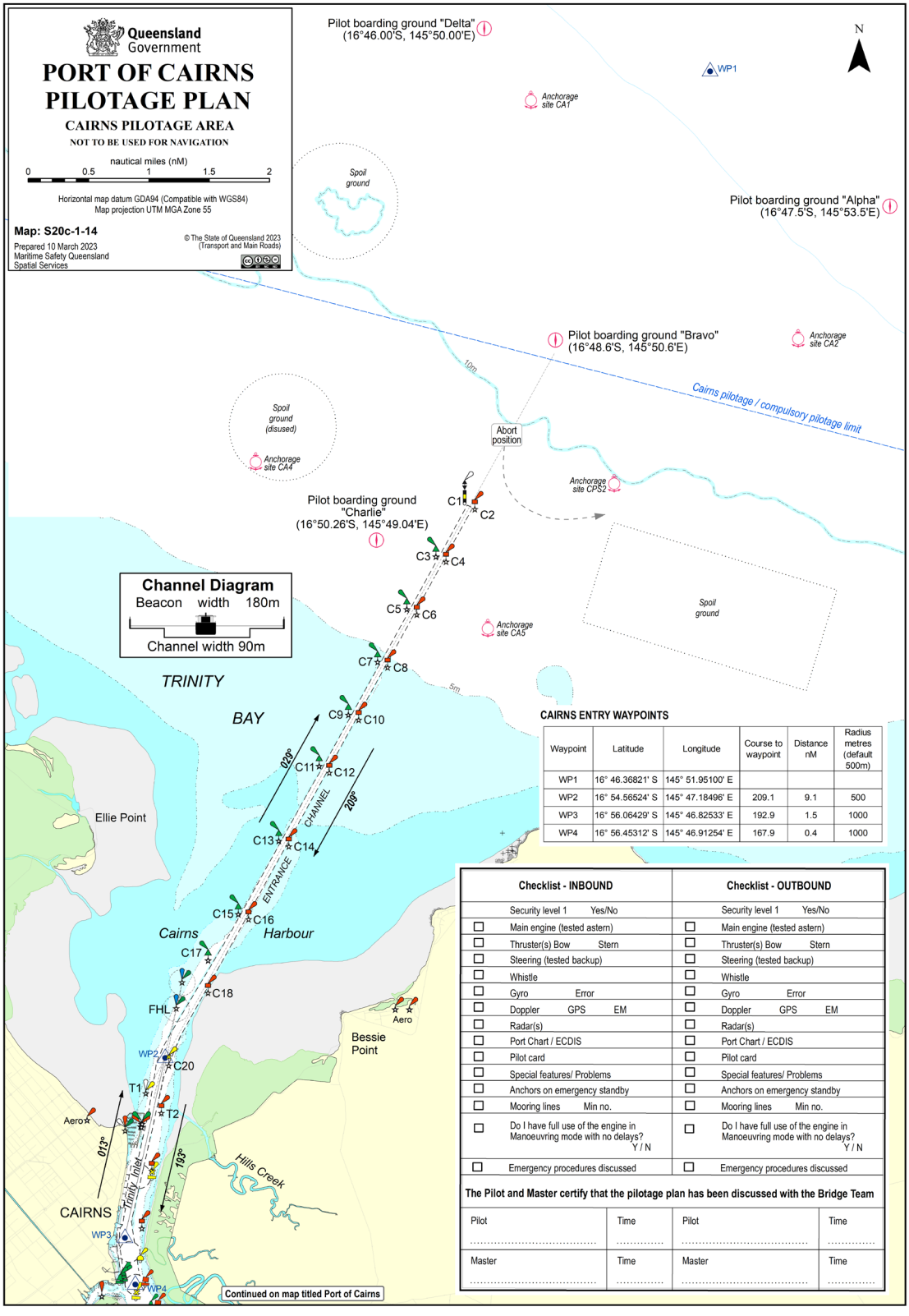
16. Appendices

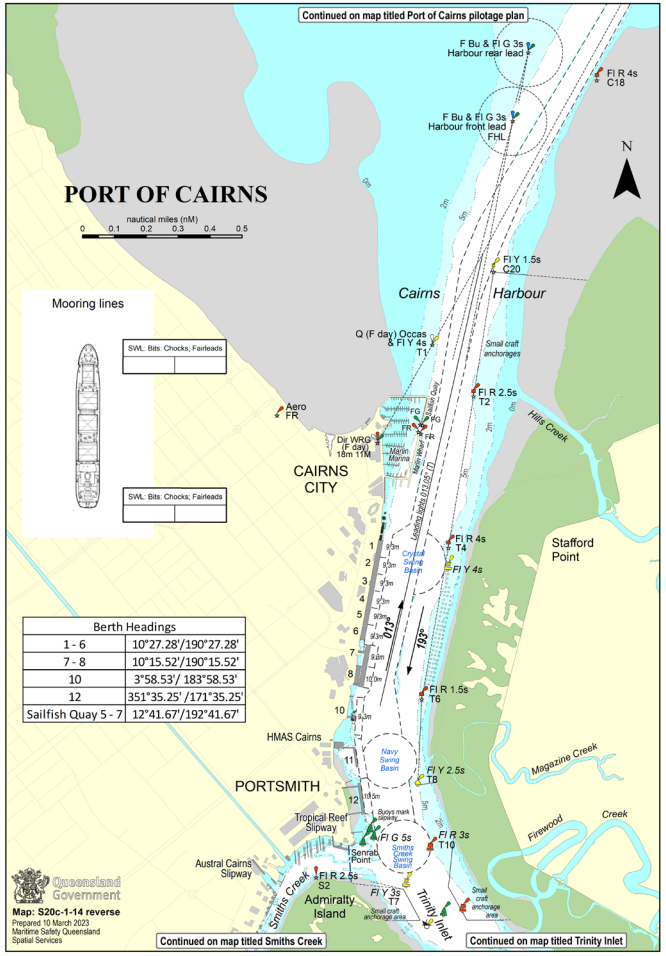
16.1 Port of Cairns Pilotage Plans

For a high resolution map please see [Section 16.1 - Port of Cairns Pilotage Plans - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]



16.2 Port of Cairns Pilotage Plans Reverse and Pilot boarding grounds

For a high resolution map please see [Section 16.2 - Pilot boarding grounds - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]



PORT OF CAIRNS

Vessel .....

PILOTAGE PLAN - ARRIVAL

Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 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 VTS Cairns.

Pilot			Pilot card	yes	no			Fairway	Harbour		
Date			Defects	yes	no						
Passage			Tugs	Bollard pull	Propulsion	Position	LAT + Tide				
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.						
Berth			Wajarri	50T	Az.D.						
Draft in metres	F	A	Gabo	47T	Az.D.		Avl Water - Draft				
Tide	Time	Height	Woona	47T	Az.D.						
Tide	Time	Height	Minimum UKC								
Wind	DIR	SP	Vessels over	90000GRT	2.0m						
Remarks:			Vessels over	40000GRT	1.5m						
			Vessels up to	40000GRT	1.3m						
			Vessels up to	30000GRT	0.9m or		UKC				
			10% of draft if it is greater								
			Swing Basin		0.6m						

PORT OF CAIRNS

Vessel .....

