Harbour Master
May 2016	12.5.2	DCV added	Regional Harbour Master
May 2016	12.5.4	Information amended	Regional Harbour Master
May 2016	12.5.5	Port Control amended	Regional Harbour Master
May 2016	13.1.3	Telephone numbers updated	Regional Harbour Master
May 2016	15.2	Telephone numbers updated	Regional Harbour Master
May 2016	16.2	Form removed	Regional Harbour Master
June 2016	All	Updated to new TMR format	Regional Harbour Master
September 2016	Various	Update of TOMSA/TOMSR	Regional Harbour Master
Feb 2017	1.6.2	Reworded	Regional Harbour Master
Feb 2017	2.2	Table Amended	Regional Harbour Master
Feb 2017	2.5	Amended	Regional Harbour Master
Feb 2017	3.2	VTS area amended	Regional Harbour Master
Feb 2017	3.3	Phone number and email amended	Regional Harbour Master
Feb 2017	3.4	DUKC form link amended	Regional Harbour Master
Feb 2017	3.5.1	Link to form 16.2 deleted	Regional Harbour Master

Feb 2017	3.6	Reworded	Regional Harbour Master
Feb 2017	4.4	Reworded	Regional Harbour Master
Feb 2017	4.4.1	Eternal Power deleted from table	Regional Harbour Master
Feb 2017	4.5	DPPV reference deleted	Regional Harbour Master
Feb 2017	5.1	DWT amended to 105000	Regional Harbour Master
Feb 2017	5.1	Wording amended	Regional Harbour Master
Feb 2017	5.1.1	DWT amended to 105000	Regional Harbour Master
Feb 2017	5.4	Hey River Navaids added	Regional Harbour Master
Feb 2017	7.5	DUKC report times amended	Regional Harbour Master
Feb 2017	7.6	Reworded	Regional Harbour Master
Feb 2017	7.8.1	Arriving vessel time change	Regional Harbour Master
Feb 2017	8.1.1	NGF tanker daylight only deleted	Regional Harbour Master
Feb 2017	9.1.3	incomplete sentence deleted	Regional Harbour Master
Feb 2017	9.1.3	Tug requirement for panamax added	Regional Harbour Master
Feb 2017	12.1	Rio Tinto security officer phone number amended	Regional Harbour Master
Feb 2017	13.2.2	Rio Tinto security officer phone number amended	Regional Harbour Master
Feb 2017	15.1.2	Cleanaway changed to Redmondis	Regional Harbour Master
Feb 2017	15.2	Toll Marine Logistics removed	Regional Harbour Master
Feb 2017	16.1	Form removed	Regional Harbour Master
Feb 2017	16.2	Form amended	Regional Harbour Master
Feb 2017	16.4	Form removed	Regional Harbour Master
Feb 2017	16.9	Heading renamed	Regional Harbour Master
June 2017	2.5	Updated Customs document timeframes	Principal Manager – Vessel Traffic Management
July 2017	1.2	Information updated	Regional Harbour Master
July 2017	1.3	Contact details updated	Regional Harbour Master
July 2017	2.2	Amended	Regional Harbour Master
July 2017	3.2.1	Information updated	Regional Harbour Master
July 2017	3.3	Amended	Regional Harbour Master
July 2017	6.2.1	Removed	Regional Harbour Master
July 2017	7.1	Amended	Regional Harbour Master
July 2017	7.6	Wording amended	Regional Harbour Master
July 2017	8.1.2	Information updated	Regional Harbour Master
July 2017	9.1	Tug information updated	Regional Harbour Master
July 2017	9.1.1	Information amended	Regional Harbour Master
July 2017	12.4.1	VHF 12 added	Regional Harbour Master
July 2017	14	Link repaired	Regional Harbour Master
July 2017	15.2	Agencies corrected	Regional Harbour Master
August 2017	2.7 & 2.8	Updated definitions	Regional Harbour Master
August 2017	2.8.1	Removed reporting section	Regional Harbour Master
August 2017	Entire Document	General TMR formatting & colour	Regional Harbour Master
December 2017	7.8	Amended	Regional Harbour Master
December 2017	7.8.1	Amended	Regional Harbour Master
December 2017	9.1.3	Information added	Regional Harbour Master
February 2018	7.8.2	Information added	Regional Harbour Master
March 2018	7.8 & 7.8.1	Information added	Regional Harbour Master
March 2018	7.9, 7.9.1 & 7.9.2	Information added	Regional Harbour Master
March 2018	8.1.3	Information added	Regional Harbour Master
July 2018	1.2	Information updated	Regional Harbour Master

July 2018	6.1	Information updated	Regional Harbour Master
July 2018	7.9.2	Information updated	Regional Harbour Master
July 2018	9.1	Information updated	Regional Harbour Master
July 2018	12.3	Information updated	Regional Harbour Master
July 2018	Table 15	Information updated	Regional Harbour Master
August 2018	4.4.2	New table	Regional Harbour Master
September 2018	1.7.2 and 12.4	TOMPR updates	Regional Harbour Master
November 2018	8.1.3	Amended	Regional Harbour Master
April 2019	8.1.4	Information added	Regional Harbour Master
April 2019	16.5, 16.6 and 16.7	Information updated	Regional Harbour Master
October 2019	5.4 and 9.1	Information updated	Regional Harbour Master
June 2020	RHM Direction	Information updated	Regional Harbour Master
December 2020	Various	Information updated/added	Regional Harbour Master
January 2021	Various	Information updated	Regional Harbour Master
March 2021	8.1.2	Information updated	Regional Harbour Master
September 2021	8.2.1 and 16	Information updated	Regional Harbour Master
February 2022	4.4	Information updated	Regional Harbour Master
May 2022	Various	Information updated	Regional Harbour Master
March 2023	Various	Correction of numbering, broken links and updating of corporate forms	Regional Harbour Master
June 2023	15.2	Contact information amended and updated	Regional Harbour Master
June 2023	7.5, 7.9, 8.2.2	Information updated	Regional Harbour Master

1. Introduction

1.1 General

Shipping legislation in Queensland is controlled by Maritime Safety Queensland (MSQ), a government agency of the Department of Transport and Main Roads (TMR).

The state of Queensland is divided up into six regions, five of which are controlled by a Regional Harbour Master (RHM) and the sixth by a manager, all officers of Maritime Safety Queensland who report to the General Manager and under the *Transport Operations (Marine Safety) Act 1994*, are responsible for:

- improving maritime safety for shipping and small craft through regulation and education
- minimising vessel sourced waste and providing response to marine pollution
- providing essential maritime services such as port pilots and aids to navigation
- encouraging and supporting innovation in the maritime industry.

The limit of Queensland coastal waters is defined by a line three nautical miles (nm) seaward of the territorial sea baseline. The arrangements outlined in these procedures apply to the geographical areas gazetted as pilotage areas in Queensland. Pilotage areas have been gazetted around designated ports and maritime areas to ensure the safe and efficient movement of shipping. These areas encompass the approaches, main shipping channel and waters of the port.

Collectively, the Regional Harbour Master (Cairns) and the port authority North Queensland Bulk Ports Limited (NQBP) have responsibility for managing the safe and efficient operation of the port.

MARITIME SAFETY QUEENSLAND ADVISES THAT ESTUARINE CROCODILES ARE PRESENT IN THE WATERS OF THE PORT

1.2 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.

Nothing in this publication is intended to relieve any vessel, owner, operator, charterer, master, or person directing the movement of a vessel from the consequences of any failure to comply with any applicable law or regulation or of any neglect or precaution which may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

Information contained in this publication is based on information available as at the latest date in the document control sheet at the start of this manual. Although every care has been taken to ensure that this information is correct, no warranty, expressed or implied, is given in regard to the accuracy of all printed contents. The publisher shall not be responsible for any loss or damage resulting from or caused by any inaccuracy produced herein.

Information on external agencies (Australian Border Force, quarantine, port authority rules, REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective websites for current information.

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

Any significant updates to the content of these procedures will be promulgated on this site. The North Queensland Bulk Ports Corporation (NQBP) website should be consulted for the latest information on port rules and notices:

Should errors or omissions in this publication be noted, it would be appreciated if advice of these could be forwarded to:

Regional Harbour Master (Cairns)

Maritime Safety Queensland

Postal address: PO Box 1787, Cairns Queensland 4870

Phone: +61 7 4052 7400

Fax: +61 7 4052 7451

Email rhmcairns@msq.qld.gov.au

1.3 Datum

All water depths refer to the lowest astronomical tide height (LAT).

All positions in this manual are in WGS84

All directions are referenced to True North.

1.4 Definitions

1.4.1 Australian Maritime Safety Authority (AMSA)

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 Length Overall (LOA)

The LOA refers to the extreme length of a vessel.

1.4.4 Lowest astronomical tide (LAT)

This is the zero value from which all tides are measured.

1.4.5 Manager (Pilotage Services)

The person responsible for the service delivery of pilotage services within the region.

1.4.6 Manager (Vessel Traffic Services)

The person responsible for the management of the Vessel Traffic Service (VTS) centre situated at Cairns.

1.4.7 Maritime Safety Queensland (MSQ)

The state government agency responsible for the operations of pilotage, pollution protection services, VTS and the administration of all aspects of vessel registration and marine safety in the State of Queensland.

1.4.8 MASTREP – the Modernised Australian Ship Tracking and Reporting System

The Modernised Australian Ship Tracking and Reporting System (MASTREP) is a Ship Reporting System designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Coordination Centre (RCC) Australia in Canberra.

1.4.9 Navigation Act

Refers to the *Navigation Act 2012*.

1.4.10 North Queensland Bulk Ports Corporation (NQBP)

North Queensland Bulk Ports Corporation (NQBP) is a statutory Queensland government owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure.

1.4.11 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 pilotage area without a pilot.

1.4.12 Queensland Shipping Information Planning System (QSHIPS)

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.

1.4.13 REEFREP

The mandatory ship reporting system established by IMO Resolution MSC.52(66), amended by Resolution MSC.161(78) and Resolution MSC.315(88) – see Marine Order 63 (Vessel reporting systems) 2015.

1.4.14 Reef VTS

The Great Barrier Reef and Torres Strait Vessel Traffic Service (Reef VTS) was established by Australia as a means of enhancing navigational safety and environmental protection in Torres Strait and the Great Barrier Reef.

1.4.15 Regional Harbour Master (RHM)

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

1.4.16 Sailing time

The actual sailing time is the time of the last line.

1.4.17 Vessel Traffic Service Operator (VTSO)

A person, suitably qualified, delegated by the Regional Harbour Master to monitor the safe movement of vessels and to give direction under the relevant provisions of the *Transport Operations (Marine Safety) Act 1994*.

1.4.18 Vessel Traffic Service (VTS)

VTS is any service implemented by a competent authority, designed to maximise the safe and efficient movement of water-borne traffic.

1.5 Contact information

1.5.1 The Regional Harbour Master (Cairns)

For operational maritime questions, marine incidents, pilotage, buoy moorings and navigation aids please contact the harbour master's office located at:

Physical address:	100–106 Tingira Street Portsmith, Cairns Queensland 4870
Postal address:	PO Box 1787, Cairns Queensland 4870
Phone:	07 4052 7400
Fax:	07 4052 7451
Email:	rhmcairns@msq.qld.gov.au

1.5.2 Vessel Traffic Service

The VTS centre, (call sign "Weipa VTS" operated by Maritime Safety Queensland) is situated at the Regional Harbour Master's office.

For ship traffic scheduling, pollution incidents and reporting of defective navigation aids please direct initial enquiries to the VTS centre. The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community. They are contactable on:

VHF channels 16 and 12.

Phone: 07 4033 3670

Fax: 07 4052 7460

Email: vtscairns@msq.qld.gov.au

In the event of an emergency, the VTS centre is the key notification and communications facility that will activate the appropriate response agencies.

Ship traffic movements may be accessed on the QSHIPS website.

1.5.3 Port authority

The primary function of the North Queensland Bulk Ports Corporation (NQBPC), under the *Transport Infrastructure Act 1994*, is to establish, manage and operate effective and efficient facilities and services within the port while maintaining appropriate levels of safety and security.

NQBP port superintendent:	+61 7 4069 7749 (business hours)
	+61 4 2818 0243 (outside business hours)
NQBP head office (24/7):	+61 7 3224 7426
Fax:	+61 7 4069 7518

1.6 Rules and regulations

1.6.1 General

The rules and regulations in the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international rules of the IMO, such as the Safety of Life at Sea (SOLAS) Convention and its amendments (for example the International Maritime

Dangerous Goods (IMDG) Code) and state, national and local port authority regulations are in force in the port.

Based on the North Queensland Bulk Ports Corporation port notices, the port rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargoes in the port.

1.6.2 Applicable legislation and regulations

The procedures outlined in this document are designed to include the requirements of the following:

Transport Operations (Marine Safety) Act 1994 and Transport Operations (Marine Safety) Regulation 2016

Transport Operations (Marine Pollution) Act 1995 and Transport Operations (Marine Pollution) Regulation 2018

Great Barrier Reef Marine Park Act 1975

Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act)

International Maritime Dangerous Goods Code (IMDG Code).

Australian Standard – AS3846 2005 which defines the standards to be observed by masters, berth operators and consignors involved with the transport and handling of dangerous goods in port areas in Australia.

International Ships and Ports Security Code (ISPS Code).

Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.

In addition, it will also complement the procedures of:

- North Queensland Bulk Ports Corporation (NQBPC)
- Weipa Town Authority
- Australian Maritime Safety Authority
- Quarantine - Department of Agriculture
- Customs - Australian Broder Force
- Royal Australian Navy (RAN)

As they relate to ship movements within the jurisdiction of the Regional Harbour Master (Cairns).

2. Arrival and departure procedures

2.1 General

For a quick reference of what and when to report please consult the following tables.

Masters of vessels arriving at, staying in or departing from the port of Weipa are obliged to make previous notification on a variety of subjects, ranging from health and immigration to dangerous goods.

This section lists all the requirements for notifying the port authorities.

2.2 Arrival checklist

Sequence	Time	Report
1	48 hours before arrival	Arrival information to Regional Harbour Master via QSHIPS. If the estimated departure draft is greater than 10 m the form must also be submitted.
2	48 hours before arrival	Dangerous goods report to RHM and NQBP (Section 11) Dangerous cargo
3	48 hours before arrival	Gas-free status (Section 10.2.6) if applicable.
4	96 hours before arrival	Customs – Australian Border Force (Section 2.5)
5	Not more than 96 hours or less than 12 hours before arrival	Quarantine (Section 2.4)
6	24 and 12 hours before arrival update estimated time of arrival if necessary.	Confirm arrival information to RHM via QSHIPS.
7	24 hours prior to loading / handling dangerous goods (includes bunkers)	Dangerous cargo (Section 11) to RHM, and the port authority NQBP
8	Two hours before arrival pilotage area	Call Weipa VTS on VHF 16 or VHF 12

Table 1 – Arrival checklist

2.3 Departure checklist

Sequence	Time	Report
1	24 hours before departure	Confirm departure information to RHM via QSHIPS.
2	Three hours before departure	Dangerous goods report to Regional Harbour Master and the port authority NQBP (11.2 Notification)
3	Two hours before departure	Pre-entry report to Reef VTS (see MASTREP Reporting 2.6 and Reef VTS 2.7)
4	In transit	VTS reporting points

Table 2 – Departure checklist

2.4 Quarantine

Source: Department of Agriculture, Water and Environment

The Department of Agriculture, Water and Environment (DAWE) requires vessels from overseas to submit their documentation no more than 96 hours and no less than 12 hours prior to arrival:

Contact details for DA at Cairns:

Phone:	07 4030 7800
Fax:	07 4241 7843, +61 7 4035 9578
Email:	cairnsisg@agriculture.gov.au general enquiries on the website
Website:	www.agriculture.gov.au
Postal address:	PO Box 96 AAC Building, Cairns International Airport QLD 4870

2.4.1 Ballast water information

Ships with ballast water from ports that are considered a high risk for introduced marine species and that have not exchanged water ballast in mid ocean or use an approved ballast water treatment system are now forbidden to discharge this ballast into Australian waters. Vessels that do not need to discharge ballast in Australian waters are exempt from these requirements.

The Department of Agriculture (Biosecurity) provides a Ballast Water Management summary sheet for use by Masters/Agents which can be found at the following link:

https:\\www.agriculture.gov.au/biosecurity/avm/vessels/ballast/australian-ballast-water-management-requirements

and

https:\\www.agriculture.gov.au/biosecurity/avm/vessels/marine-pest-biosecurity/ballast

2.5 Customs

Source: Australian Border Force (ABF)

Vessels arriving from overseas must submit their documentation 96 hours prior to the nominated date of arrival. If the voyage from the last port is likely to take less than 96 hours, the following timeframes will apply –

72 hours or more but less than 96 hours – submit documentation 72 hours prior
48 hours or more but less than 72 hours – submit documentation 48 hours prior
24 hours or more but less than 48 hours – submit documentation 24 hours prior

All Australian Border Force forms may be accessed on their website

2.6 MASTREP Reporting

Marine Order 63 issued by AMSA makes the provision of Position Reports mandatory for:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia;
- All regulated Australian vessels whilst in the MASTREP area.

