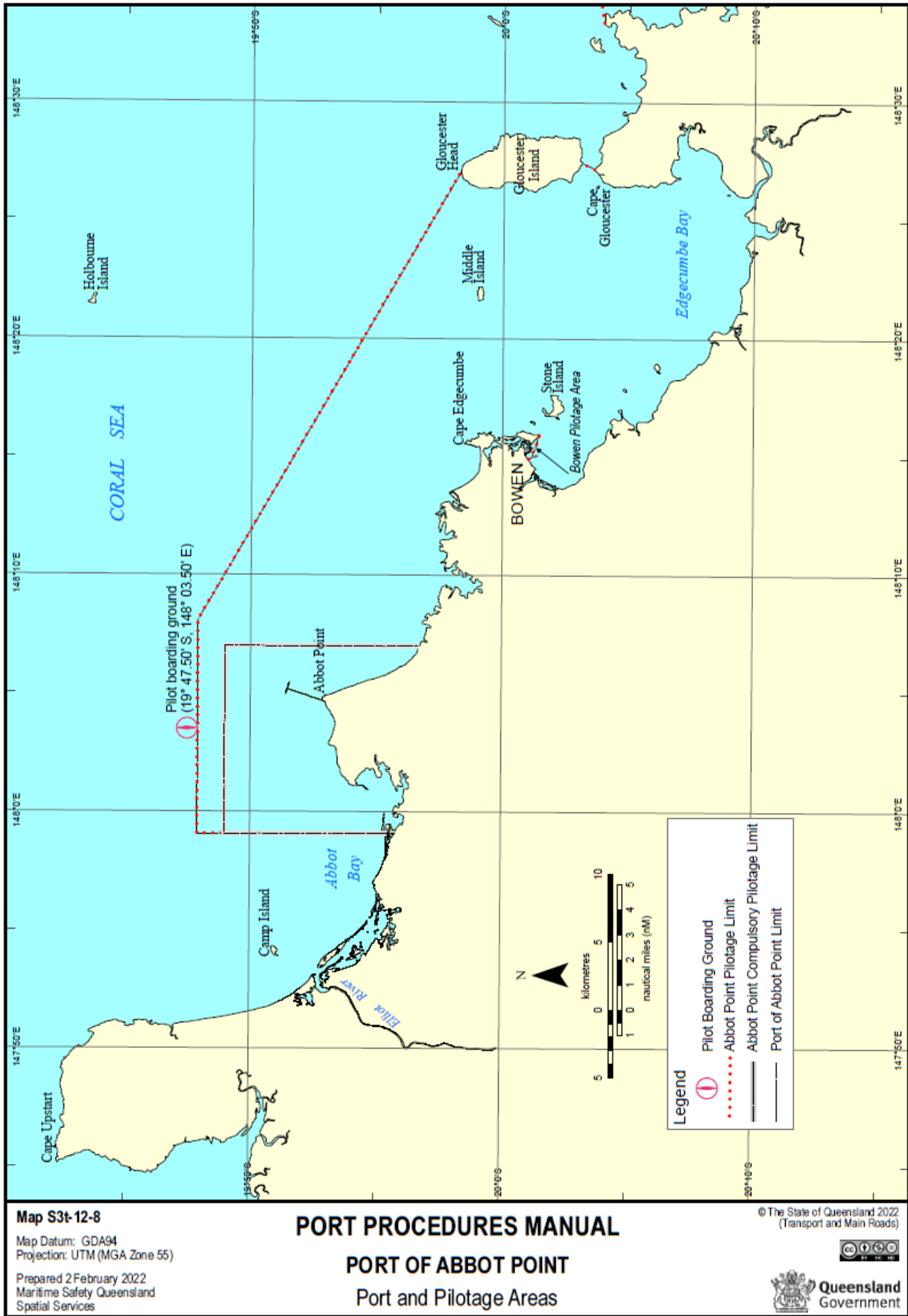


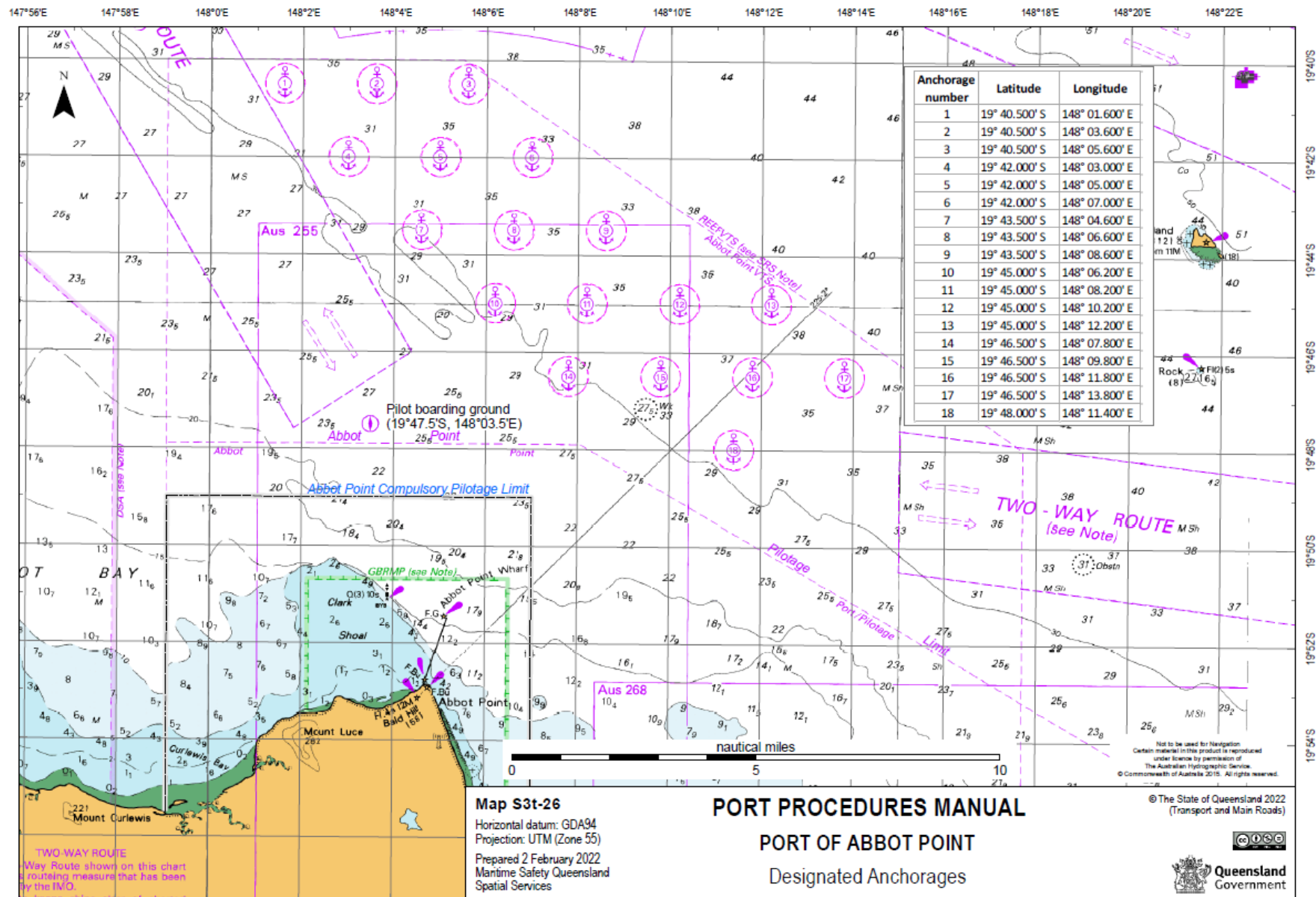