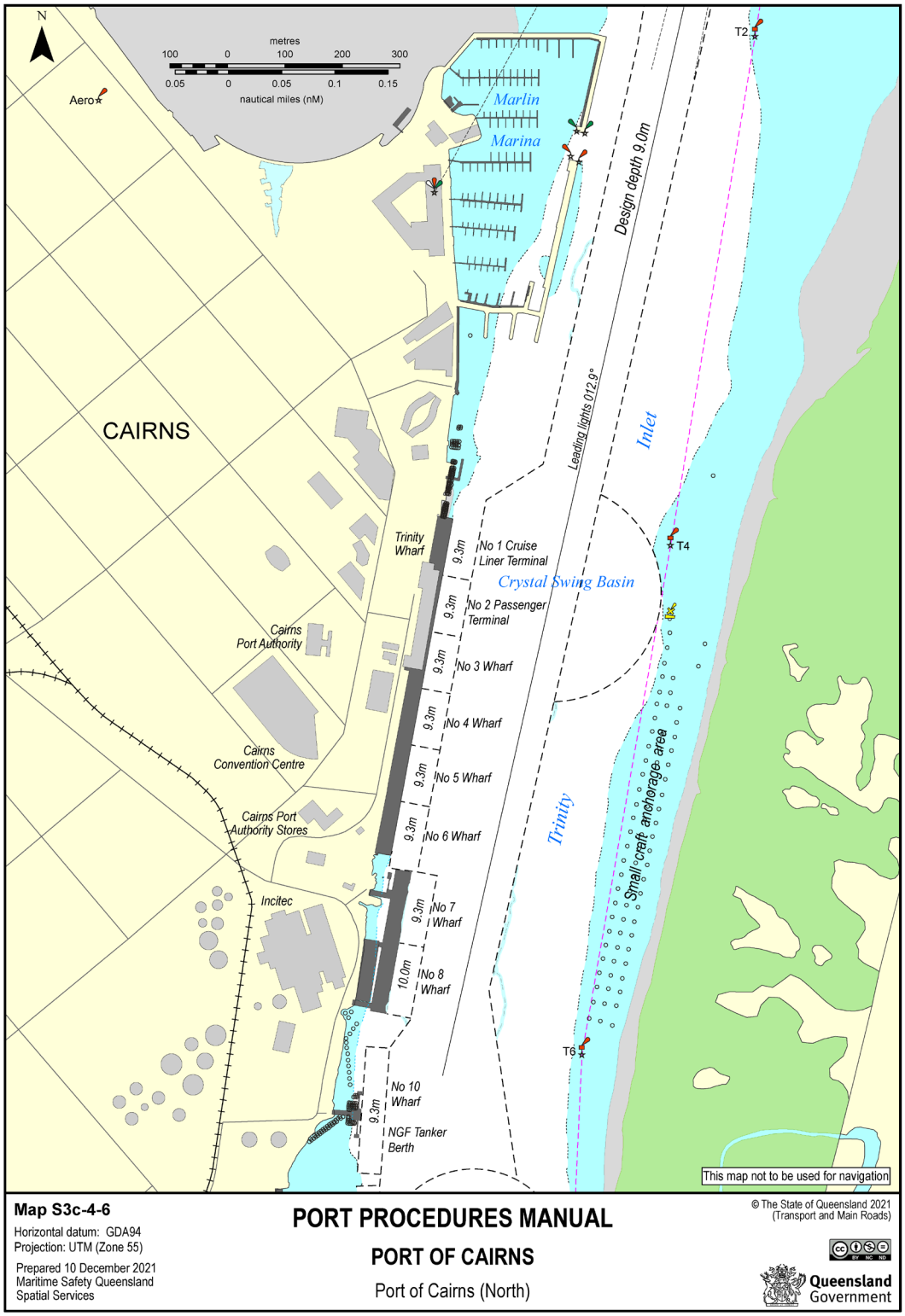
PILOTAGE PLAN - REMOVAL/DEPARTURE

Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 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 VTS Cairns.

Pilot			Pilot card	yes	no			Harbour	Fairway		
Date			Defects	yes	no						
Passage			Tugs	Bollard pull	Propulsion	Position	LAT + Tide				
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.						
Draft in metres	F	A	Wajarri	50T	Az.D.						
Tide	Time	Height	Gabo	47T	Az.D.		Avl Water - Draft				
Tide	Time	Height	Woona	47T	Az.D.						
Wind	DIR	SP	Minimum UKC								
Remarks:			Vessels over	90000GRT	2.0m						
			Vessels over	40000GRT	1.5m						
			Vessels up to	40000GRT	1.3m						
			Vessels up to	30000GRT	0.9m or		UKC				
			10% of draft if it is greater								
			Swing Basin		0.6m						

16.3 Cairns Berth Layout (North)

For a high resolution map please see [Section 16.3 - Cairns Berth Layout (North) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