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

To assist Master /Agents, the MASTREP and Australian Mandatory Reporting Guide can be found on the AMSA website.

2.7 Reef user guide

The Queensland and Australian Governments established Reef VTS in 2004. Its purpose is to:

- make navigation in Torres Strait and the inner route of the Great Barrier Reef safer by working with shipping to give the best possible information on potential traffic conflicts and other navigational information;
- minimise the risk of maritime accidents, and therefore avoid the pollution and damage which such accidents can cause to the marine environment in the Great Barrier Reef and Torres Strait; and
- assist with quick response if a safety or pollution incident does occur.

Reef VTS is operated by Maritime Safety Queensland (MSQ) as a VTS authorised by the Australian Maritime Safety Authority (AMSA) under Marine Order 64 (Vessel Traffic Services). AMSA is an agency of the Australian Federal Government; whilst MSQ is an agency of the Queensland State Government.

Reef VTS operates 24 hours a day from the VTS Centre, situated at Townsville on the Queensland coast. Reef VTS uses information from many sources, including the Automatic Identification System (AIS); Radar; Automated Position Reports (APR) via Inmarsat C and the route plans that vessels provide to Reef VTS.

To assist Master /Agents, the reporting requirements for REEFREP can be found on the MSQ website in the Reef VTS User Guide.

2.8 Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to the port authority. For further information refer to the following websites:

Australian Border Force

NQBP - North Queensland Bulk Ports

3. Movement notification and traffic procedures

3.1 General

Maritime Safety Queensland, through the authority of the Regional Harbour Master, has jurisdiction over the safe movement of all shipping within the pilotage area.

The scheduling of ship movements is initiated by the agent or representative submitting movement details for a vessel to Weipa VTS via the QSHIPS ship planning program in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF12, whilst within the Weipa Pilotage Area.

All vessels within the Weipa Pilotage Area are to listen out on VHF16 for announcements made by the Weipa Vessel Traffic Service, call sign “Weipa VTS” regarding movements within the port. These announcements will be advised on VHF16 and full details are given on VHF12.

3.2 Vessel Traffic Service (VTS)

Vessel traffic service is the principal tool by which the Regional Harbour Master manages the safe and efficient movement of vessel traffic approaching, departing and operating within the Weipa pilotage area.

Maritime Safety Queensland operates a Vessel Traffic Service (VTS) for the Port of Weipa. The VTS will operate with the callsign” Weipa VTS” and provides this service in accordance with IMO Resolution A.857 (20). VTS is delivered from the VTS centre at Cairns and is manned by trained and qualified vessel traffic service operators, under the management of the Manager (Vessel Traffic Service) and the Regional Harbour Master (Cairns).

In discharging this role, VTS will, within the declared VTS area provide a vessel traffic service in accordance with the guidelines set out by the International Maritime Organisation.

3.2.1 Weipa VTS area

The Weipa VTS Area is described as the area of:

- Waters bounded by an imaginary line Starting at the southern tip of Jantz Point
- then following the shoreline on an easterly direction at the high water mark into Pine River Bay at latitude 12°29.000’ south longitude 141° 39.627’ east,
- then east across the river to 12°29.00’ south, longitude 141°43.709’ east
- then following the shoreline on a south easterly direction at the high water mark to latitude 12°34.557’ south, longitude 141°57.000’ east,
- then south across the river to latitude 12°35.583’ south, longitude 141°57.000’east
- then following the shoreline at the high water mark into Embley River at latitude 12°43.483’ south, longitude 141°57.000’ east,
- then south across the river to latitude 12°44.604’ south, longitude 141°57.000’ east
- then following the shoreline at the high water mark into Hey River to position latitude 12°53.400’ south, longitude 141°56.787’ east,
- across the river to latitude12°53.400’ south longitude 141°56.567’east,
- then west to latitude 12°53.400’ south, longitude 141°55.764’ east
- across the river to latitude 12°53.400’ south, longitude 141°55.363’ east

- then following the shoreline north at the high water mark to the mouth of the Hey River
- then following the shoreline at the high water mark south westerly to latitude 12° 57.121' south longitude 141° 36.026' east
- then north west to position latitude 12°16.291' south, longitude 141°33.668' east
- then on a northerly direction to Jantz point

Weipa VTS will interact with inbound shipping two hours prior to arrival at the external anchorages

The area covered by the VTS is shown in Appendix 16.9 - Weipa Vessel Traffic Service Area

3.3 VTS role

The role of the Cairns Vessel Traffic Service ('call sign: Weipa VTS') is to facilitate the safe and efficient movement of shipping within the VTS area, to ensure that a continual program of shipping movements can be affected to the advantage of all commercial shipping in an impartial manner.

Weipa VTS is situated at the Regional Harbour Master's office. For ship traffic scheduling, pollution and marine incidents and reporting defective navigation aids, direct initial enquiries to Weipa VTS.

The service is provided by Maritime Safety Queensland and provides a 24 hour, seven days a week marine operations service to the port community.

In the event of an emergency, the VTS centre is the key notification and communications facility that will activate the appropriate response agencies. Ship traffic movements may be accessed on the QSHIPS website.

3.4 VTS communications

Ships are not to move within the pilotage area unless satisfactory two-way communications are maintained with the VTS centre.

Weipa VTS maintains a continuous listening watch. Contact can also be made with the Regional Harbour Master's office and pilot station through Weipa VTS via VHF radio, telephone, facsimile and email.

Ships are required to establish two-way radio communications with the VTS centre on marine VHF channel 16 or VHF channel 12. The designated port VHF channel is to be used for the communication of all routine operational and safety information.

Communications:	Call sign	Service
VHF Channel 16	User	Emergency and initial calling
VHF Channel 12	Weipa VTS	Port operations/VTS
VHF Channel 8	User	Tug operations/working
VHF Channel 6	User	Tug operations/working

Table 3 – VTS communications

3.5 Language

The English language is to be used in all communication. IMO's Standard Marine Communication Phrases (SMCP) 2001 will be used.

3.6 Voice recordings

All voice communications with the VTS centre and all radio communications on the channels monitored, are recorded against a date and time stamp.

3.7 Distress and emergency

Weipa VTS is **not** a coast radio station; Maritime Safety Queensland, Volunteer Marine Rescue (VMR) and the Australian Coastguard have an agreement that the VTS will monitor channels 16 when VMR is not operational for emergency and distress calls only. A distress call should, in the ordinary course of events, be referred to Weipa VMR.

Any marine incident, for example a collision, grounding or fire, occurring within the port should be immediately reported to Cairns VTS on:

VHF radio:	channel 16 or 12
Phone:	+61 7 4033 3670
Fax:	+61 7 4052 7460

3.8 Prior notification of movements

Sections 168-169 of the *Transport Operations (Marine Safety) Regulation 2016* require that all ship movements for vessels 35 m in length or more are reported according to the following table.

Action	Minimum Notice	Approved Form
Prior notification of movement in pilotage area	48 Hours prior to entry 24 hours prior to removal or departure	Notification via QSHIPS, if the vessel is new to the port a vessel nomination email accompanied by ships particulars, pilot card and wheel house poster may be required to determine suitability. In addition, vessels loading bauxite will require a DUKC stability data request (16.1) if the estimated departure draft will be greater than 10 m.
Transport of dangerous goods in pilotage area	48 hours prior to entry Three hours prior to departure	Dangerous Cargo Report
Loading, removal or handling of dangerous cargo alongside (includes bunkering)	24 hours prior to handling	Dangerous Cargo Report
Ship-to-ship transfer of dangerous cargo	24 hours prior to cargo transfer	Dangerous Cargo Report
Gas-free status (bulk liquid cargo ships)	48 hours prior to entry, departure or removal	Declaration by master if vessel is gas-free for movement purposes.

Table 4 – Prior notification of movements

3.9 Reporting defects

The Transport Operations (Marine Safety) Regulations 2016 requires the master of a ship that is

- underway and entering, or about to enter a pilotage area; or
- navigating a ship from a berth or anchorage,

must report to VTS by VHF radio details of damage to, defects and deficiencies in, the ship that could affect the safety of the ship, a person or the environment;

VTS will notify the Regional Harbour Master and AMSA of the damage to, defects and deficiencies.

In addition, the Australian Maritime Safety Authority (AMSA) requires notification of any deficiencies or suspected deficiencies on ships visiting Australian ports. Deficiencies are to be reported to AMSA using AMSA forms 18 and 19. Reports of suspected non-compliance with Navigation Act or safety/pollution Conventions –

https://www.amsa.gov.au/vessels-operators/general-incident-reporting/suspected-non-compliance-reporting-form

Deficiencies are also to be reported to the Regional Harbour Master, VTS Centre.

Vessels without serviceable bridge equipment will not be allowed to enter the port until assessed and authorisation given by the Regional Harbour Master – Cairns.

3.9.1 Reporting Requirements – Arrival reporting requirements

All ships greater than 24m LOA shall obtain approval from Weipa VTS before entering, leaving or manoeuvring within the Weipa pilotage area.

All ships greater than 10m LOA and less than 24m LOA must advise Weipa VTS before entering, leaving or manoeuvring within the Weipa pilotage area.

The master of a ship entering, or about to enter the pilotage area must report to Weipa VTS by VHF radio according to the following table.

	Report	Information to report
1	**Ship master to VTS** Two hours prior to entry into the pilotage area or for pilot exempt vessels two hours prior to fairway beacon (SC1 and SC2) Entry to VTS/Port limits	Ships name, position, fore & aft draft, changes to ship details, defects, ETA to pilot boarding ground Master advises VTS passing limits
2	**VTS/pilot to ship master** Pilot transfer instructions Anchoring instructions	Instructions will include boarding side, course, speed, ETA and anticipated conditions. Instructions will include anchorage allocation and latitude/longitude if required
3	**Ship master to VTS** Arrival at pilot boarding ground	Ships name, at pilot boarding ground, time of arrival
4a	**Ship master to VTS** On anchoring	Ships name, anchor position, time of anchoring.
4b	**Ship master to VTS** Departing anchorage	Ships name, anchor aweigh time
5	**VTS/pilot to ship master** Confirmation of pilot transfer and instructions for the ship	Instructions will include boarding side, course, speed, ETA and anticipated conditions.
6	**Pilot to VTS**	Ships name, pilot onboard, pilot onboard time, pilot name, ETA at entrance

	Report	Information to report
	Pilot transfer (when the pilot transfer has been completed)	beacons, Ships fore and aft draft, changes to ship details
7	**Pilot to VTS** Entering Entrance Channel	Time ship abeam SC1/SC2 beacons
8	**Ship master to VTS** Secured alongside	Ships name, secured at (berth name), first line time, side to, all fast time

Table 5 – Inbound reporting requirements

Exempt masters must call Weipa VTS before proceeding past the pilot boarding place to obtain clearance before entering the channel and then report their movements as per the above table.

3.9.2 Departure and removal reporting requirements

The master of a ship that is departing, moving or about to depart or move within the pilotage area must report to Weipa VTS by radio according to the following table.

	Report	Information to report
1	**Ship master/pilot to VTS** Pilot on board and ship ready to depart (not less than 30 minutes prior to ETD)	Ships name, pilot on board time, pilot name, fore and aft drafts, changes to scheduled movements
2	**Ship master/pilot to VTS** Departing berth	Ships name, anchor aweigh/last line time, destination
3	**Ship master /pilot VTS** Exiting Entrance Channel	Time ship abeam SC1/SC2 Beacons
4	**Ship master to VTS** Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot disembarked, pilot off time
5	**Ship master to VTS** Exiting port limits	Ships name, vessel clear of port limits

Table 6 – Outbound and removal reporting requirements

3.10 Movement scheduling

3.10.1 Confirmation of schedules

On receipt of a movement booking Weipa VTS will cross check tug, pilot bookings and other movements while verifying draft restricted vessels and NGF requirements when putting the schedule together.

3.10.2 Schedule changes

Maritime Safety Queensland may make changes to the approved schedule of ship movements up to two hours prior to the commencement of the movement in order to ensure the safe and most efficient movement of shipping.

Changes requested by the master/agent to scheduled movements may be made via QSHIPS, phone or email and are to be communicated to the VTS centre and marine services as soon as practicable advising the revised schedule. Changes to the ship management database will be

made as they occur. Changes within 12 hours of the scheduled start time must be made by phone.

3.10.3 Ship movements priorities

The standard shipping priority guidelines, in order of precedence, for the movement of vessels in the Weipa pilotage area are:

- Any ship that is in an emergency situation shall have priority of movement and services over all others.
- Rio Tinto vessels arriving or departing from Lorim Point loading facility and Evans Landing fuel berth.
- Any ship whose movement is governed by tidal or navigational conditions.

Removals and/or departures booked first will usually be given preference over late or modified bookings.

Any conflict of vessel booking times that arises will be referred to the Regional Harbour Master for resolution.

3.11 Movement clearance notification

All ships require a clearance from the Regional Harbour Master in order to enter, depart or move within the pilotage area. It is the responsibility of the master or pilot to contact Weipa VTS to obtain the necessary clearance and information prior to the movement.

Clearances are valid for uninterrupted passage to a specified location or until the voyage is interrupted, completed (for example, by anchoring, berthing or due to a breakdown) or cancelled by the Regional Harbour Master. Ships will require a new clearance for any subsequent movement.

Refer to arrival / departure and removal reporting requirement table for applicable timings

3.12 Master/pilot responsibilities

Masters and owners of vessels are responsible for due compliance with the provisions of *the Transport Operations (Marine Safety) Act 1994* (the Act) and *Transport Operations (Marine Safety) Regulation 2016* (the Regulation).

When a vessel is under the direction of a pilot, the pilot is responsible for due compliance with the provisions of the Act and Regulations, however the responsibility of the pilot does not relieve the master and the owner of a vessel of their responsibility.

Arising from these responsibilities is the obligation of persons directing the navigation of vessels to comply with directions of the Regional Harbour Master. The duty Vessel Traffic Service Operator (VTSO) is delegated to exercise the relevant functions of the Regional Harbour Master.

3.13 Shipping management contact details

Organisation	Telephone	Facsimile	Email
VTS centre	+07 4033 3670	07 4052 7460	vtscairns@msq.qld.gov.au
Regional Harbour Master (Cairns)	07 4052 7400	07 4052 7451	RHMCairns@msq.qld.gov.au
North Queensland Bulk Ports Corporation	07 4069 7749	07 4069 7518	info@nqbp.com.au

Duty pilot	07 4041 4214	07 4040 6368	cnspilot_duty@bigpond.com
Rio Tinto Weipa terminal	07 4069 8962		weipashipping@riotinto.com
Rio Tinto Marine Operations	07 4069 8336		weipamarineoperations@riotinto.com

Table 7 – Shipping management contact details

4. Port description

4.1 General

The port of Weipa is situated approximately 200 km south from the tip of Cape York on the west coast of the Cape York Peninsula and 800 km by road from Cairns and has a population of about 3,900 people.(Census 2016) Its principal export is bauxite (Approx. 27.3 million tonnes in 2018/2019) from the Rio Tinto Alcan (RTA) mine, the majority of which is shipped to the RTA refinery at Gladstone. Two other wharves, Humbug Wharf and Evans Landing Wharf, handle a variety of commodities including general cargo, fuel and live cattle. In 2018 / 2019 the port of Weipa had 1450 vessel movements.

North Queensland Bulk Ports Corporation (NQBPC) is responsible for the operation and management of the port.

4.2 Pilotage area

The Weipa Port and pilotage limits are described in schedule 2 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 (HW) mark on the Western tip of Jantz Point (West of Duyfken Point)
- then in a Southerly direction to the HW mark at the Western tip of Boyd Point
- then by the HW 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 of (a).

4.3 Load lines

Weipa 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 240 m LOA, beam 43 m.

Vessels over 240 m LOA or a beam over 43 m are subject to Regional Harbour Master (Cairns) and Ports North Pilot Manager (Cairns) approval and maybe subject to Full Mission Bridge Simulation (FMBS) exercises before any approval will be considered

Any other information such as the nomination process remains in place.

4.4.1 Approved Mini-Cape vessels for Weipa

Vessel	LOA	Beam
Orient Cavalier	255.00 m	43.00 m
Orient Centaur	255.00 m	43.00 m
Orient Crusader	255.00 m	43.00 m
Orient Strength	255.00 m	43.00 m
Orient Sun	255.00 m	43.00 m
Baroque	255.00 m	43.00 m
Aquitania G	255.00 m	43.00 m
Britannia G	255.00 m	43.00 m
Horizon II	255.00 m	43.00 m
Star Zulu	255.00 m	43.00 m
Paola	255.00 m	43.00 m

Table 8 – Approved mini-cape vessels

4.5 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.

4.6 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. Shipping announcements

4.8.1 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).

5. Port infrastructure

5.1 Berth and channel information

Channel / berth	Design depth (metres)	Required UKC	Berth pocket (metres)
South Channel	11·1	1·2	
Departure Channel	11·1	1·2	
Cora Bank South Channel	7·3	0·6	
Jessica Point to Lorim Point Channel	8.8	0.9	
Lorim Point Swing Basin	9·4 (diameter 487 metres)	0·9	
Evans Landing Wharf	9·9 (diameter 335 metres)	0·9	200
Lorim Point East and West Export Wharf	12·3	0·3	510
Humbug Point Wharf	9·5	0·3	245
Evans Landing Wharf	9·4	0·3	165

Table 9 - Berth information

Please note that depths are subject to change; consult the Notices to Mariners for latest information.