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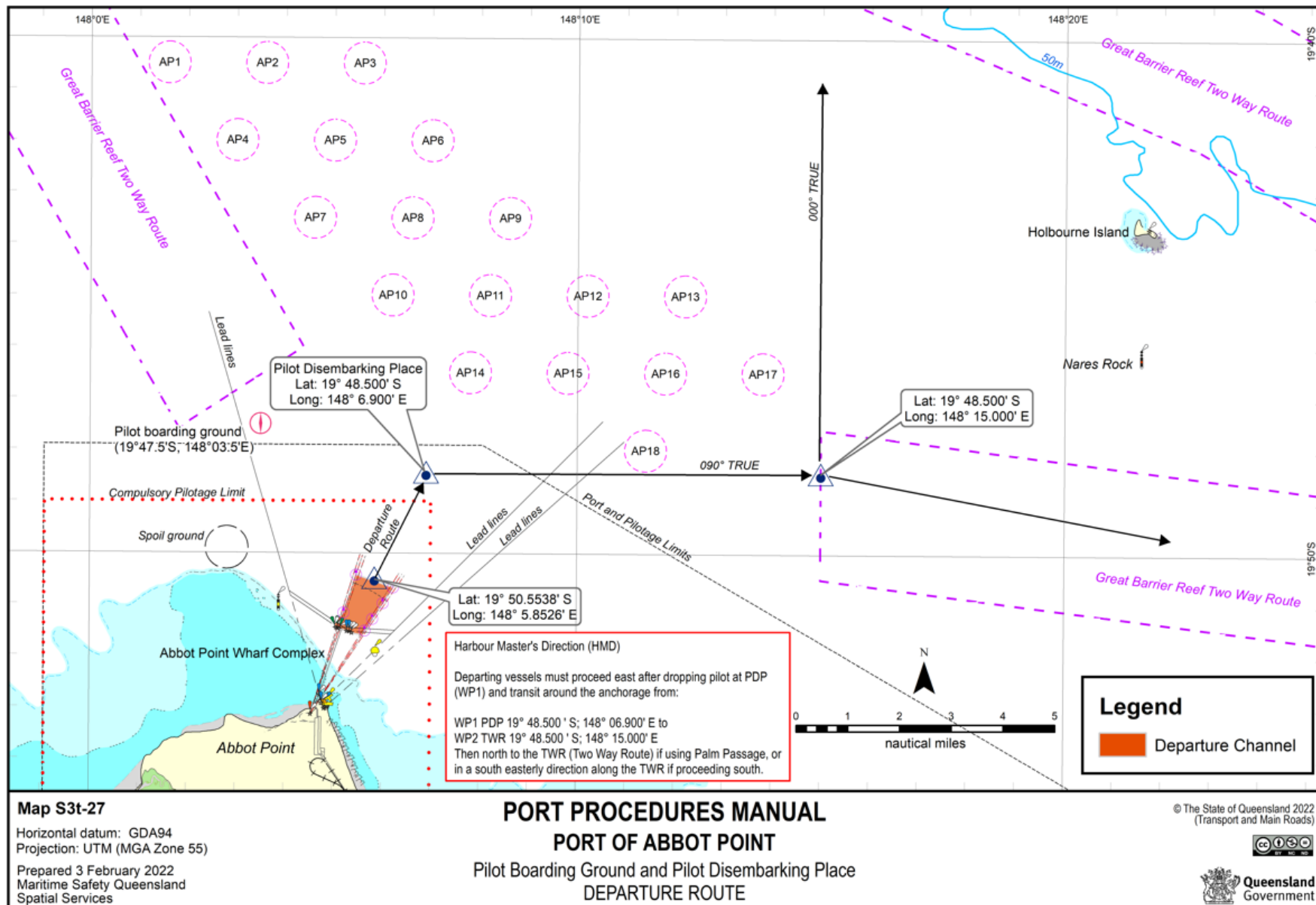
# 16.1 Abbot Point Port and Pilotage