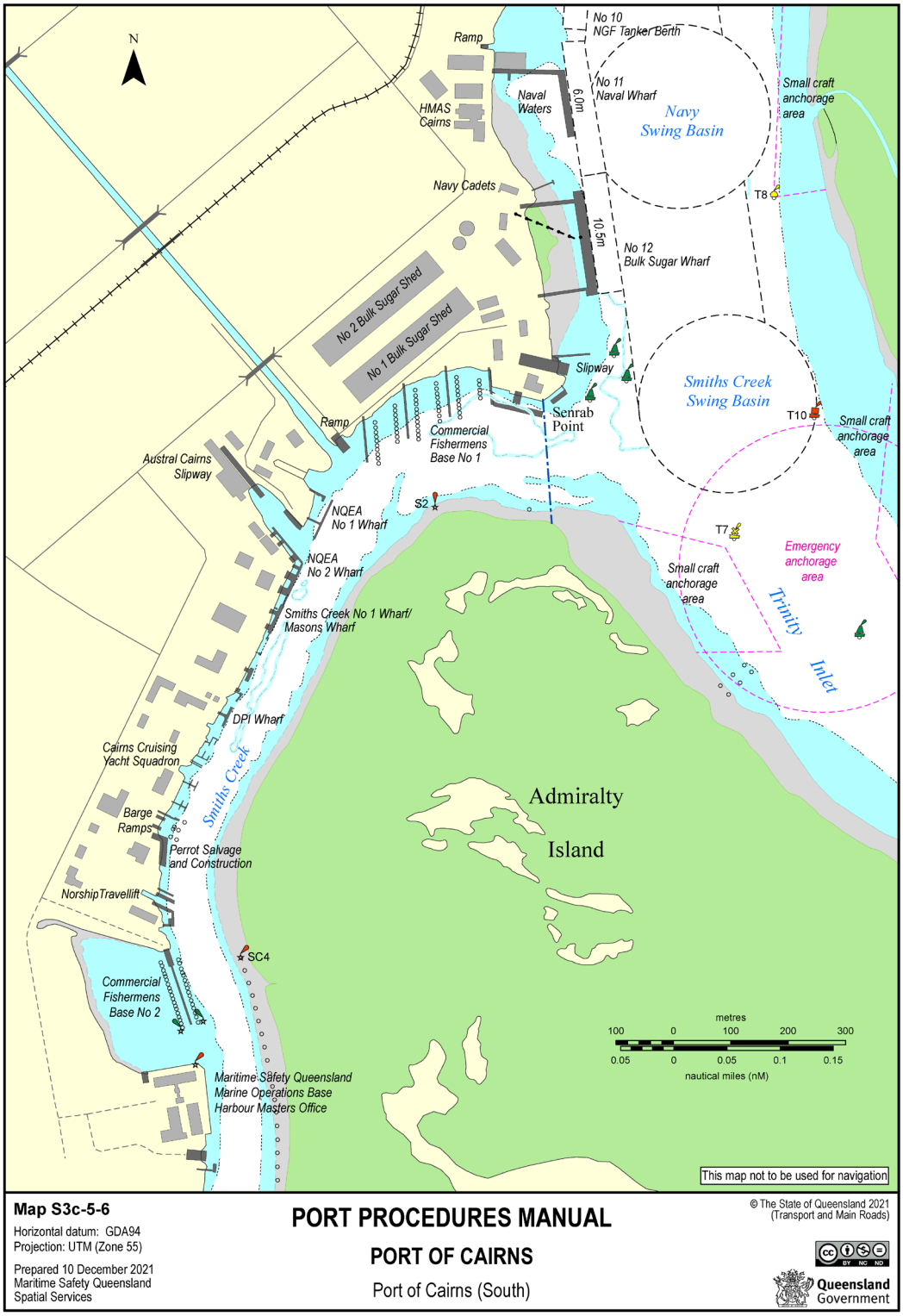


16.4 Port and Pilotage Areas

For a high resolution map please see [Section 16.4 - Port and Pilotage Areas - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

16.5 Cairns Berth Layout (South)

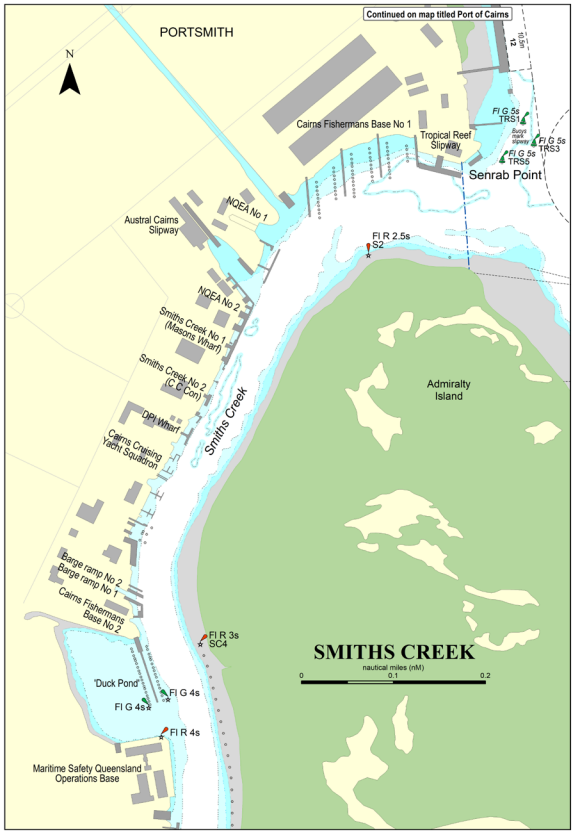
For a high resolution map please see [Section 16.5 - Cairns Berth Layout (South) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