A Weipa port layout (16.6) has been established that extends 50 m from the Lorim Point wharf, including the access jetty and mooring dolphins, to the shore. Vessels not involved in port operations, including recreational vessels, are prohibited from entering the declared zone.

5.1.1 Lorim Point Wharf

The Lorim Point export wharf consists of two berths: Lorim Pont East and Lorim Point West. Together they have a total berthing length of 548.6 m, capable of berthing one vessel each of 236 m overall length. The depth of water alongside the berths is at present 12.3 m at lowest astronomical tide. The wharf consists of 13 sheet pile, concrete capped, sand filled caissons 15.2 m in diameter. It is fendered by tubular rubber fendering and conical buckling fendering and interconnected by tubular steel piling supporting the rail structure for the ship loaders and a light roadway inshore of the loading facility. There are mooring dolphins at each end of the wharf. Bollards and quick release hooks are fitted at intervals along the full length of the wharf and on the dolphins.

The following minimum / maximum size restrictions apply to each berth:

Lorim Point minimum / maximum berth restrictions (applying to each berth)		
	Minimum	Maximum
LOA	175.00 m	236.00 m
Beam	23.00 m	43.00 m
Laden Draft	10.00 m	12.20 m
Laden Freeboard	4.00 m	5.85 m
Laden Displacement	30,000 t	108,000 t

Lorim Point minimum / maximum berth restrictions (applying to each berth)		
	Minimum	Maximum
Ballast Draft	5.50 m	9.00 m
Ballast Freeboard	8.50 m	9.55 m

Table 10 – Lorim Point - berth restrictions+

Vessels outside of these parameters will only be approved berthing following a full assessment and permission granted by the Regional Harbour Master (Cairns), in consultation with the port authority NQBP.

5.1.2 Loading gantries

There are two ship loaders at the Lorim Point berths each with a capacity of 6500 tonnes per hour.

For the safe berthing of vessels at all berths the operator is required to have the loaders parked out of the way at the designed securing site for that equipment.

When any such equipment is required to have the main boom or structure down for maintenance and so on, and it protrudes out from the berth, and there is no vessel on the berth at the time, then the terminal operator is required to notify VTS of the times that the particular piece of equipment will be in this condition.

Should this equipment be in a lowered or in a boom down condition during night hours then the structure will need to be adequately lit.

Existing mooring arrangements of 4 head/stern lines and 2 fore/aft springs (4 and 2) being changed to 3 head/stern lines, 2 fore/aft breast lines and 2 fore/aft springs (3, 2 and 2).

If the loader is to be positioned adjacent to the ship with its boom down, then it should be not less than 40 metres aft from the bow or 40 metres forward of the bridge position.

Ship loader at Weipa (courtesy NQBP)

5.1.3 Evans Landing Wharf

The total berthing length is 63.80 m. The maximum LOA for vessels at this berth is 185 m. The berth consists of two berthing dolphins with conical buckling fendering and two mooring dolphins. Various older structures exist, comprising a dolphin either side of the downstream berthing dolphin and a timber decked, steel piled structure between the berthing dolphins supporting a

light roadway. Various sized quick release hooks and bollards are fitted and since these vary from trawler sized equipment up, vessels should ensure that they are tied to the appropriate size equipment.

Connections for the discharge of distillate, aviation and motor fuels are situated on the wharf.

Distillate, jet fuel and unleaded grade fuels are all discharged through a 200 millimetre line.

Vessels up to 50 m LOA have no restrictions.

Vessels with an LOA more than 50 m utilising this berth, must have a minimum parallel body length (PBL) of 80 m in normal ballast conditions.

An exemption to this ruling is valid for the dredge *Brisbane*.

Application for vessels outside of these parameters to berth, are to be made to the Regional Harbour Master (VTS) Maritime Safety Queensland.

Fueling operations are to cease during the transit of large vessels past the berth and mooring lines are to be tended and a watch kept.

The use of mooring wires by NGF/GF Tankers is prohibited.

5.1.4 Humbug Point Wharf

The total berthing length is 114.3 m, capable of berthing a vessel up to 195 m LOA. Vessels in excess of this length may be berthed subject to confirmation by Regional Harbour Master (Cairns).The depth of water alongside the berth is 9.5 m. The berth consists of six interconnected cellular sand filled steel caissons. Mooring dolphins are established on either end of the berth. The wharf is connected to the Weipa mine railway system and is used solely for the discharging/loading of general cargo, stores and equipment. The deck of Humbug wharf is 4.28 m above tide datum.

5.1.5 Jessica Point anchorage

The following rules apply to vessels utilising the Jessica Point anchorage

- Inbound vessels will arrive to moor on the flood tide
- One tug is to be used on arrival
- An approved line boat is to be used to assist in running two stern lines to the mooring, both are to be passed through the mooring and back to the vessel.
- Departure may be scheduled at any stage of the flood tide
- The vessel must maintain an SUKC of 0.9 mtrs between the mooring position and Lorim Point and 1.2 mtrs in the South Channel.
- Departures are not to hinder the movement of tidal dependant vessels.

When a vessel is departing the Jessica Point anchorage the movement is to be treated as a “Lorim Point” double move.

Example:

- Inbound vessel enters South Channel 2h 45m before HW
- Outbound vessel from Lorim Point departs 1h 45m before HW
- Vessel at Jessica Point departs anchorage 1h 45m before HW
- Inbound vessel remains in Cora South until Jessica Point vessel clears Lorim Point berths.

Pilot will board a Jessica Point vessel in sufficient time to let go buoy moorings and prepare to raise anchor.

5.2 Leading lights and beacons

Duyfken			
Duyfken Point light	Tower	12° 34'S, 141° 36'E	Fl.5 sec 17M Racon (K)
South Channel			
Fairway Beacon SC 2	Beacon	12° 42·140'S 141° 40·020'E	LFl.10 sec 8M
South Channel lateral beacons SC 1, 3-21	Beacons	Synchronised to flash every 4 secs.	Fl R/G 4 sec
Lateral beacon SC 22	Beacon	Marks the end of the South Channel and junction of Embley River and Jackson Channels	V.Q.Y
Gonbung Point leading lights	White towers	Lights in line 078° mark centre of South Channel	F.Gn (F. by day)
Cora Bank South Channel			
Lateral Buoy SC 24	Red buoy	Northern side of Embley River channel	Q.Fl.R
Cora Bank West beacon CBW	Y.B.Y	West cardinal of Cora Bank	Q.Fl (9)15 sec
Cora South Channel lateral beacons CS 1-6	Beacons	Synchronised to flash every 4 secs.	Fl.R/G 4 sec
Cora Bank East beacon CBE	B.Y.B	East cardinal of Cora Bank	V.Q(3)5 sec.
Departure Channel			
Cora North Channel Lateral beacons 1, 3-14, 16, 18	Beacons	Synchronised to flash every 4 secs.	Fl.R/G 4 sec
Lorim Point wharf clearance leads (90)		(Rear) 12° 39·74'S 141°50·90'E (Front) 12° 39·81'S 141°51·03'E Indicates a clearance of 133 m from the line of fenders at this wharf.	F.B day (occas.) F.Bu night (occas.)
Lateral beacon CN2	Beacon	Off Gonbung Point	Q.Fl.R
Hey River			
H1	Beacon	12° 42.3S, 141° 53.0E	Fl.G.4s
H3	Beacon	12° 43.1S, 141° 53.1E	Fl.G.4s
H5	Beacon	12° 43.7S, 141° 53.6E	Fl.G.4s
H7	Beacon	12° 44.7S, 141° 53.7E	Fl.G.4s
Special Mark Yellow	Beacon	12° 43.14'S 141° 53.9'E	Fl.Y.2s

Table 11 – Navigation aids

5.3 Anchorage conditions

Vessels are only to anchor in the position and area designated by the VTS centre. Upon anchoring, vessels are to advise Weipa VTS of their anchoring time and position and are to maintain a continuous listening watch on VHF channel 16 and any other channel as instructed.

Vessels are to report to the VTS centre if dragging their anchor and are not permitted to immobilise engines without the written approval of the Regional Harbour Master (See 10.2.1 Immobilisation main engines)

5.4 Anchorage areas

5.4.1 External anchorages

Mariners are advised that ships waiting at the pilot station for either pilots or orders should use the following anchorages in Albatross Bay.

The following anchorages may also be used if not occupied by vessels awaiting entry to Weipa:

Area	Location	
Anchorage A	12° 44·8'S	141° 36·2'E
Anchorage B	12° 45·5'S	141° 35·2'E
Anchorage C	12° 46·0'S	141° 36·3'E
Anchorage D	12° 46·2'S	141° 34·2'E
Anchorage E	12° 46·7'S	141° 35·3'E
Anchorage F	12° 47·2'S	141° 36·4'E

Table 12 – Anchorage areas

5.4.2 Emergency anchorages

There are two emergency anchorages within the Weipa pilotage area.

Area	Location	
Detained vessel anchorage	12° 45.5'S 141° 38.0'E	minimum UKC 10% draft
Harbour emergency anchorage	An emergency anchorage has been established at the eastern end of the Cora Bank Channel that is marked by three special light buoys Fl.Y.2.5 seconds. Permission must be obtained from the REGIONAL HARBOUR MASTER before this anchorage can be used.	

Table 13 – Emergency anchorage areas

The bottom is soft mud, and the holding is generally good, but care must be taken during strong westerly winds.

The attention of masters is also drawn to section 10 Work permits, which requires prior permission of the Regional Harbor Master for the immobilisation of propelling machinery and immediate notification in the event of immobilisation as a result of any breakdown or failure of the

propelling machinery. Immobilisation of main engines at anchorages within port limits will not be condoned except under special circumstances as decreed by the Regional Harbour Master (Anchoring Recommendations, Marine Notice 03/2014).

5.4.3 Prohibited anchorages

Ships are not to anchor in the zone which extends three miles to seaward of the fairway beacon.

6. Weather information

6.1 General

The prevailing winds tend to be easterly to south easterly. Although calmer conditions occur during the winter months, they may become very difficult during the summer months when the sea breeze augments the prevailing south easterlies.

Weather charts, satellite images, warnings and reports may be polled by fax from 1800 630 100 and from the Bureau of Meteorology.

Coastwatch is a website with useful nautical information links

6.1.1 Extreme weather event contingency plan

Extreme Weather Event Contingency Plan (see MSQ Website)

6.2 Tidal information

Weipa is a standard port in the Queensland Tide Tables.

Weipa has a diurnal tide range, which is a tide which has a period or cycle of approximately one tidal day (about 25 hours). Diurnal tides usually have one high and one low tide each day. When the wind has been constantly blowing from the Southeast it is not uncommon for the tides to be 25 to 30 centimetres (cm) below prediction.

Tidal rise in the Embley River is, to a large degree, affected by the prevailing winds. The Winter tidal range is a maximum of 2 m, being nearly 0.6 m higher in Summer. During the monsoonal period from January to April the mean sea level is from 0.3 to 0.6 m higher, and in the river, the Spring rise during strong Westerly winds and heavy rain has been recorded as attaining a height of 3.96 to 4.27 m. From approximately mid-April to mid-December, when the prevailing South-Easterly winds tend to blow the water out of the Embley River, the tides are frequently 0.1 to 0.3 m below prediction; this is directly related to the strength of the wind.

Ships masters must take this factor into account when determining the load draft of the ship as ships with insufficient UKC will not be approved to sail.

There are no discharge facilities in Weipa for an overloaded ship to reduce its draft.

When tides are over prediction, export ships must determine load drafts based on predicted tides only.

6.2.1 Tidal streams

South-Easterly winds tend to decrease in strength from October to December. The flood tidal stream in Albatross Bay flows to the North-East, and the ebb to the South-West, attaining a maximum velocity in the middle of the bay of 1.5 knots. This velocity increases in the channels during the monsoonal period and off Urquhart Point may attain a rate of four knots at spring tide ebb.

Maximum velocities registered at Evans Landing and Lorim Point is 4.5 knots on the ebb to the West and two knots on the flood to the East. The direction of the tidal stream follows the direction of the channels except that, in the outer portion of the South Channel and between beacons 11/12 and 13/14, the flood tide flows North-Easterly diagonally across the channel.

Large vessels can experience a Southerly set on the bow and a Northerly set on the stern when clearing Gonbung Point.

6.2.2 Tide boards/gauges

Tide recorders are situated at Humbug Point which can be accessed by the harbour pilots via Weipa VTS and are used to supply data for the DUKC program.

The recorders refer to lowest astronomical tide and show the actual tide height above lowest astronomical tide. Maritime Safety Queensland provides tidal predictions for pilotage areas. The tidal times and heights for standard Queensland ports are available in the Queensland Tide Tables and may be accessed at the Bureau of Meteorology website.

Tidal Information (in metres) – Humbug Point			
HAT	3·38	LAT	0·00
MHHW	2·9	MLLW	0·70
MLHW	2·2	MHLW	1·4
For tidal stream data refer to Australian pilot and hydrographic chart			

Table 14 - Tidal information

6.2.3 Tidal information – tsunami effects

The North, West and East coasts of Australia are bordered by active tectonic plates which are capable of generating a tsunami that could reach the coastline within two to four hours. The resultant change in swell height could have an adverse effect on a vessel with a minimum under keel clearance navigating within or close to port areas.

The Joint Australian Tsunami Warning Centre (JATWC) has been established to monitor earthquake activity that may lead to a tsunami forming.

Mariners are advised to take heed of such warnings, plan their bar crossings and tend their mooring or anchorages accordingly.

6.3 Water density

Sea water is usually 1025 kilograms per cubic metre but will vary during the summer months after periods of heavy rain.

7. Port navigation and movement restrictions

7.1 General

Draft figures are related to a draft in salt water of density 1025 kg/m³.

Loaded ships may be draft restricted. The design depth of the channel is 11.1 m but may be less than this between scheduled dredging – refer to the latest Notices to Mariners. – refer to the latest Notices to Mariners.

7.2 Speed

The *Transport Operations (Marine Safety) Regulation 2016* sections 81, 83, 84 and 85 apply and refer to ships not being operated at a speed of more than six knots when within 30 m of any wharf, boat ramp or pontoon, a vessel at anchor or moored or made fast to a jetty.

The Regional Harbour Master (Cairns) will be responsible for all movements within harbour limits. All ships traversing the South Channel must do so at a moderate speed, to prevent erosion of the side slopes. No speed limit has been promulgated but about ten knots is considered the maximum. No ships will enter or depart the port without the permission of the Regional Harbour Master (Cairns).

Ships masters should be fully aware of the effects of bank effect from navigating in narrow channels particularly in the vicinity of Urquhart Point.

7.3 Movement restrictions

Weather, tidal conditions or special circumstances, may require a departure from these guidelines.

7.3.1 Under keel clearance

A vessel is not to enter, depart or manoeuvre within the pilotage area unless tide, weather, transit time and traffic conditions allow the minimum UKC to be maintained until it clear of the pilotage area.

The master is to ensure that the ship maintains a UKC of 0.3 m while alongside; this may require loading operations to be adjusted to suit UKC conditions.

The Regional Harbour Master (Cairns) is to be consulted for determining the tidal window for the planned movement of a draft-restricted ship in the port.

7.3.2 Dredge Under Keel Clearance Requirements

Vessels conducting dredging operations are exempt from under keel clearance restrictions. UKC limit for dredgers is set at 0.3 m.

7.3.3 Static under keel clearance (SUKC)

UKC calculations are based on:

Maximum draft is equal to channel depth + tide (± tide correction) – required channel UKC (as per the above table).

Channel	Design depth (m)	UKC (m)
South Channel (Entrance channel)	11·1	1·2
Cora bank South Channel	7·3	0·6
Jessica Point to Lorim Point Channel	8.8	greater of 10% of draft or 0.9
Departure Channel	11·1	1·2
Humbug Point approaches	8·5	0·9

Table 15 - Channel depths and UKCs

Please refer to the Notices to Mariners for the latest depth information.

7.3.4 Dynamic under keel clearance program (DUKC)

A dynamic under keel clearance (DUKC) program has been installed in the port for deep draft vessel transits operated from the Cairns VTS centre.

Vessels utilising DUKC for departure are not to leave the berth until the master has received a copy of the DUKC report from their shipping agent.

DUKC methodology determines the UKC required for a given transit using the most accurate modelling techniques available and is the primary tool for determining sailing drafts and transit times. For each section of the transit, each UKC factor is individually determined based on the forecast environmental conditions, channel configuration, vessel dimensions, load state and speed.

DUKC methodology removes the requirement for UKC allowances to be unnecessarily conservative in favourable conditions. Extreme conditions are accounted for as required, with UKC allowances increased accordingly to provide additional safety.

The DUKC program is used to determine the tidal window for vessels to depart or to determine the maximum draft that a vessel may sail at for a particular tide. The predictions are provided at twenty-four hours before the appropriate high water and updated eight hours before the departure tide and indicate the sailing time and maximum draft.

