

## 4. Port Description

### 4.1 General

Mackay seaport is managed by [North Queensland Bulk Ports Corporation](#) (NQBP) Limited, a statutory Queensland government owned corporation, who maintain the dredging, security and berths and port operations at the port. There are four multi-purpose cargo berths, including tanker berths plus a marina. The port operates 24 hours a day seven days a week ([16.1 Pilotage - Mackay pilotage area](#)).

### 4.2 Pilotage Area Limits

The pilotage limits for the port of Mackay are divided between a pilotage area and a compulsory pilotage area. Vessels outside the compulsory pilotage area may anchor without utilising the services of a pilot.

### 4.3 Pilotage Area — Port Limits

Port Limits defines the area of jurisdiction of the Port Authority . The pilotage area defines the area of jurisdiction of the RHM.

The Mackay pilotage area is described in Schedule 3 of the [Transport Operations \(Marine Safety\) Regulations 2016](#) as the area of:

- a) Waters bounded by an imaginary line drawn:
  - starting at the high-water mark at the northern extremity of Slade Point,
  - then generally easterly along the geodesic to latitude 21°03·81'S, longitude 149°22·06'E,
  - then south along the meridian to latitude 21°09·91'S, longitude 149°22·06'E,
  - then west along the parallel to latitude 21°09·91'S, longitude 149°20·06'E,
  - then generally south-westerly along the geodesic to latitude 21°10·76'S, longitude 149°17·73'E,
  - then generally south-westerly along the geodesic to the intersection with the high-water mark at the southern extremity of the north head of Bakers Creek entrance,
  - then generally northerly along the high-water mark on the mainland to the starting point.
- b) The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

### 4.4 Compulsory Pilotage Area

The compulsory pilotage area defines that part of the pilotage area where a vessel of LOA 50 meters or more must use the services of a pilot or a person on board holding a valid pilot exemption certificate (PEC). The Mackay compulsory pilotage area is described in schedule 3 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 mark at the northern extremity of Slade Point,

- then generally easterly along the geodesic to latitude 21° 03·81'S, longitude 149° 16·00' E,
  - then south along the meridian to latitude 21° 07·00' S, longitude 149° 16·00' E,
  - then generally south-easterly along the geodesic to latitude 21° 10·76' S, longitude 149° 17·73' E,
  - then generally south-westerly along the geodesic to the intersection with the high-water mark at the southern extremity of the north head of Bakers Creek entrance,
  - then generally northerly along the high-water mark on the mainland to the starting point.
- b) The navigable waters of rivers and creeks flowing directly or indirectly, into the waters in paragraph (a).

## 4.5 Load Lines

Mackay is in the Tropical Load Line Zone. Areas outside the Great Barrier Reef are in the South Pacific Seasonal Tropical Zone.

The South Pacific Seasonal Tropical Zone is defined as:

Tropical: From 1 April to 30 November.

Summer: From 1 December to 31 March.

## 4.6 Marina

The maximum size of vessel at the [Mackay Marina](#) is 50 metres LOA and 20 metres beam. Vessels having a draft greater than 3 metres are subject to berth limitations.

Masters of commercial vessels between 35-50 metres may be required to conduct local knowledge (as per 1.5.4) assessment with RHM if working within port limits. Please contact RHM office as this is a case-by-case consideration depending on the scope of commercial work within port limit.

## 4.7 Preparedness for putting to sea at short notice

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 — 1<sup>st</sup> November to 30<sup>th</sup> April inclusive.

## 4.8 Time zone

UTC + 10 hours throughout the year.

## 4.9 Working Hours

Port Service providers are available 24 hours per day seven days per week.

## 4.10 Charts and Books

Masters shall have the latest edition charts (paper and/or electronic) with temporary and permanent corrections not exceeding three months. For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian Hydrographic Office and Admiralty Sailing Directions NP15 (Australian Pilot Volume III/V).

## 4.11 Shipping announcements

### 4.11.1 Notice to Mariners

Maritime Safety Queensland promulgates marine safety information to mariners, organisations and other interested parties, in the form of Queensland 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).
- The [Australian Hydrographic Office](#) of the Royal Australian Navy is the Commonwealth authority responsible for national chart production known as AUS Charts and the circulation of Australian Notices to Mariners that are distributed nationally and internationally. Information contained in the Queensland notices is regularly reproduced in the Australian Notices. These notices are recognised as being an authoritative, accurate guide on marine charts.

### 4.11.2 Request to issue Notice to Mariners

A [Notice to Mariners Request form](#) is available to organisations or individuals who wish to apply for a Notice to Mariners or Advice Notice to be issued. Once the form is complete it should be emailed to VTS for consideration.

A Notice to Mariners is issued for the purpose of providing permanent navigation information – generally this information will result in a chart correction.

A Notice may be marked Temporary (T) if the information will remain valid only for a limited time

Advice notices will cover short term navigation advice and may include information on fireworks displays, aquatic events or similar.