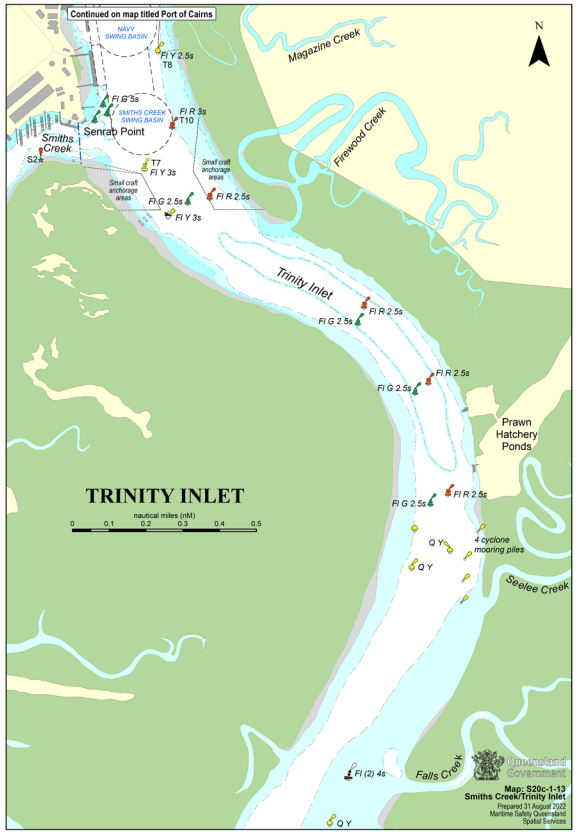


16.6 Smith's Creek and Trinity Inlet

For a high resolution map please see [Section 16.6 - Cairns Berth Layout (South) - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

Trinity Inlet displays the Small Craft Anchorage





16.7 Smith's Creek and Trinity Inlet Reverse

For a high resolution plan please see [Section 16.7 - Small Craft Anchorage - Cairns: Port Procedures and Information for Shipping - Publications | Queensland Government]

Checklist - INBOUND		Checklist - OUTBOUND	
Security level 1	Yes/No	Security level 1	Yes/No
☐	Main engine (tested astern)	☐	Main engine (tested astern)
☐	Thruster(s) Bow Stern	☐	Thruster(s) Bow Stern
☐	Steering (tested backup)	☐	Steering (tested backup)
☐	Whistle	☐	Whistle
☐	Gyro Error	☐	Gyro Error
☐	Doppler GPS EM	☐	Doppler GPS EM
☐	Radar(s)	☐	Radar(s)
☐	Port Chart / ECDIS	☐	Port Chart / ECDIS
☐	Pilot card	☐	Pilot card
☐	Special features/ Problems	☐	Special features/ Problems
☐	Anchors on emergency standby	☐	Anchors on emergency standby
☐	Mooring lines Min no.	☐	Mooring lines Min no.
☐	Do I have full use of the engine in Manoeuvring mode with no delays? Y / N	☐	Do I have full use of the engine in Manoeuvring mode with no delays? Y / N
☐	Emergency procedures discussed	☐	Emergency procedures discussed
The Pilot and Master certify that the pilotage plan has been discussed with the Bridge Team			
Pilot	Time	Pilot	Time .....
Master	Time	Master	Time .....

Tug and Barge operations

Barge must be able to deploy and recover its anchor using onboard equipment at all times.

Duck Pond
- Slack water (zero tide movement)
- No vessels on the Maritime Operations Base Wharf 0-35m when vessels over 50m are entering or departing.
- 0.3m UKC
- Workboats must be fit for purpose and manned by a trained, competent operator.

Smiths Creek
- Workboats to be in attendance in Smiths Creek
- Slack water is defined as 20cm or less movement of tide.
- Tug and barge operations are not to occur when 2 barges are rafted up at either SC1 or SC2.