Masters of vessels with a departure draft over 10 m are required to supply information prior to their arrival via their agent to Weipa VTS on the DUKC vessel particulars request form.

If the DUKC program is not working calculations will revert to a static calculation based on:

Maximum draft = channel depth + tide– 1.2 m (required UKC).

Siltation occurs regularly, and ships will be advised the maximum permissible sailing draft prior to commencement of loading at Weipa.

7.4 Approaches to Weipa

Duyfken Point is some 300 nm east-south-east of Cape Wessel and 120 miles south from Booby Island. It consists of four small sandy tree covered low hillocky points, with shallow reefs extending over one nm to the south and west. These hillocks, about 21 m high, are the only conspicuous features of this part of the coast.

Albatross Bay is extensive and, with the exception of Duyfken Point, uniformly low as far as its southern extremity. This area, named Boyd Point, lies 22 nm from Duyfken Point and is conspicuous as at that point there are some reddish cliffs 6 to 9m high. The Mission and Embley Rivers flow into the bay to form the Weipa Peninsula.

7.4.1 Sailing directions

The South Channel leads into Weipa. Beacon number SC22 (V.Q.Y) is offset and marks the Northern edge of the channel off Urquhart Point. The centre of the channel is marked by the South Channel leads in line bearing 078° (T). After passing beacon number SC21/SC22 at

Urquhart Point, there are two natural approaches to the wharves, the deeper one being to the North of Cora bank and the other to the South.

To enter the North Cora Bank Channel after rounding Urquhart Point, head for the cutting to the South of Gonbung Point, passing SC24 beacon on the port hand and Cora Bank West beacon on the starboard hand, thence to the swing basin and Lorim Point wharves. The swing basin is situated to the south-east of the berth with a diameter of 487 m and depth 9·4 m at lowest astronomical tide.

When using the South Cora Bank Channel, pass the Cora Bank West Beacon to port, thence between beacons CS1/CS2, CS3/CS4 and CS5/CS6. Leaving the Cora Bank East Beacon to port, head to the Lorim Point wharves passing beacon CN18 to starboard and beacon CN13 to port thence past beacons CN16 and CN14to starboard and beacon CN11 to port. The bend around the Cora Bank East Beacon is sharp and speed should be reduced before making the turn.

7.4.2 Dangers

Mariners are cautioned against using the Jackson Channel which lies to the North of the South Channel as it is not maintained or surveyed.

7.5 Berthing and sailing times

All vessels berthing at Lorim Point must do so utilising the Humbug tides.

Entry times for ships over 200m LOA for the Lorim Point Berths, (to ensure the inward bound vessel is clear of South Channel before an outbound vessel enters the channel)

- 1 hour prior to LOW water (slack water, bottom of tide), or
- 2 hours 30 minutes prior to High water or
- 60 minutes before the first vessel departs Lorim Point
- Vessels may berth on the Ebb Tide under the following:
- Input from current meter: Max 2 knots or in the event of no current meter data no more than 30cm run of tide per hour
- Current 2.0 knots wind 30 knots Westerly Safe Operation with 2 ASD tugs
- Current in excess of 2 knots wind 30 knots Westerly 3 ASD tugs required
- No restriction on Ebb tide berthing if either West or East Wharf is occupied.

All vessels departing Lorim Point are to do so, on a flood tide only. Utilising the Humbug tides.

Ships over 200m LOA departing the Lorim Point Berths are to do so in accordance with the Movement Matrix in paragraphs 7.8 and 7.8.1.

Berthing and sailing times may be varied to take account of ships draft and other shipping movements.

NGF/GF Tankers berthing at Evans Landing will do so stemming the tide, flow should not exceed 20cm/hr. Departures from Evans Landing should be scheduled no earlier than 30 minutes prior to slack water LOW to ensure the vessel is transiting to Bellmouth at slack water or on a Flood tide only , and no more than 20cm/hour of flood tide.

Tankers can berth at Lorim Point as long as it stems the tide.

Ships over 200 m LOA will proceed to their berth via South (Main) Channel then via channel south of Cora Bank and berth starboard side to the wharf (note the channel south of Cora Bank is 7.3 m in depth).

Ships less than 200 m LOA can proceed direct to their berth without passing the channel south of Cora Bank at the discretion of the Regional Harbour Master, Cairns and Pilots; these vessels must berth starboard side to the wharf and use Lorim Point swing basin (9.4 m).

7.6 Movement scheduling (4 ASD tugs)

When four ASD tugs are available in Weipa the following scheduling and multiple ship movement matrix will apply.

When multiple movements are scheduled for the same tide, the following timings are to be observed:

Arriving vessel - will normally be scheduled to be entering the South Channel 60 minutes before the first vessel is scheduled to depart from Lorim Point.

Vessels are only to depart Lorim Point on a flood tide.

Departing vessel - will normally be scheduled to leave the berth 1 hour 15 minutes before the high water at Humbug which allows the vessel about 30 minutes to reach the South Channel off Urquhart Point, by which time the tidal current should have reduced to less than one knot. A vessel may depart mid tide provided the vessel complies with DUKC requirements.

Double Departures - the first vessel will depart 1 hour 45 minutes before the high water and the second vessel will depart 1 hour 15 minutes before high water. Humbug tides are to be utilised for departures.

Considerable local knowledge of the tidal flows is required in order to conduct a safe pilotage.

Vessels can move between Lorim East and Lorim West at any time with the assistance of 2 ASD tugs.

7.6.1 Multiple ship movement matrix

The present agreed maximum number of movements on any one tide is two arrivals and two departures providing that:

- the times stated in the Weipa move matrix must be strictly adhered to at all times to allow each vessel a sufficient margin of safety
- each vessel must maintain the required UKC for the entire passage
- communications between vessels and Weipa VTS are to be conducted on VHF channel 12
- the arriving vessel must reduce speed after turning Urquhart Point to allow sufficient space between it and the second departing vessel
- the first departing vessel must have two tugs for departure and one ASD tug in attendance to SC4
- the second departing vessel must have two tugs for departure and one ASD tug in attendance to SC4
- the arriving vessel must have one tug in attendance when entering Cora Channel and a second tug in attendance before reaching the turn at Cora East
- the contingency anchorage in the area between Cora West and the Bellmouth must be discussed as part of the pilotage plan with the bridge team
- environmental factors such as rain and tropical storms must be assessed prior to each departure to ensure that satisfactory visibility can be maintained throughout the passage
- if the manoeuvre is cancelled at any stage and the wharf is not clear then the inbound vessel is to proceed outbound via the Departure and South Channels
- the arriving vessel draft does not exceed actual depth at lowest astronomical tide in Cora Bank South channel + tide height (± tide differential) – 0·6 m (required UKC)
- the second arriving vessel must have one tug in attendance when entering Cora South Channel and a second tug in attendance before reaching the turn at Cora East and may berth on the Ebb Tide subject to restrictions detailed in **7.6**

The first arriving vessel will be scheduled to enter the South Channel 2 hours 45 minutes before high water, will clear the Bellmouth 1 hours 45 minutes before high water and approach the berth 45 minutes before high water.

The first departing vessel will leave Lorim Point West 1 hour 45 minutes before high water, enter the Bellmouth 1 hour 15 minutes before high water and clear the channel 20 minutes before high water.

The second departing vessel will leave the berth 1 hour 15 minutes before high water, enter the Bellmouth 45 minutes before high water and clear the channel 10 minutes after High Water

Environmental factors such as rain and tropical storms must be assessed prior to each departure to ensure that satisfactory visibility can be maintained throughout the passage

The second vessel berthing on the ebb tide will not enter the South Channel until both outward vessels are well clear of South Channel

7.6.2 Anchorage in case of engine problems departing Weipa

An outbound vessel that develops engine problems and has not attained a speed of 5 knots when passing Evans Landing – departure is to be aborted and the vessel anchored in the Emergency Anchorage to effect repairs. A tug or tugs are to be retained in attendance to assist the vessel to swing with the tide.

7.7 Movement scheduling (3 ASD tugs)

When three ASD tugs are available in Weipa the following scheduling and multiple ship movement matrix will apply.

Double Movement (1 in 1 out)

Arriving vessel - will normally be scheduled to be entering the South Channel 60 minutes before the first vessel is scheduled to depart from Lorim Point.

Vessels are only to depart Lorim Point on a flood tide.

Departing vessel - will normally be scheduled to leave the berth 1 hour 15 minutes before the high water at Humbug which allows the vessel about 30 minutes to reach the South Channel off Urquhart Point, by which time the tidal current should have reduced to less than one knot. A vessel may depart mid tide provided the vessel complies with DUKC requirements.

Triple Movement (2 out 1 in)

Double Departures - the first vessel will depart 1 hour 45 minutes before the high water and the second vessel will depart 1 hour 15 minutes before high water. Humbug tides are to be utilised for departures.

Arriving Vessel – vessel will arrive at Fairway Beacon after the second vessel has cleared the channel.

Vessels can move between Lorim East and Lorim West at any time with the assistance of 2 ASD tugs.

7.7.1 Multiple ship movement matrix

The present agreed maximum number of movements on any one tide is two arrivals and two departures providing that:

The first departing vessel will leave Lorim Point West 1 hour 45 minutes before high water, enter the Bellmouth 1 hour 15 minutes before high water and clear the channel 20 minutes before high water.

The second departing vessel will leave the berth 1 hour 15 minutes before high water, enter the Bellmouth 45 minutes before high water and clear the channel 10 minutes after high water.

- the times stated in the Weipa move matrix must be strictly adhered to at all times to allow each vessel a sufficient margin of safety

- the two departing vessels will both clear South Channel before the first arriving vessel enters the South Channel
- the arriving vessels will berth on the ebb tide in accordance with **7.6**
- each vessel must maintain the required UKC for the entire passage
- communications between vessels and Weipa VTS are to be conducted on VHF channel 12
- the first departing vessel must have two tugs for departure and retain a tug fast in centre lead aft until Beacon SC4
- the second departing vessel must have two tugs for departure and retain a tug fast in centre lead aft until Beacon SC4
- the first arriving vessel will enter the South Channel after the second departing vessel has cleared the Fairway Beacon
- the second arriving vessel will enter the South Channel 60 mins after the first inbound vessel.
- the arriving vessels draft does not exceed actual depth at lowest astronomical tide in Cora Bank South channel + tide height (± tide residual) – 0·6 m (required UKC)
- two tugs will meet the first arriving vessel between SC 24 and CW and proceed to berth at Lorim Point
- the third tug will meet the second vessel between SC 24 and CW. The vessel will proceed inward picking up the second tug as soon as it is released from the first vessel
- if the second tug is delayed the second arriving vessel will remain in Cora South channel with one tug between CS2 –CS 4 EBB tide and CN14-CN18 for Flood tide
- if the manoeuvre is delayed at any stage and the wharf is not clear then the arriving vessel is to turned around CW for second approach
- the contingency anchorages in the area between Cora West and the Bellmouth and/or CS2 –CS 4 for EBB tide, CN14-CN18 for FLOOD tide must be discussed as part of the pilotage plan with the bridge team
- environmental factors such as rain and tropical storms must be assessed prior to each departure to ensure that satisfactory visibility can be maintained throughout the passage

7.8 Restricted areas

A ship Security exclusion zone extends 50 m from the Lorim Point Wharf, including the mooring dolphins and access jetty. Vessels not involved in port operations, including recreational vessels are prohibited from entering the declared zone.

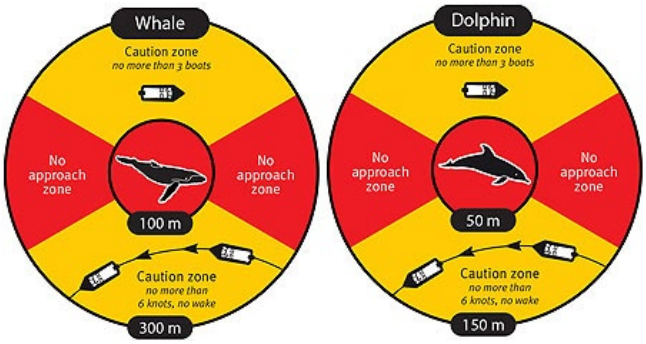
7.9 Advisory Note – Interaction with Marine Mammals

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 endeavor 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

8. Pilotage

8.1 Vessels that require a pilot

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:

- a ship that is 50 m or more
- a vessel towing another vessel where the combined length of the vessels is 50 m 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 (Cairns) to use the services of a pilot.

8.1.1 Night pilotage

There is normally no restriction as to movements during the hours of darkness, but this will depend on the particular circumstances prevailing at the time.

8.1.2 Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2016* shall be observed for all bookings. Far North Queensland Ports Corporation Ltd (trading as Ports North) provides a pilotage service for ship arrivals, departures and removals. Pilot transfers are carried out by pilot launch. In cases a pilot unable to board via pilot launch due to weather, a pilot helicopter will be used.

Requests for Pilotage services are to be made via QSHIPS

8.1.3 Notice required

Ships requiring the services of a pilot are required to submit arrival, removal and departure notices no less than the indicated number of hours prior to the desired movement:

- arrivals – 48 hours
- removals – 24 hours
- departures – 24 hours
- change of vessel to berth – 3 hours

Initial notification should be made via the QSHIPS website.

8.1.4 Personal Pilot Unit (PPU)

. It is mandatory for pilots to use a PPU on all vessels in excess of 120m LOA - this excludes passenger vessels with full ECDIS and Operating Bridge Team, this excludes Tug and Barge operation.

8.2 Pilotage area

The Pilotage area is described in section 4.2.

8.2.1 Pilot boarding places

The Weipa Pilot Boarding Ground 16.10 is situated 5.5 n.miles West Southwest of the Fairway Beacon (12° – 43·9'S – 141° – 36·0'E).

A small ship pilot boarding place is situated 1 mile north of Beacon SC8 in position 12° 40.45' S, 141° 43.33' E.

Vessels utilising the small ship pilot boarding place must have an LOA of 100 m or less and a draft of 5 m or less. No vessel is to proceed to the small ships pilot boarding place until they have reported to Weipa VTS their intentions prior to crossing the compulsory pilotage limit for the port of Weipa. Vessels are not to impede in/outbound Bulk Carriers while transiting to/from the boarding place.

8.2.2 Pilot boarding arrangements

Pilot transfer instructions will be advised to the ship prior to the pilot boarding by Weipa VTS.

The instructions may include:

- pilot boarding time
- restrictions/requirements (by the Regional Harbour Master)
- boarding position.

Ships are to be at the pilot boarding place 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 7 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.
- 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.

8.2.3 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.

8.2.4 Pilotage delay and cancellation fees

The following will apply to all piloted vessels when arriving, departing or being removed within the Weipa pilotage area:

- Delay fees will apply if a vessel departs more than 30 minutes after her scheduled departure time; fees are charged on an hourly basis up to a maximum of two hours.
- If the delay exceeds three hours then the pilotage is deemed to have been cancelled and a full cancellation fee applies; if a cancellation fee is applied the hourly delay fees are not applicable.
- A delay caused by weather which may affect a vessel's ability to be safely navigated will not constitute a delay for the purpose of this section.
- Equipment and mechanical failures will constitute a delay and attract a delay fee or cancellation fee as described above.

In determining the delay time, the following criteria will be used:

- Inbound – a pilotage cancellation without the required three hours' notice will attract a penalty of the relevant pilotage fee.
- Delay fees will be incurred if the pilot boards a vessel more than 30 minutes after the programmed estimated time of arrival of the vessel at the pilot boarding ground or the agreed boarding ground.
- Outbound or removal – delay fees will be incurred if the vessel departs the berth or anchorage more than 30 minutes after the programmed estimated time of departure. The actual time of departure will be taken as 'last line' or 'anchor aweigh' as these times are recorded in QSHIPS and are the acknowledged and accepted time of departure.

Full details of the regulations and fees are contained in schedule 6 Part 2 Division 3 of the *Transport Operations (Marine Safety) Regulation 2016*.

8.2.5 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 or about to depart the port. Severe penalties apply to infringements.

8.3 Pilot licences, pilotage area endorsements and exemption from pilotage licences

The master of a vessel with a LOA greater than 50m may be exempt from pilotage once they have obtained a pilotage exemption area endorsement.

8.3.1 Examination for pilotage exemption area endorsement

The examination will consist of written and oral components and will include an assessment to determine the candidate's ability to safely conduct the navigation of a ship without a pilot while within the pilotage area. Applicants will be expected to demonstrate a thorough knowledge of port procedures and the ability to navigate a ship through the pilotage area and port without the aid of navigational charts.

8.3.2 Cancellation of licences

A licence may be cancelled or suspended when major port changes or developments are taking place. It may also occur where masters fail to comply with port procedures.

9. Tug procedures

9.1 General

Smit Lamnalco (Weipa services terminal)	
Company profile:	Smit Lamnalco provides Tugs, Line Launches and Draft Surveying services to vessels in the Port of Weipa.
Address	PO Box 593, Weipa, Qld, 4874.
Operations phone:	Operations Superintendent 0447 506 927 Duty Tug 0427 675 830
Email:	gjamieson@smitlamnalco.com
Website	www.smitlamanlco.com

Table 16 -Smit Lamnalco - Weipa, shipping contact details

Tug	Bhp	Bollard pull (t)	
Peter Crooke	4582	61	A1 escort tug Z Pellor
SL King	5600	65	A1 escort tug Z Pellor
Harry Evans	4582	67	A1 escort tug Z Pellor

Table 17 - Tug information

9.1.1 Notification of tugs

The vessel's agent will handle the notification of tugs and lines launch bookings and updates.

9.1.2 Communicating with tugs

Weipa tugs use VHF channels 6 and 8 when communicating with ships during operations.

9.2 Tug usage requirements

Two tugs will be required for a movement of a vessels in excess of 200m LOA.

The first tug should meet inbound vessel between Cora West (CW) and SC 24.

Arrival movements of LOA greater than 100m will utilise a minimum of two tugs. Under normal conditions no tugs are required for vessels less than 100m.

In some adverse conditions, the Regional Harbour Master (Cairns), ship's master or pilot may require additional tugs to the minimum requirements listed in this section.

Oversized vessel movements

All oversized vessels utilising the Lorim Point berths are required to use a minimum of two ASD tugs for all movements.

Departure movements

- Two tugs for all tankers
- Two tugs for all vessels that have to swing
- Two tugs for vessels departing Lorim Point East if Lorim Point West is occupied
- One tug for panamax vessel departing Lorim Point East when Lorim Point West is unoccupied
- Two tugs for all oversized vessels
- One tug for all other departures for vessels more than 100m LOA.

- When two vessels are departing the vessel in excess of 240m will have the 65 tonne bollard pull tug, the other vessel will utilise one of the 44 Tonne tugs The escort tugs are to remain made fast until released at SC4
- If only two tugs are available – due to non availability – the outbound vessel will clear the channel before the inbound vessel enters the channel

Three tugs and one lineboat are to be operational at any time.

A lines launch is available operated by Smit Lamnalco Australia – booking conditions as per tugs.

9.2.1 Escort Tugs

- First choice Escort tug to be 65 tonne bollard pull
- Escort tugs for Tankers and vessels less than 200m LOA are only required until the vessel enters the South Channel and the pilot is satisfied the vessel is steering satisfactorily.
- Escort tug for departing loaded vessels in excess of 200m LOA to be made fast centre lead aft tug to be released at SC4

9.2.2 Request for Tug Reduction

A ships' Master may consider it appropriate to seek a reduction in the number of tugs required for a movement. Master of the ship must submit a request to the Regional Harbour Master utilising the appropriate form for each movement.

Each request must address each of the following criteria:

- Ship's name and IMO,
- Berth and side too,
- Capacity of bow thruster,
- Condition of the bow thruster,
- Defects/restrictions with navigational and mooring equipment, steering gear and engines including auxiliary engines),
- Draft Forward and Aft,
- Displacement,
- Declaration from Master stating he has assessed the intended manoeuvre and is satisfied with the request.

The appropriate form for requesting a tug reduction is found in the Appendix of this document.

This form is to be submitted to Cairns VTS via email.

9.2.3 Bow and stern thrusters

A bow or stern thruster of sufficient power may count as one tug. The thruster is to be in working order and effective. An application is to be made to the RHM via VTS for a tug reduction. Vessel on a maiden arrival to the port will not be subject to a reduction of tugs. This is not applicable to passenger ships.

10. Work permits

10.1 Request for Permits

In order to be able to perform certain work on ships in the port masters, owners or their agents must first apply for and obtain the necessary permits before that work can proceed. Applications for approval by the Regional Harbour Master (Cairns) must be submitted via the QSHIPS program and by fax or email to the relevant authorities; the required terms and conditions are completed by the Regional Harbour Master's office and the agent may then print off the completed permit for passing to the master of the applicable vessel.

Works requiring permits include:

- hot work
- engine immobilisation
- bunkering
- ship to ship/shore transfer operations
- life boat drills
- overside work
- live flare (pyrotechnic) demonstration.
- Night fuel transfers

Ship's masters must comply with all requirements specified in the permit.

Who	Permit	When	Comments
All ships	Overside work	48 hours prior to arrival	Lodged to NQBPC
All ships	Lifeboat drill	Prior to event	Lodged to the RHM
All ships	Hot work	48 hours prior to arrival	Lodged to wharf operator
All ships	Engine immobilisation	24 hours prior to commencement	Lodged to NQBPC and RHM
All ships	Night fuel transfer	24 hour prior to event	Lodged to NQBPC and RHM

Table 18 - Permit requests

The legend refers to the comments section above:

RHM **Regional Harbour Master**
NQBPC **North Queensland Bulk Port Corporation**

10.2 Work Permits Description

10.2.1 Immobilisation main engines

Ships may not be immobilised without first obtaining written permission from the Regional Harbour Master (Cairns). Permission may not be given for more than 24 hours during the cyclone season (November to April), or more than 48 hours during the rest of the year.

Ships wishing to immobilise main engines must lodge an application via QSHIPS with the Regional Harbour Master and to the port authority NQBP at least 24 hours prior to the requested immobilisation.

Weipa VTS is to ensure that the duty and allocated marine pilots are advised of any work being carried out to main engines in Weipa.

For any ships that have advised Weipa VTS of maintenance, the escort tug is to remain in the Bell Mouth until the vessel has cleared the channel or the Pilot has dismissed the tug.

10.2.2 Hot work permit

Ships wishing to carry out repairs and any form of metal work, which includes performing hot work, must lodge an application in writing with the berth operator. When granted, masters must comply fully with the requirements of the permit.

10.2.3 Boat drills

Ships wishing to put boats in the water for painting, maintenance purposes or to carry out lifeboat drills, must first obtain clearance from the Regional Harbour Master (Cairns). This clearance is to be obtained by the vessel's agent.

The ship's agent is to lodge an advice via QSHIPS or email to the Regional Harbour Master (Cairns).

Masters are requested to contact Weipa VTS on VHF channel 16/12 prior to commencement and again on completion of such drills when the boats have been returned on board and secured.

10.2.4 Diving Operations

Diving operations in Weipa should be conducted with the appropriate safety infrastructure relevant to protect against the threat of Estuarine (Saltwater) Crocodiles and other marine life, which are known to inhabit the area.

10.2.5 Notification of handling of bulk liquids/Night Fuel Transfer

Under the *Transport Operations (Marine Pollution) Act 1995* Maritime Safety Queensland is both the statutory and combat agency for response to all ship sourced oil spills. It is therefore a requirement for owners/agents or masters of vessels to notify MSQ of the intention to load/unload or transfer any form of bulk liquids to, from or between vessels. Such notification is required on the approved form and is to be lodged with Weipa VTS and NQBPC. For the purposes of this notification, it would be deemed that the liquids will be transferred by pipeline to, from or between vessels.

The operations of bunkering and the pumping of sullage/sludge from vessels, by road, barge or ship transfer, are to be included within this notification.

Masters of vessels conducting bulk liquid transfers, as specified above, are required to notify Weipa VTS on VHF channel 12 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed.

10.2.6 Gas Free status

A tanker or products carrier will be regarded as non-gas free unless a gas free declaration has been received at least 48 hours prior to arrival.

The declaration must include the following:

- whether the ship is carrying any IMDG class 3 cargo (flammable liquid or gas cargo on board in bulk)
- empty cargo tanks have been washed, vented and are free of hazardous residues
- the atmosphere in each cargo tank or residue space has been tested with an explosimeter and a zero reading has been obtained
- slop tanks and pump rooms are free of hazardous residues
- an explosive gas detector meter is held on board and calibrated correctly
- a current copy of the ISGOTT manual is held on board
- maintain a zero gas reading for the atmosphere in each pump room, cargo tank or residue space.

The declaration should be forwarded to the Regional Harbour Master Cairns and Weipa VTS centre. Once the above requirements have been satisfied the Regional Harbour Master (Cairns), shall determine the ship's gas-free status for movement purposes and forward written confirmation to the agent and the port authority NQBP as appropriate (see Gas-free status declaration)

The Regional Harbour Master (Cairns), on receipt of the gas-free declaration, will amend QShips to reflect confirmation of gas-free status. This information is recorded and restrictions on movements of the ship with regard to being non-gas free are lifted. Failure to comply may result in the ship being considered non-gas free until an approved industrial chemist has tested the spaces, declared the ship to be gas free and issued a gas free certificate.

10.2.7 Overside maintenance work

For environmental reasons, NQBPC has strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must lodge a request, with NQBPC for permission to undertake overside work. No scraping of the hull is permitted in port waters.

11. Dangerous cargo

11.1 General

NQBPC is responsible for the management of dangerous goods in port, including the loading and unloading of ships alongside and movement across the wharf.

Maritime Safety Queensland is responsible for monitoring and managing the safe movement of ships in Queensland waters. The Regional Harbour Master (Cairns), will assist the port authority NQBP in controlling traffic movement in the port, maintaining on-water safety distances, and responding to any emergency situation.

Maritime Safety Queensland and other relevant authorities operate under the codes and guidelines of:

- IMO – IMDG Code
- International Chamber of Shipping Oil Companies, International Marine Forum
- Society of International Gas Tankers and Terminals (ISGOTT)
- Australian Standard AS 3846-2005
- AMSA – Australian Annexe to the IMDG Code – Marine Orders Part 41
- AAPMA – dangerous substances guidelines.

11.1.1 Notification

Section 90 & 91 of the *Transport Operations (Marine Safety) Regulation 2016* requires owners or masters to report all proposed handling or carriage of dangerous goods within a pilotage area. Reports are to be made to the Regional Harbour Master at least 48 hours prior to the arrival of the ship. The Dangerous Cargo Report should be faxed to the Regional Harbour Master and the port authority. The North Queensland Bulk Ports Corporation duty officer will issue a permit for the handling of the cargo within the jurisdiction of the port authority.

Accompanying the dangerous cargo report should be a copy of the dangerous cargo manifest (giving the correct technical name as listed in the IMDG code, the UN number, the IMDG class and particulars regarding stowage and marks of each parcel of dangerous goods.

Under no circumstances are security sensitive ammonium nitrate, class 5.1, oxidising substances and explosives as classified in the IMDG code under the United Nations classification as Class 1 explosives be bought into the port without first notifying the port authority.

Minimum notification times for the scheduled movement or handling of dangerous cargo in a pilotage area are as follows:

Movement	Minimum notification
Ship inbound	48 hours prior to scheduled arrival at pilot boarding ground
Ship departure or removal	Three hours
Ship to ship transfer	24 hours
Loading, removal or handling alongside	24 hours
Operation of a local marine service	48 hours (See sec.90&91 TO(MS) Reg. 2016)

Table 19 - Dangerous cargo minimum notification times

11.1.2 Dangerous cargo limits

The port operator will promulgate the limits that apply to the class of dangerous cargo loaded and unloaded in the port, including the maximum permissible types and quantities for approved berths.

11.1.3 Dangerous cargo events

Section 9 of the *Transport Operations (Marine Safety) Regulation 2016* defines a dangerous cargo event as:

- the loss, or likely loss, of the cargo from a ship into Queensland waters
- a breach, or danger of a breach, of the containment of the cargo that could endanger marine safety
- anything else involving, or that could involve, the cargo that causes risk of explosion, fire, a person's death, or grievous bodily harm of a person
- for a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

The master and or the person in charge of a place where a dangerous cargo event has occurred are required to report the event immediately to the port control centre or relevant authority.

A full written report is to be submitted on Dangerous Cargo Event Report – From F3220 to the Regional Harbour Master (Cairns) as soon as reasonably practical.

12. Emergency, pollution, marine incidents

The aim of this section is to provide guidance to the port community for initial response procedures in the event of dangerous incidents, emergencies, terrorist acts and disasters.

12.1 Emergency contact numbers

Organisation	Work	Mobile	Fax/Email
North Queensland Bulk Ports Corporation	07 4069 7749	0428 180243	07 4069 7518
NQBPC emergency contact number	07 3224 7426 (24/7)		
Rio Tinto Marine Operations	07 4069 8336		weipamarineoperations@riotinto.com
NQBPC port supervisor	07 4069 7749	0428 885 022	
First strike response team	07 4069 8444		
Regional Harbour Master/pilot			
Regional Harbour Master (Cairns)	07 4052 7400		07 4052 7451
Manager VTM centre (Cairns)	07 4052 7474		07 4052 7460
Weipa rostered shipping pilot	07 4069 7825		07 4069 7860
Weipa pilot (alternate)	07 4069 7930		
Weipa VTS	07 4033 3670		07 4052 7460
Manager Pilotage Services (Cairns)	07 4040 6365		
Government services			
Dept Agriculture – Weipa	07 4069 7380	0427 747 659	07 4069 7390
Dept Agriculture– Cairns	07 4030 7800		07 4035 9578
ABF– Customs	07 4069 7158	Landline diverts to on call	07 4069 7496
Bureau of Meteorology	07 4069 7059		07 4069 7087
Department of Environment and Heritage Protection	07 4069 7908		07 4069 7739
Emergency Services			
Port control – Weipa VTS	07 4033 3670		07 4052 7460
Police	000	112	
Fire	000	112	
Ambulance	000 / or 13 12 33	112	
Weipa Local Disaster Coordinator	07 4030 9402	0427 699 733	07 4069 9800
Hospital	07 4090 6222		
Volunteer Marine Rescue	07 4069 7867		07 4069 7535
Security			

Organisation	Work	Mobile	Fax/Email
Port security officer	07 3224 7729	0417 788 914	
Deputy port security officer	07 4069 7749	0428 885 022	
Rio Tinto Marine Operations	07 4069 8336		weipamarineoperations@riotinto.com
Humbug Wharf facility security officer	07 4069 7309	0427 771 384	
Viva Energy (Evans Landing) security officer	07 4722 4601	0419 891726	
Viva Energy (supervisor)	07 4069 9699	0417 767 417	
Port services			
Tugs –Smit Lamnalco Weipa Lines launches		0447506927 0427675830	

Table 20 – Emergency contact numbers

12.2 Authorities

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the *Transport Operations (Marine Safety) Act 1994* and the *Transport Operations (Marine Pollution) Act 1995*. NQBPC has published an emergency response plan for the port of Weipa which details the required response to an emergency within the port. All emergencies should be reported to Weipa VTS on VHF channel 16, who will activate the emergency response plan and call the appropriate emergency response service.

Fire/Police/Ambulance: 000

12.3 Fire

Call the Queensland Fire and Emergency Service (QFES – phone 000) and notify Weipa VTS on VHF channel 16. QFES is the lead agency.. Response to a fire emergency will be supplied by Rio Tinto Fire and Rescue Service. The Regional Harbour Master (Cairns), in consultation with the facility operator and the NQBPC, will make the decision if the vessel is to be removed from the berth for the safety of the port.

12.3.1 Emergency Plans

It is the responsibility of port users/customers and organisations carrying out an operation or activity within the port to develop and manage their own emergency plan and procedure in accordance with relevant legislation, standards and codes. Depending on the nature and size of the operation or activity the authority may request that a copy of this plan/procedure be provided for the authority's perusal. There may also be a requirement to link this plan/procedure with those used by the authority.

It is an offence to fail or to refuse to supply a copy of the emergency plan/procedure to the authority upon request.

12.4 Marine pollution

The *Transport Operations (Marine Pollution) Act 1995 (TOMPA)* 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.

MSQ has the authority to detain any vessel suspected of causing marine pollution and to intervene where there is imminent danger to the coastline

12.4.1 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 to the RHM. The Regional Harbour Master (Cairns) can be contacted via Weipa VTS (24 hours) on:

VHF radio: channel 16/12

Phone: 07 4033 3670

Email: vtscairns@msq.qld.gov.au

The marine unit coordinator for the NQBPC can be contacted on:

Phone: 1800 641 792 (24 hours)

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

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

The Maritime Safety Queensland regional office will complete Marine Pollution Report (F3968) based on the above information and email to the relevant authorities.

In addition to advising the RHM office in Cairns, any incidents relating to vessels loading from the Lorim Point Terminal are to be reported to Rio Tinto Marine Operations / Phone: +617 40698336 and email: weipamarineoperations@riotinto.com

12.5 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.

12.5.1 Procedures subsequent to serious marine incidents

In the case of a serious marine incident as defined in section 12.5 including a vessel grounding or if structural damage has occurred, the vessel is to be removed to a position of safety. The Regional Harbour Master (Cairns) through Weipa VTS is to be immediately advised and advice sought.

The vessel will be surveyed by the appropriate authority (AMSA or classification society) to ensure seaworthiness before it leaves port limits.

12.5.2 Marine Incident Reporting – Maritime Safety Queensland

A marine incident must be reported to a shipping inspector within 48 hours of the incident 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. They will advise you what to do next.

The reporting form used for recreational vessels is:

Maritime Safety Queensland - Marine Incident Report (F3071) Recreational Vessels

The form is available on line from Maritime Safety Queensland and AMSA websites or 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 ships 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 onboard 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.

12.5.3 Marine Incident Reporting – Australian Maritime Safety Authority

Under section 19 of the *Transport Safety Investigation Act 2003* any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work
- damage or defect to ship, machinery or equipment
- peril or a close quarters situation
- stranding or disappearance
- death, serious injury or a dangerous occurrence
- a birth.

must be reported to the Australian Maritime Safety Authority (AMSA)

- AMSA Incident form Domestic Commercial Vessels (DCV)
- AMSA form 18 (incident alert within 4 hours of the incident occurring)
- AMSA form 19 (detailed incident report must be submitted within 72 hours of the incident occurring)

Reports are to be submitted by fax +61 2 6230 6868 or 1800 622 153 or email Reports@amsa.gov.au.