Admiralty Island
- All tug and barges proceeding to and from anchorages/moorings shall have a workboat in attendance

Queensland Government
Map: S20c-1-13 reverse
Prepared 31 August 2022
Maritime Safety Queensland
Spatial Services

PORT OF CAIRNS

Vessel .....

PILOTAGE PLAN - ARRIVAL

Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 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 VTS Cairns.

Pilot			Pilot card	yes		no			Fairway	Harbour		
Date			Defects	yes		no		LAT + Tide				
Passage			Tugs	Bollard pull	Propulsion	Position						
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.							
Berth			Wajarri	50T	Az.D.							
Draft in metres	F	A	Gabo	47T	Az.D.			Avl Water - Draft				
Tide	Time	Height	Woona	47T	Az.D.							
Tide	Time	Height	Minimum UKC									
Wind	DIR	SP	Vessels over	90000GRT		2.0m						
Remarks:			Vessels over	40000GRT		1.5m						
			Vessels up to	40000GRT		1.3m						
			Vessels up to	30000GRT		0.9m or		UKC				
			10% of draft if it is greater									
			Swing Basin			0.6m						

PORT OF CAIRNS

Vessel .....

PILOTAGE PLAN - REMOVAL/DEPARTURE

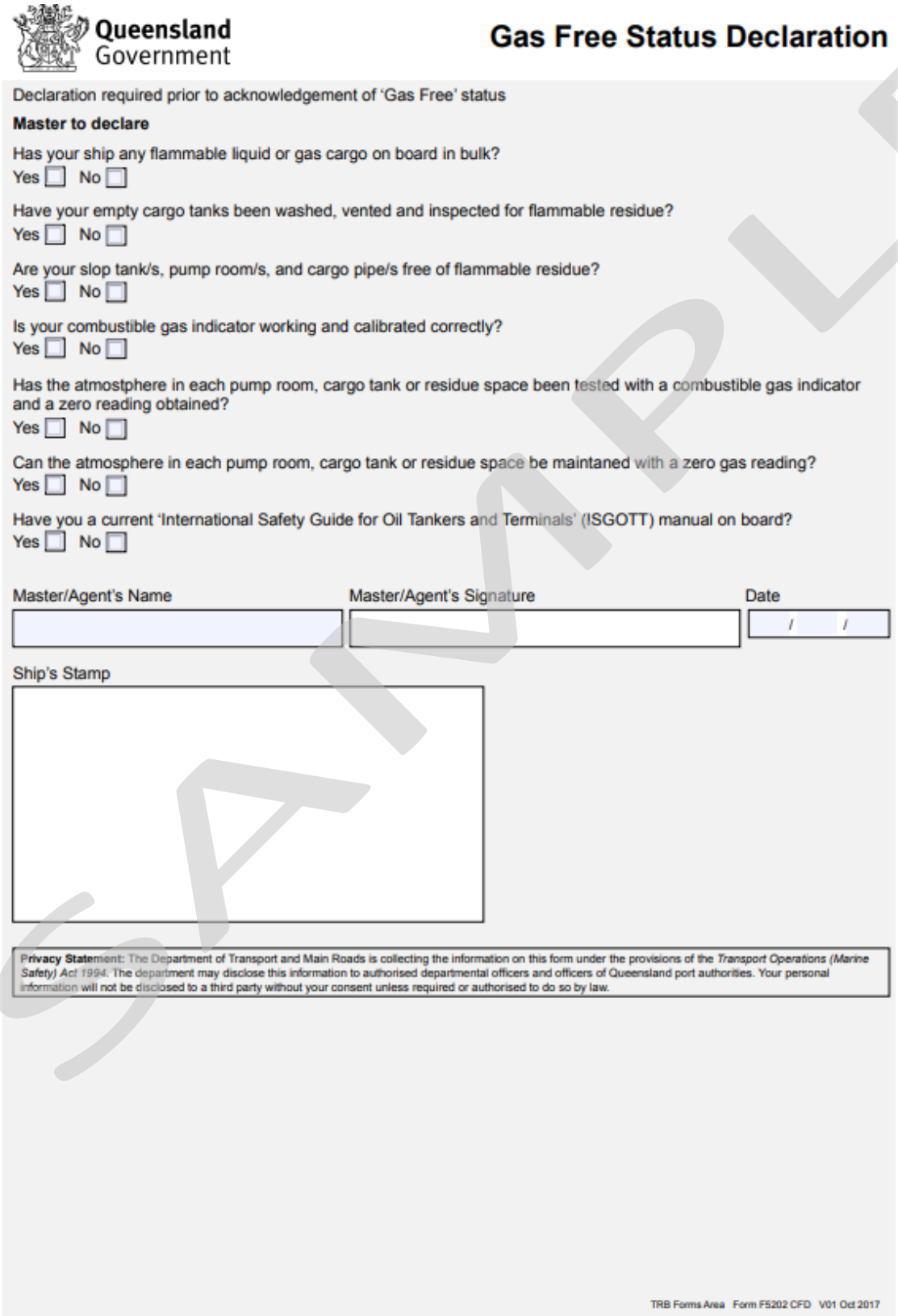
Cairns VTS listens continuously on VHF 12 VHF 16.
Should any emergency arise, call Cairns VTS on VHF 12 for assistance.
The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
The pilotage passage will be monitored by VTS Cairns.