Complete details of these requirements are available on the AMSA web site.

12.5.4 GBRMPA Incident Report Form

To report an incident where a breach of GBRMPA regulations is observed witnesses are asked to complete the incident report form – GBRMPA. Urgent matters should be reported by phone to the appropriate number listed on the form.

12.5.5 Environmental incident reporting

Incidents with potential to cause or which have caused environmental harm as defined in the *Environmental Protection Act 1994* within the port including land and facilities under the control of the port authority must be reported to the authority as soon as reasonably practicable. Failure to report an incident that impacts adversely on the environment is an offence.

Port users, owners, masters and organisations are reminded it is their responsibility to notify the Department of Environment and Heritage Protection and/or Cairns Regional Council where the incident is of the nature that requires notification under the *Environmental Protection Act 1994* and environmental protection policies.

12.6 Port community responsibilities

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the MSQ regional office (VTS) and/or the emergency response agencies of police, fire or ambulance.

AMSA requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

13. Security

13.1 General

The Department of Infrastructure, Transport, Regional Development and Communication is responsible for administering maritime safety legislation for the Australian Government. Australia's primary framework for maritime safety is established under the Navigation Act 2012 (Navigation Act) and the Marine Safety Domestic Commercial Vessel) National Law Act 2012 (National Law Act).

The Navigation Act 2012 establishes Australia's regulatory framework for international ship and seafarer safety, shipping aspects of protecting the marine environment, and the actions of seafarers in Australian waters. The Navigation Act also gives effect to international conventions and treaties developed by the International Maritime Organization, the International Labour Organization and United Nations Conferences to which Australia is a signatory.

The Australian Government regulates the security of the Australian maritime transport through the *Maritime Transport and Offshore Facilities Security Act 2003* (MTOFSA) and the *Maritime Transport and Offshore Facilities Security Regulations 2003*. This legislation was introduced to meet obligations in response to Chapter XI-2 of the International Convention for the Safety of Life at Sea 1974 (SOLAS) and the International Ship and Port Facility Security Code 2003 (ISPS).

The MTOFSA sets out a regulatory framework which centres on maritime industry participants assessing their operations for security risks, and preparing a security plan which sets out measures to counter these identified risks. Under this framework, security regulated ships, port operators, port facility operators, offshore facilities and offshore service providers are regulated.

The department is responsible for administering the Act and regulations, while maritime industry participants are responsible for delivering security on a day-to-day basis.

Far North Queensland Ports Corporation Limited has an approved Maritime Security Plan as required under the Maritime Transport and Offshore Facilities Security Act 2003.

A ship's master, prior to entering the port, must report directly to NQBPC or via their respective ship agency the following:

- ISPS compliance number
- current ship security level or any change to the ship security level whilst in port
- ship security officer contact details
- list of expected visitors/contractors
- nominated provedore
- crew list and identification

Any security incident (as defined under the ISPS Code or Maritime Transport Security Legislation) whilst in port.

13.1.1 Security levels

The federal government determined, and will declare when necessary, three maritime security levels (MarSec levels).

- MarSec Level 1 – minimum appropriate protective security measures will be maintained at all times.
- MarSec Level 2 – appropriate additional protective security measures will be enacted because of heightened risk of a security incident.
- MarSec Level 3 – further specific protective security measures maintained for limited times when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Unless otherwise advised the port will operate on **MarSec Level 1**.

In addition to normal security measures undertaken, additional security measures on the land and water may be implemented:

- if directed by officers of DITRDC
- the current ship security level is higher than security MarSec Level 1 or the port/port facility security level.

Responsibility for the implementation of the additional security measures will be agreed via a declaration of security between the ship and the port authority or the port facility operator. If between the ship and the port facility operator, the port security officer must be consulted and agree with the security measures proposed to be implemented.

13.1.2 Maritime Security Zones

Dependent upon the security level in force, these zones will apply in particular areas of the port.

Zones which will typically apply are:

- Landside restricted zone – an area of land, to which access is controlled, within the boundaries of a port facility or of land under the control of a port service provider.
- Waterside restricted zone – an area of water within the port where a ship may berth, anchor or moor, and access to the area is controlled. It extends below the water level to the seabed and under any wharf adjacent to the zone.

Zones established at maritime security Level 1 are as follows:

- Waterside restricted zone – 30m from any wharf or the outside face of a security regulated fuel or cruise ship.
- Landside restricted zones – areas defined by security fences and signage on all berths.

All zones will be clearly identified and conditions must be observed by all port users.

Access to the zones is controlled and entry into the zones is not permitted unless authorised by the ship and/or port authority, as required. To do so is an offence under the *Maritime Transport and Offshore Facilities Security Act 2003* (the MTOFSA) and subject to significant penalties.

13.1.3 Security measures

Security of individual vessels or property is the responsibility of the vessel owner. When landside security zones are in operation these zones will be secured in accordance with the Weipa maritime security plan.

13.1.4 Reporting of incidents

All port users are expected to exercise a high level of security awareness. Any threat of, or actual, unlawful interference with maritime transport must be reported as specified in part 9 of the MTOFSA to the port authority and other parties as appropriate.

13.1.5 Shore access to ships and port facilities

It is an offence to enter or leave the port area by any means other than a designated entrance or exit. All security breaches, or potential activities that may breach security or cause harm, should be immediately reported to the port authority duty officer on:

Direct line:	07 3224 7729
Mobile:	0417 788 914

13.1.6 Port security contacts

Organisation	Phone (Work)	Mobile
Port security officer (NQBPC)	07 3224 7729	04 1778 8914
Deputy port security officer (NQBPC)	07 4069 7749	04 2888 5022
NQBPC head office (24 hours)	07 3224 7426	
Rio Tinto port facility security officer	07 40698485	0419004936
Viva Energy security	07 4722 4601	04 1989 1726
Viva Energy supervisor	07 4069 9699	04 1776 7417
Humbug Wharf port facility security officer	07 4943 5243	04 1784 8954

Table 21 - Port security contacts

Entry on to, and use of, the port area is subject to compliance with the North Queensland Bulk Ports Corporation – port rules. A copy of the port rules is available from the NQBPC website.

Failure to comply with the North Queensland Bulk Ports – port rules is an offence under the *Transport Infrastructure (Ports) Regulations 1994* with a penalty of up to 100 penalty units.

13.2 National security

In line with the Federal Government's recent publications to do with the reporting of any possible terrorist activity then these procedures are to be followed.

Contact the National Security 24 hour hotline if you have any information of possible terrorist activity or have seen or heard something suspicious that may need investigating by the security agencies.

24 hour National Security hotline: 1800 123 400

Email: hotline@nationalsecurity.gov.au

Suspicious activities reporting:

https://www.homeaffairs.gov.au/about-us/what-we-do/borderwatch/overview

14. Port state control inspections

Select the link below to view the current Fact Sheet issued by the Australian Maritime Safety Authority.

www.amsa.gov.au/forms-and-publications/fact-sheets/PSC-Fact-Sheet.pdf

15. Port services

15.1 Bunkering

There are no bunkering services available.

15.1.1 Fresh water

Fresh water is available at all berths – contact NQBPC.

15.1.2 Waste

It is an offence for a person to discard, dispose of, or leave rubbish, refuse, sewage, waste of any kind (including galley waste), wastewater or other liquid waste in the port unless it is in a controlled manner in authorised and designated areas or through approved services.

Remondis provide a service for the collection of oily waste, bilge water, tank washing slops, oil sludge and sewage. They will also collect garbage from Australian vessels but there is currently no service for quarantine garbage.

Remondis phone – +61 7 4069 9730

15.1.3 Electric power

Shore power connection is not available.

15.2 Shipping agencies

Shipping agency	Phone	Contact
Wilhelmsen Port Services	07 4069 7203	WPS.Weipa@wilhelmsen.com
Sea Swift P/L	07 4035 1234	admin@seaswift.com.au

Table 22 - Shipping agencies

15.3 Miscellaneous contacts

Organisation	Phone
Australian Volunteer Coastguard	07 4069 7867
Counter Disaster District Coordinator	07 4030 9402
Department of Defence, Weipa	07 4030 9300
Department of Environment and Heritage Protection	07 4069 7908
Weipa Town Office	07 4030 9400
Bureau of Meteorology	07 4069 7059

Table 23 - Miscellaneous agencies

16. Appendices

16.1 DUKC vessel particulars request

Link to fillable PDF

Queensland Government

DUKC Particulars Request

Vessel particulars

Ship's name	LOA (m)

IMO Number	LBP (m)

DWT	Beam (m)

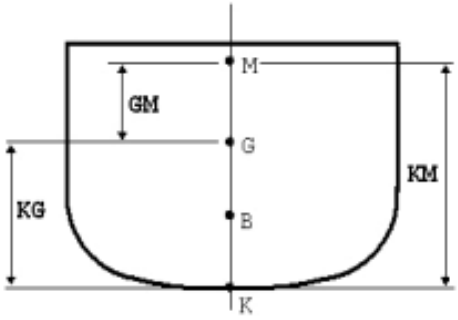
Torres Strait Transit

Is the vessel restricted to Torres Strait draft of 12.20m? Yes ☐ No ☐

Loading condition

Expected Departure Draft -50cm		Expected Departure Draft		Expected Departure Draft +50cm	
Displacement		Displacement		Displacement	
Draft		Draft		Draft	
GM(f)		GM(f)		GM(f)	
GM(s)		GM(s)		GM(s)	
KG		KG		KG	
KM		KM		KM	
KG+GM(S)-KM=					

Explanatory notes for information required on pre-arrival form



KG: Is the distance from the keel to the centre of gravity (in metres).
To be provided for the vessel's expected departure condition.

KM: Is the distance from the keel to the metacentre (in metres). With the metacentre of a ship being defined as the line of intersection of the upward buoyant force when a ship is at rest, and when a ship is displaced. KM=KG+GM/GMs.
To be provided for the vessel's expected departure condition.

GMs: Is the distance (static) between the centre of gravity and the metacentre, known as the metacentric height. To be provided for the vessel's expected departure condition.

GMf: Is again the distance from the centre of gravity to the metacentre but differs from the GM/GMs as it accounts for free surface correction effects. These effects apply to any space that is partially filled with fluid. GMf is less than GM.

LTSR Forms Area Form F5371 CFD V01 Mar 2023

16.2 Gas-free status declaration

Link to fillable PDF

Queensland Government

Gas Free Status Declaration

Declaration required prior to acknowledgement of 'Gas Free' status

Master to declare

Has your ship any flammable liquid or gas cargo on board in bulk?
Yes ☐ No ☐

Have your empty cargo tanks been washed, vented and inspected for flammable residue?
Yes ☐ No ☐

Are your slop tank/s, pump room/s, and cargo pipe/s free of flammable residue?
Yes ☐ No ☐

Is your combustible gas indicator working and calibrated correctly?
Yes ☐ No ☐

Has the atmostphere in each pump room, cargo tank or residue space been tested with a combustible gas indicator and a zero reading obtained?
Yes ☐ No ☐

Can the atmosphere in each pump room, cargo tank or residue space be maintaned with a zero gas reading?
Yes ☐ No ☐

Have you a current 'International Safety Guide for Oil Tankers and Terminals' (ISGOTT) manual on board?
Yes ☐ No ☐

Master/Agent's Name	Master/Agent's Signature	Date
		/ /

Ship's Stamp

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

16.3 Example – chemist's certificate of compliance

North Queensland Bulk Ports Corporation
Port Operations Officer Fax: +61 7 4956 3359 Ph: +61 7 4956 3111

Maritime Safety Queensland
Manager (VTM) Fax: +61 7 4721 2028 Ph: +61 7 4726 3400

TANKERS OPERATING WITHOUT INERT GAS:

Tankers operating without inert gas may only berth at a non tanker berth provided all cargo tanks, slop tanks, cargo lines and associated pipe work are certified gas free by an independent chemist. That is, that the vessel is in a completely gas free condition.

TANKERS OPERATING WITH INERT GAS:

The vessel's inert gas system must be fully operational so as to maintain a positive pressure in inerted tanks at all times. If work is to be carried out on the ship's inert gas installation or boiler or other sections of plant or piping which affect inert gas supply, an independent supply of inert gas is to be put into place and fully operational prior to repair work commencing.

Any tank, including slop tanks, containing high flash point cargo or residues, must have the ullage space maintained in an inert condition unless otherwise authorised by the North Queensland Bulk Ports Corporation (NQBP).

All empty tanks that last carried a low flash cargo must be washed and/or gas freed and not have a vapour test reading in excess of the equivalent to 1% hydrocarbon as referenced to Hexane.

Any empty tank that last carried a low flash cargo and has not been gas freed must not have a hydrocarbon content exceeding 2% by volume.

Special conditions apply to slop tank(s) that contain low flash point slops/products.

Wherever possible slops should be confined to a single designated slops tank.

If the flash point is <60°C, then the tank must be tested and certified that the content of low flash product within the slops does not exceed 5% of the tank's volume.

The ullage space of the slop tank must be inerted.

Positive inert gas pressure on tanks is to be maintained at all times and the oxygen content of the inert gas must not exceed 5%.

If a vessel's inert gas system were not operational, then she would be classed as a "tanker operating without inert gas" and is to follow the requirements as per a vessel of this type.

DECLARATION

I of

an independent chemist hereby declare that I have examined the vessel_____ and it has met all of the conditions as stated above at _____hrs on / /
.

Proposed Berth: Proposed berthing details:

Arrival time/date at berth: Departure time/date at berth:_____

Signed _____ (an independent chemist). Return Fax:

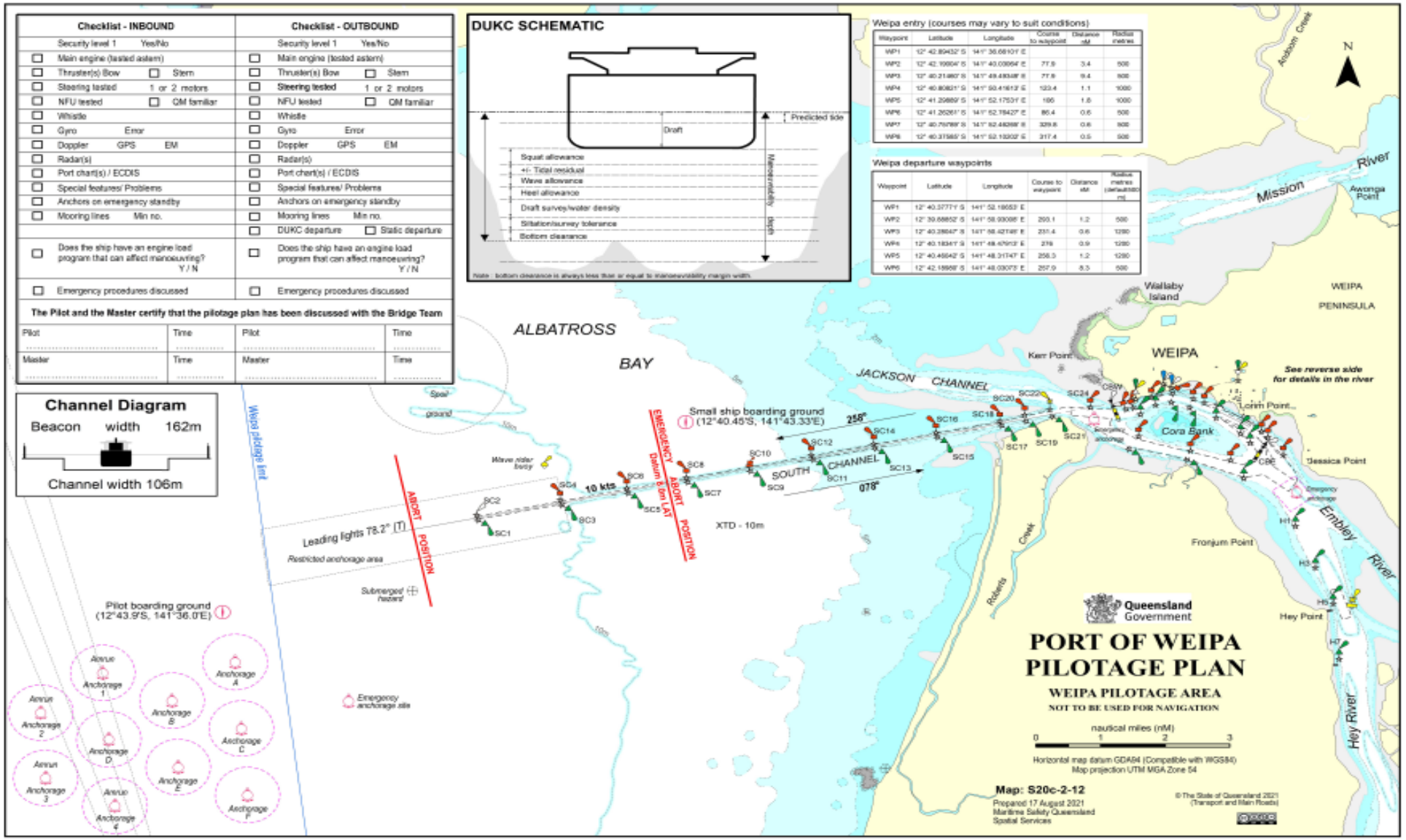
Number:_____

If the ship's tank contents status changes for any reason, a new "Chemist's Certificate of Compliance" must be issued and approved. Permission is granted for the vessel to berth in accordance with the details outlined in this declaration:

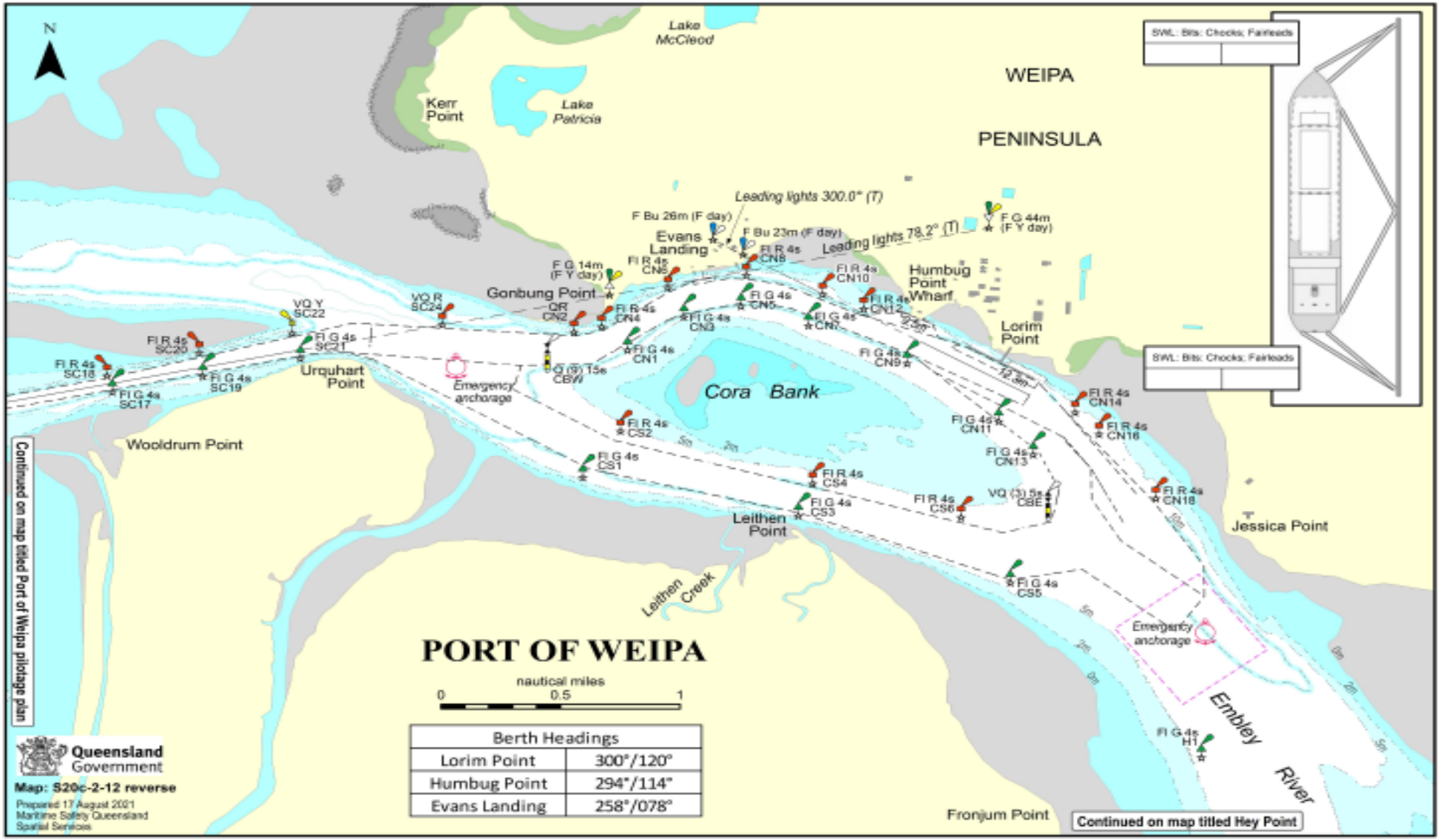
_____ _____/_____/_____

Authorised Officer Date

16.4 Weipa pilotage area



16.5 Pilotage plan



Berth Headings	
Lorim Point	300°/120°
Humbug Point	294°/114°
Evans Landing	258°/078°

PORT OF WEIPA

Vessel .....

PILOTAGE PLAN - ARRIVAL

Weipa VTS listens continuously on VHF 16/12. Should any emergency arise, call Weipa VTS for assistance.
The bridge team will be required to plot vessel's position as required by
Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by Weipa VTS.

Master/OOW are to monitor the vessel's progress and Pilot's orders (especially helm).
Master to challenge the Pilot if there is any doubt about the planned passage or ship's progress.

Pilot			Pilot card	yes	no	✱	South Channel	Cora Bank
Date			Defects	yes	no	LAT + Tide		
Passage			Tugs	Bollard pull	Position			
Channels (VHF)	8-12-16		Harry Evans	44T ASD				
Berth			Peter Crooke	44T ASD				
Draft in metres	F	A	SL King	65T ASD		Avl Water - Draft		
Tide	Time	Height						
Tide	Time	Height	Minimum UKC	South Channel	1.2m			
Wind	DIR	SP		Cora Bank	0.6m			
TIME	TIDE	CHANGE	REMARKS:					
						UKC		

✱ Static UKC is calculated using Humbug tides.

PORT OF WEIPA

Vessel .....

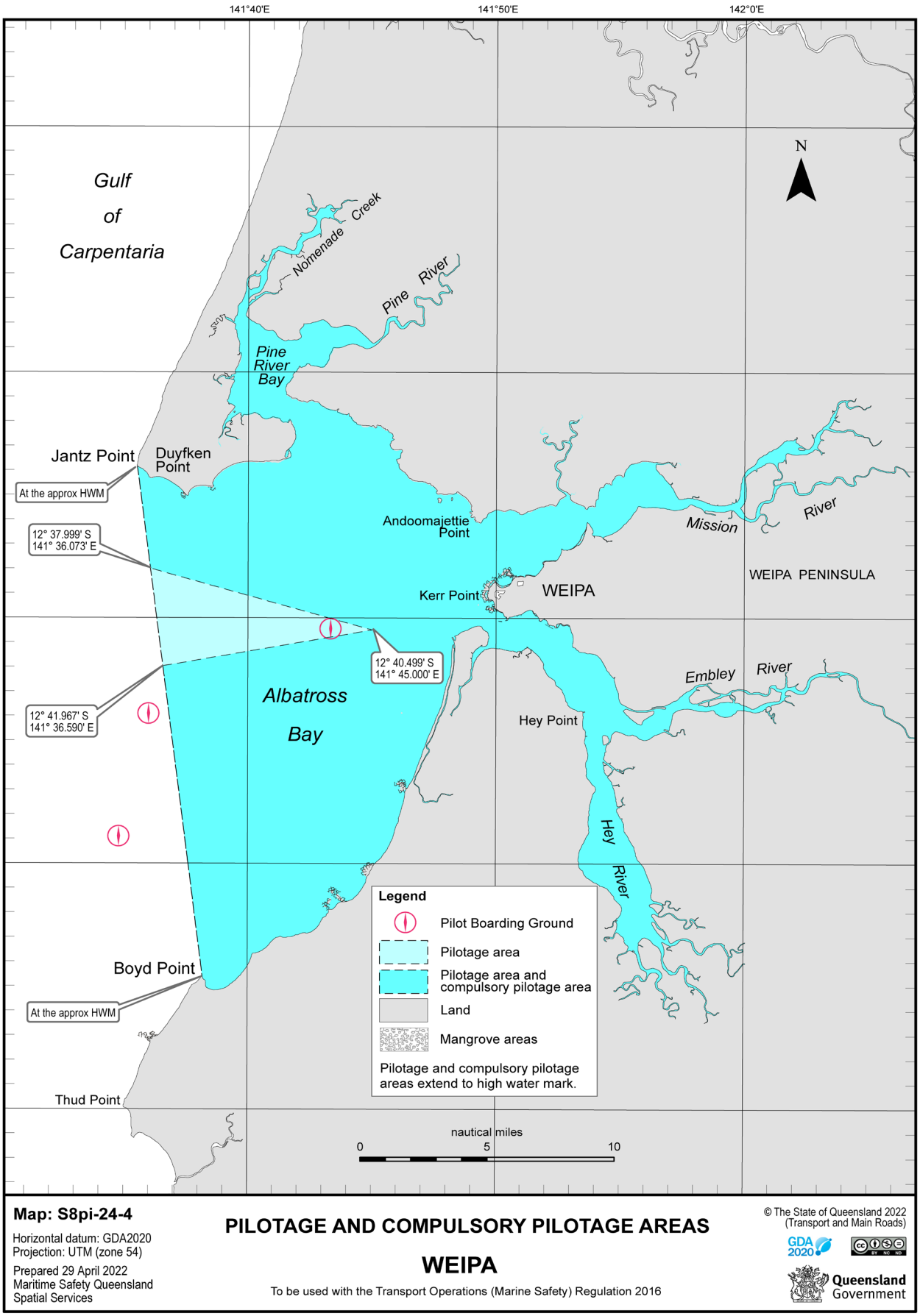
PILOTAGE PLAN - REMOVAL/DEPARTURE

Weipa VTS listens continuously on VHF 16/12. Should any emergency arise, call Weipa VTS for assistance.
The bridge team will be required to plot vessel's position as required by
Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by Weipa VTS.

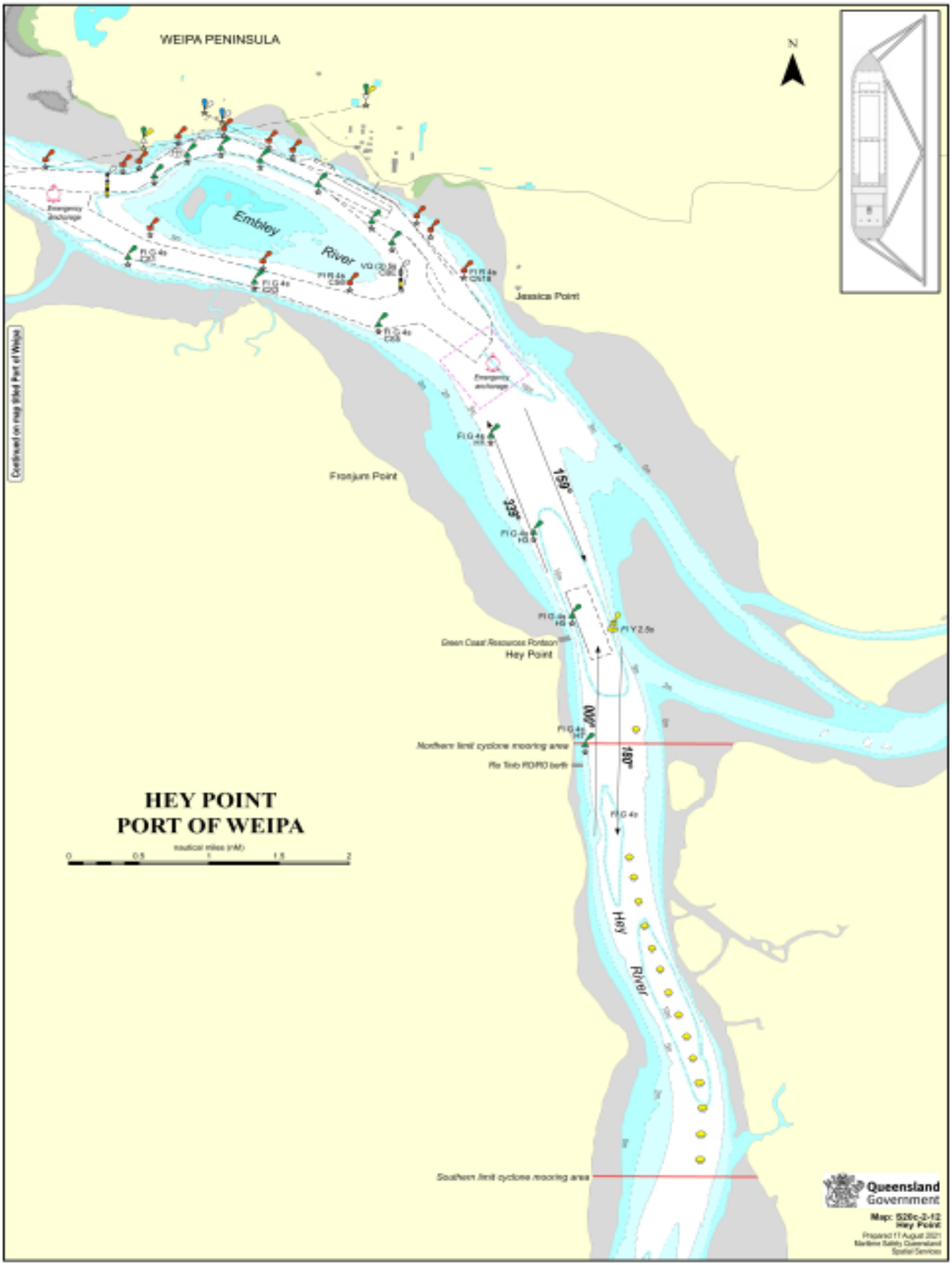
Pilot			Pilot card	yes	no	✱	Departure channel
Date			Defects	yes	no	LAT + Tide	
Passage			Tugs	Bollard pull	Position		
Channels (VHF)	6-12-16		Harry Evans	44T ASD			
Draft in metres	F	A	Peter Crooke	44T ASD		Avl Water - Draft	
Tide	Time	Height	SL King	65T ASD			
Tide	Time	Height					
Wind	DIR	SP	Minimum UKC	South Channel	1.2m	UKC +/- Residual	
TIME	TIDE	CHANGE		Cora Bank	0.6m		
			REMARKS:			UKC	

✱ Static UKC is calculated using Humbug tides at the time of departure.