Pilot			Pilot card	yes		no			Harbour	Fairway		
Date			Defects	yes		no		LAT + Tide				
Passage			Tugs	Bollard pull	Propulsion	Position						
Channels (VHF)	16 - 12 - 6		Tarcoola	50T	Az.D.							
Draft in metres	F	A	Wajarri	50T	Az.D.							
Tide	Time	Height	Gabo	47T	Az.D.			Avl Water - Draft				
Tide	Time	Height	Woona	47T	Az.D.							
Wind	DIR	SP	Minimum UKC									
Remarks:			Vessels over	90000GRT		2.0m						
			Vessels over	40000GRT		1.5m						
			Vessels up to	40000GRT		1.3m						
			Vessels up to	30000GRT		0.9m or		UKC				
			10% of draft if it is greater									
			Swing Basin			0.6m						

16.8 Gas-free status declaration

Please follow this link to access the official fillable PDF form: F5202 - Gas Free Status Declaration

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



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.

TRB Forms Area Form F5202 CFD V01 Oct 2017

16.9 Example – Chemist's Certificate of Compliance

To be lodged to the VTS Centre at least 48 hours prior to ship's ETA pilotage area:

Far North Queensland Ports Corporation Ltd

Port Operations Officer..... Fax: +61 7 4052 1493 ..... Ph: +61 7 4052 3888

Maritime Safety Queensland

Manager (VTM) .....Fax: +61 7 4052 7460 ..... Ph: +61 7 4033 3670

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 port authority*
- *all empty tanks that last carried a low flash cargo must be washed and/or gas free 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:

_____ _____/_____/_____

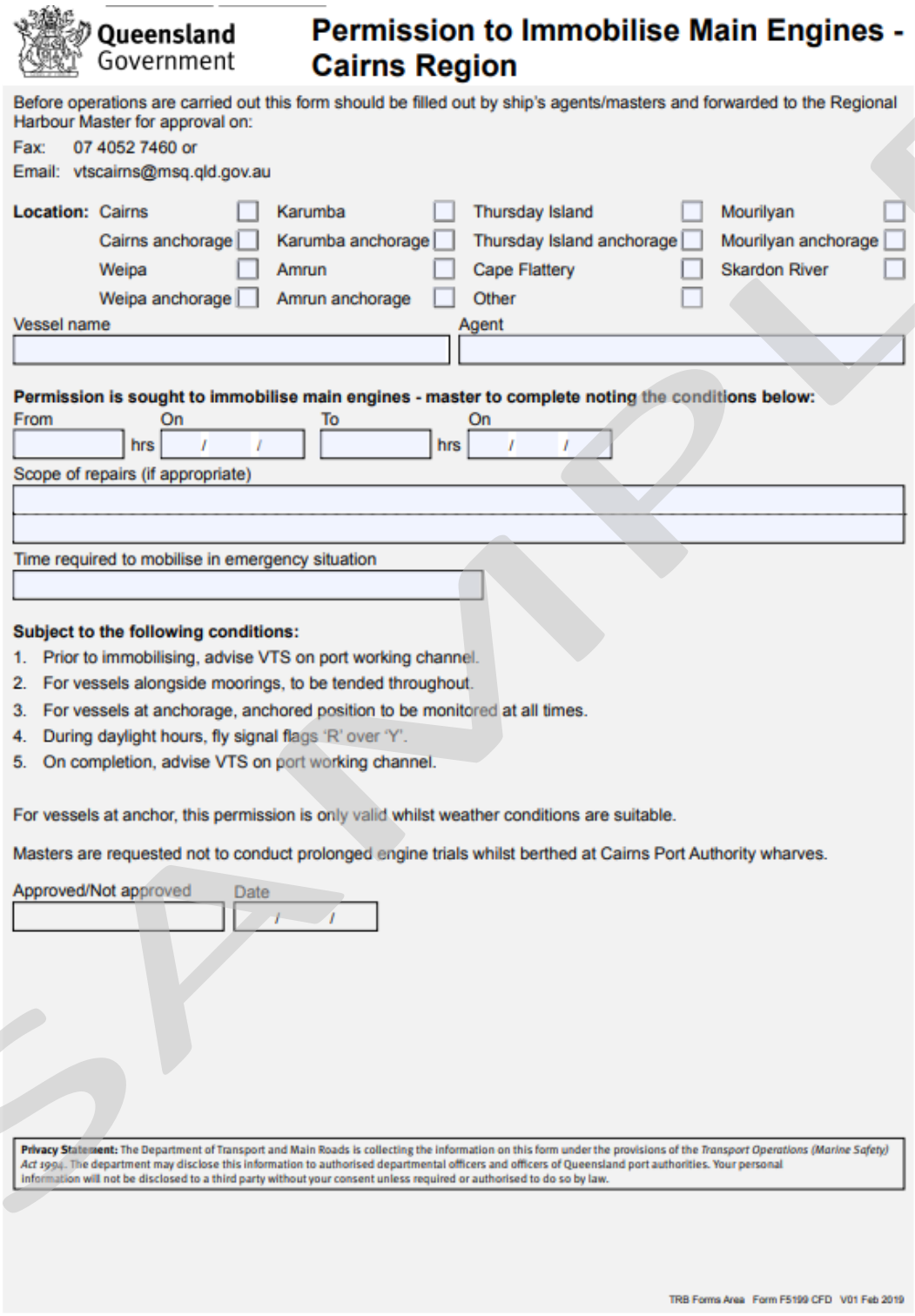
Authorised Officer Date

16.10 Permission to Immobilise Main Engines (at berth or anchor)

Please follow this link to access the official fillable PDF form: F5199 - Permission to Immobilise Main Engines - Cairns Region

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

(THIS FORM IS ONLY TO BE USED IF THE REQUEST CANNOT BE SUBMITTED BY THE AGENT WITHIN QSHIPS)



Queensland Government

Permission to Immobilise Main Engines - Cairns Region

Before operations are carried out this form should be filled out by ship's agents/masters and forwarded to the Regional Harbour Master for approval on:

Fax: 07 4052 7460 or

Email: vtscairns@msq.qld.gov.au

Location:

Cairns	☐	Karumba	☐	Thursday Island	☐	Mourilyan	☐
Cairns anchorage	☐	Karumba anchorage	☐	Thursday Island anchorage	☐	Mourilyan anchorage	☐
Weipa	☐	Amrun	☐	Cape Flattery	☐	Skardon River	☐
Weipa anchorage	☐	Amrun anchorage	☐	Other	☐		

Vessel name

Agent

Permission is sought to immobilise main engines - master to complete noting the conditions below:

From ____ hrs On __/__/__ To ____ hrs On __/__/__

Scope of repairs (if appropriate)

Time required to mobilise in emergency situation

Subject to the following conditions:

1. Prior to immobilising, advise VTS on port working channel.
2. For vessels alongside moorings, to be tended throughout.
3. For vessels at anchorage, anchored position to be monitored at all times.
4. During daylight hours, fly signal flags 'R' over 'Y'.
5. On completion, advise VTS on port working channel.

For vessels at anchor, this permission is only valid whilst weather conditions are suitable.

Masters are requested not to conduct prolonged engine trials whilst berthed at Cairns Port Authority wharves.

Approved/Not approved

Date __/__/__

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.

TRB Forms Area Form F5199 CFD V01 Feb 2019

16.11 Application for Reduction in Tugs

Please follow this link to access the official fillable PDF form: F5365 - Reduction in Tugs Application - Cairns

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

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

LTSR Forms Area F5365 CFD V01 Feb 2023

16.12 Cairns Vessel Traffic Service Area