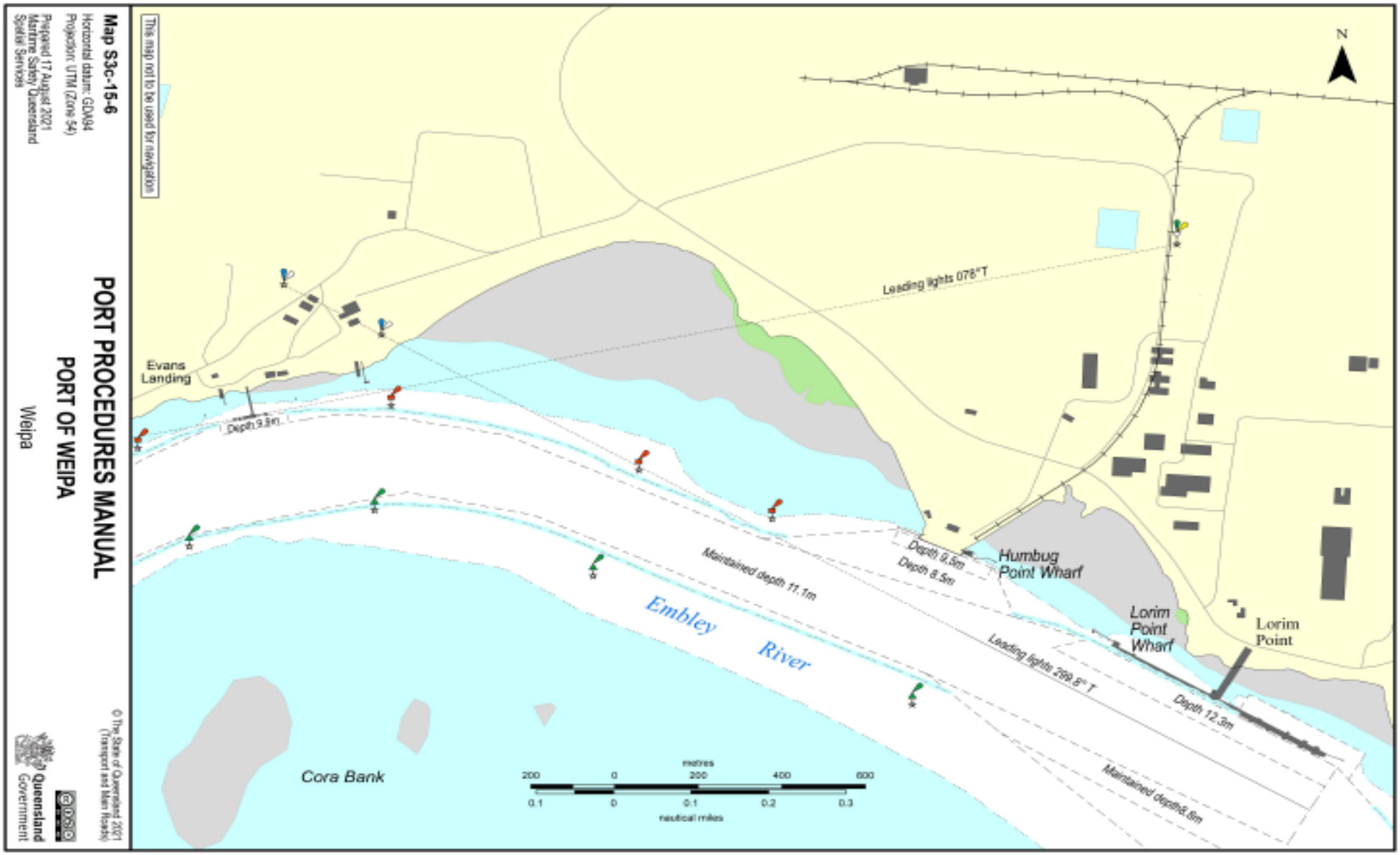
16.6 Port and Compulsory Pilotage Areas



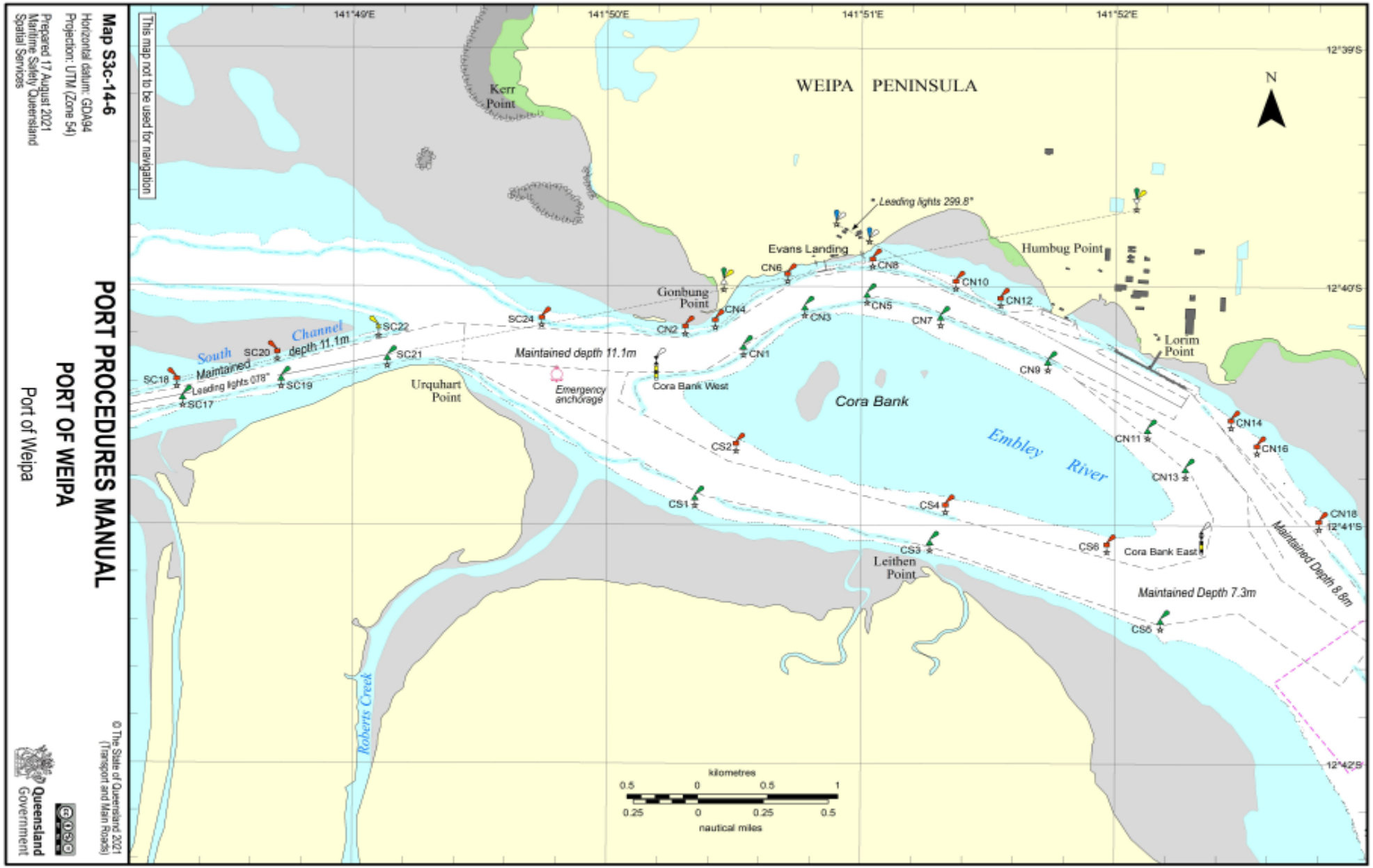
16.7 Hey Point Port of Weipa



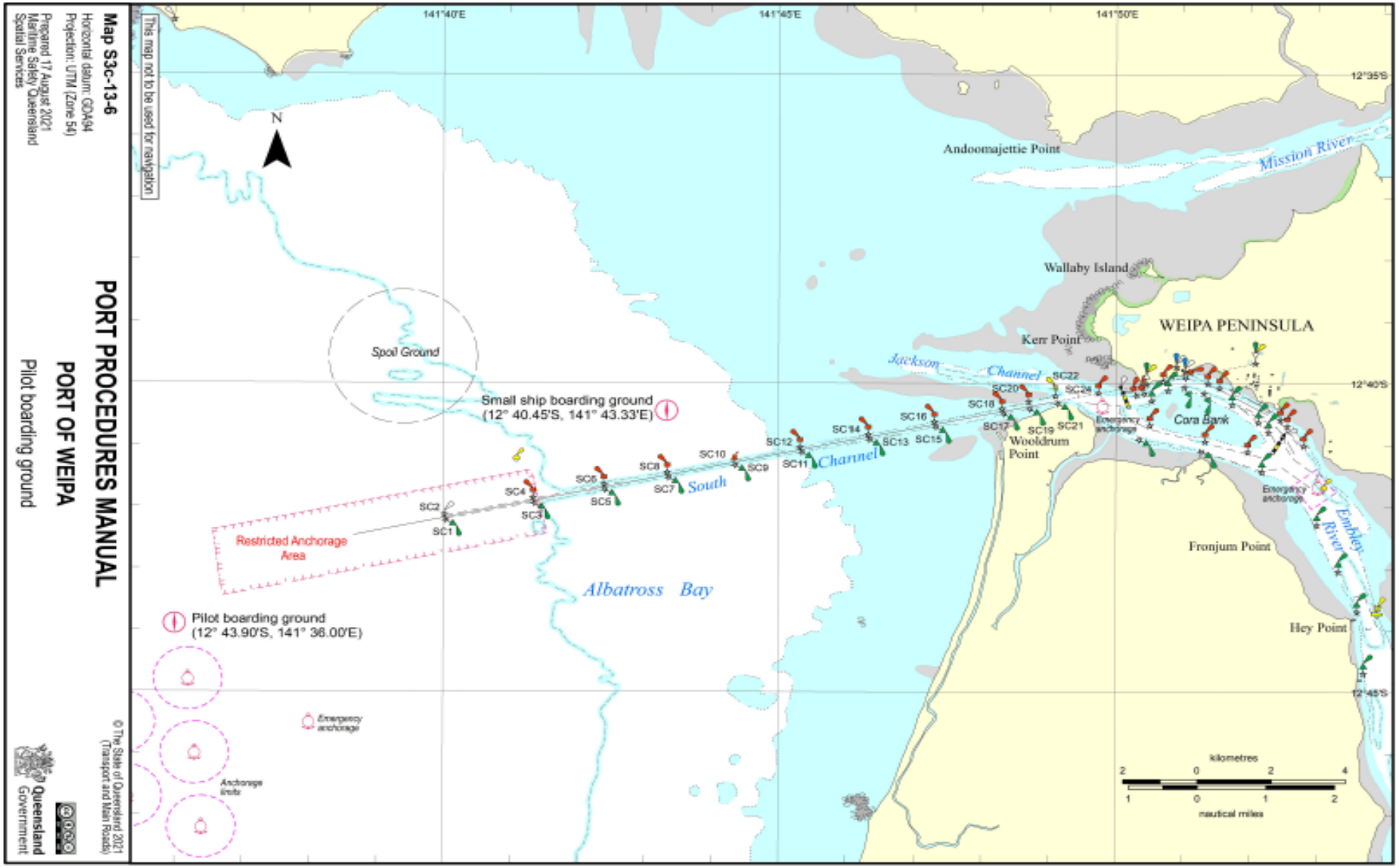
16.8 Weipa Berths



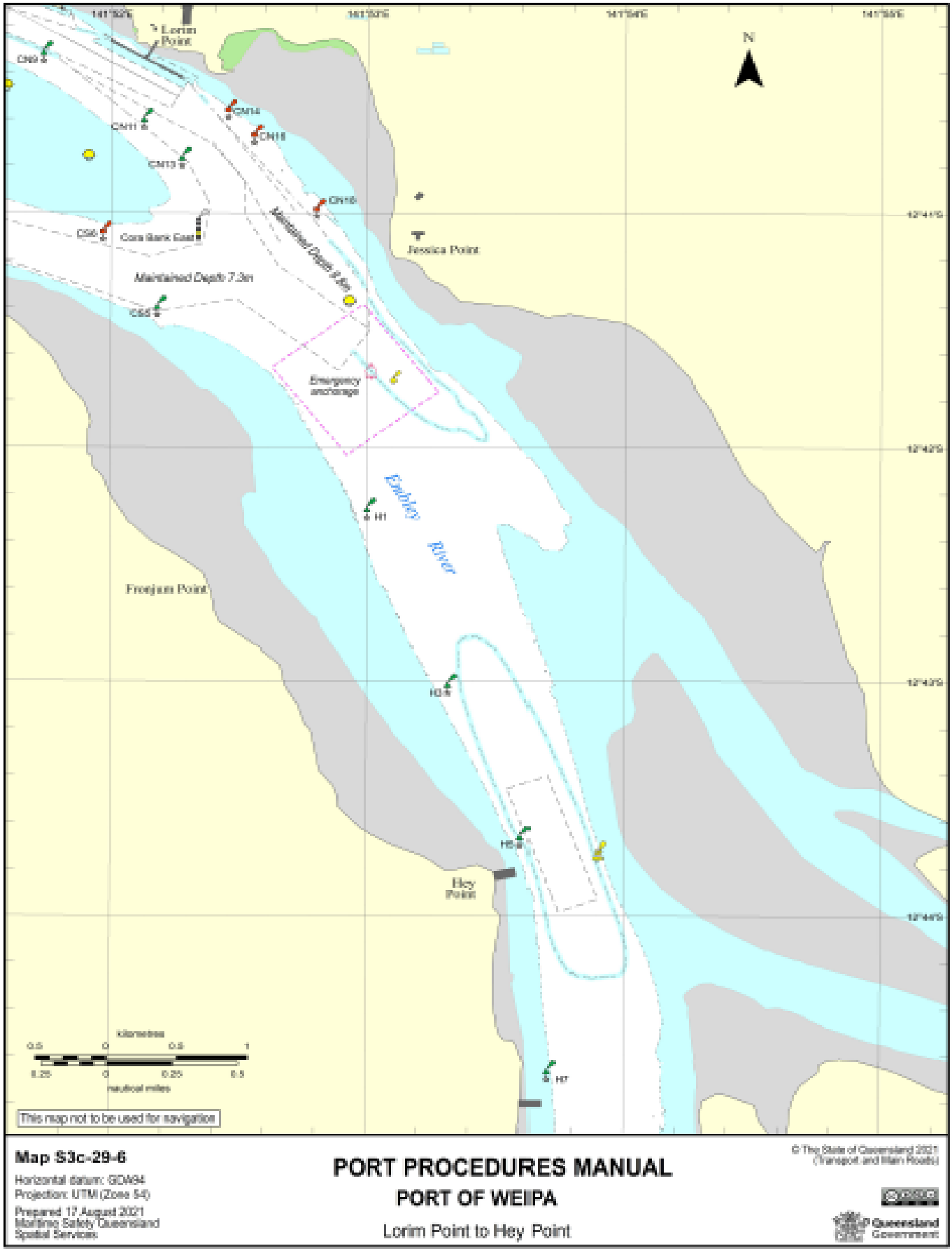
16.9 Port of Weipa



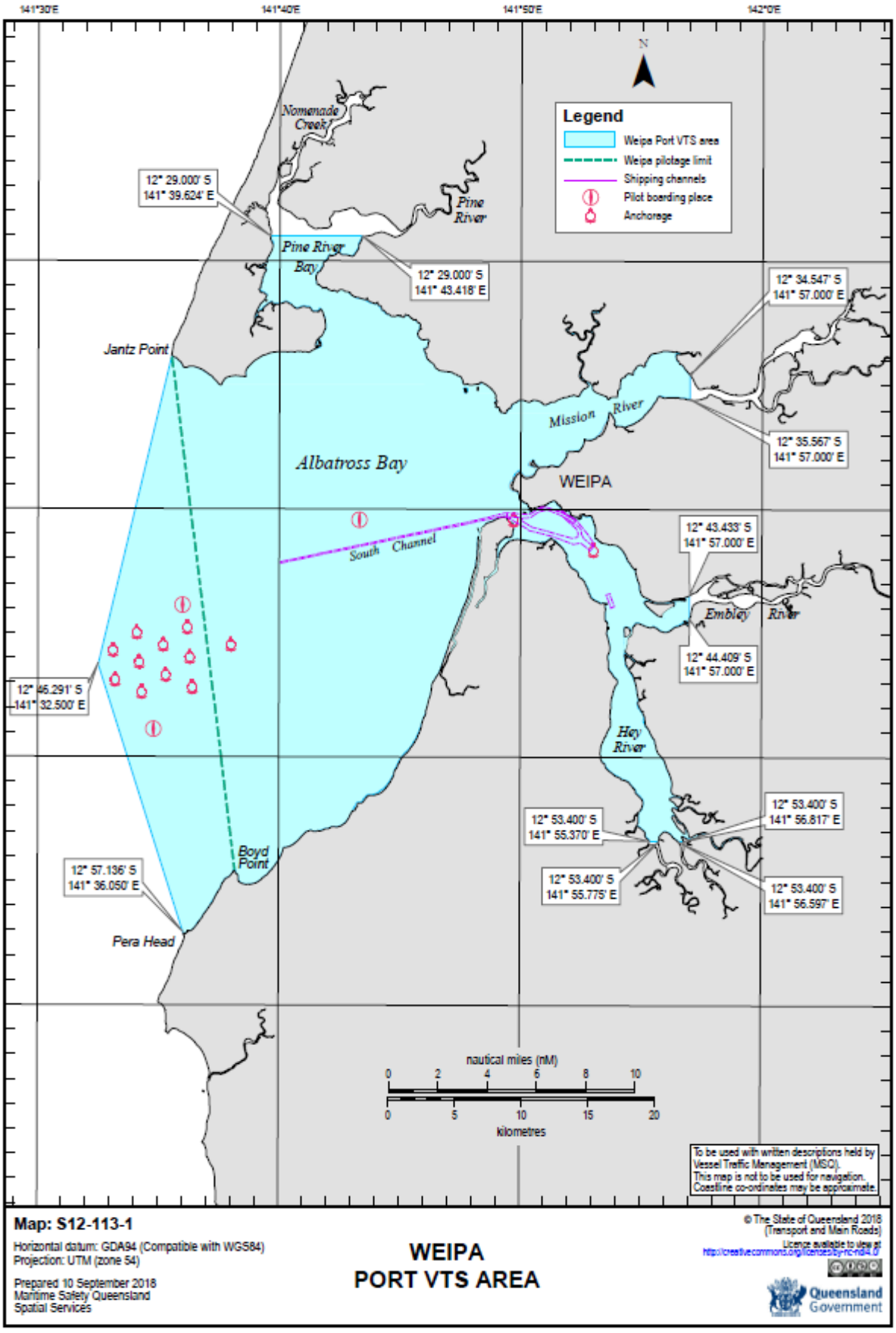
16.10 Weipa Pilot Boarding Ground



16.11 Lorim Point to Hey Point



16.12 Weipa Vessel Traffic Service Area



16.13 Application for Reduction in Tugs

Link to fillable PDF

Queensland Government

Reduction in Tugs Application - Cairns

Name of ship

IMO

Reduction requested for:

Arrival ☐ Departure ☐

Berth

Class of vessel

Is the vessel partially loaded?

Yes ☐ No ☐

Side alongside

Capacity of bow thruster

Condition of bow thruster

Defects/restrictions with navigational and mooring equipment. Steering gear and engines including auxilliary engines

Immobilisation

In port ☐ At anchor ☐

Drafts FWD/AFT:

Arrival

Departure

Displacement

Master's declaration

I, Captain _____ declare that I have assessed the intended manoeuvre(s)

to ☐ Berth _____ with _____ tug/s

and/or **from** ☐ Berth _____ with _____ tug/s

I am satisfied that the manoeuvre/s can be conducted safely.

I understand, should the pilot recommend an additional tug, it may result in delays to the vessel's scheduled manoeuvre.

Master's signature

Date