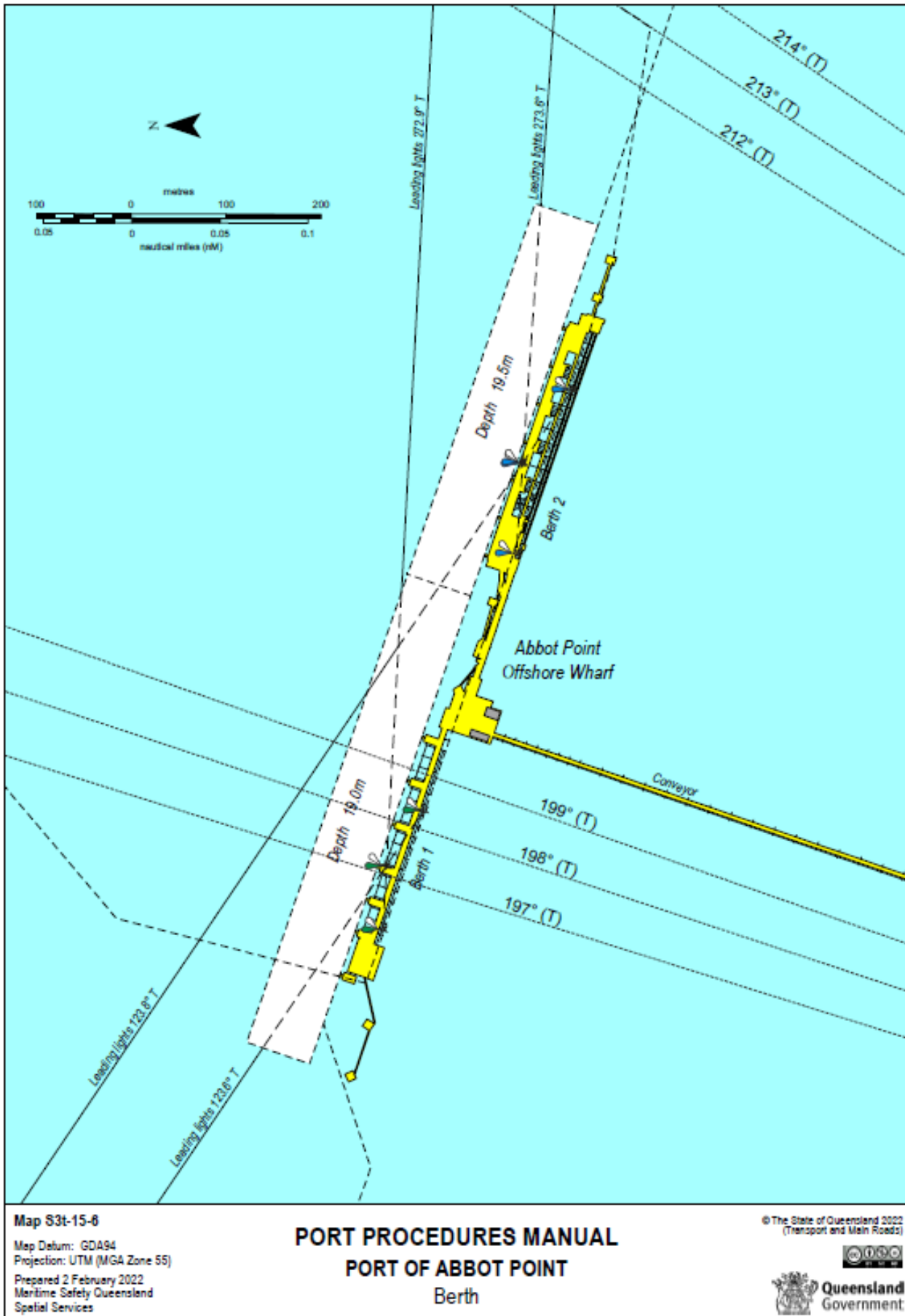
## 16.2 Abbot Point designated anchorages



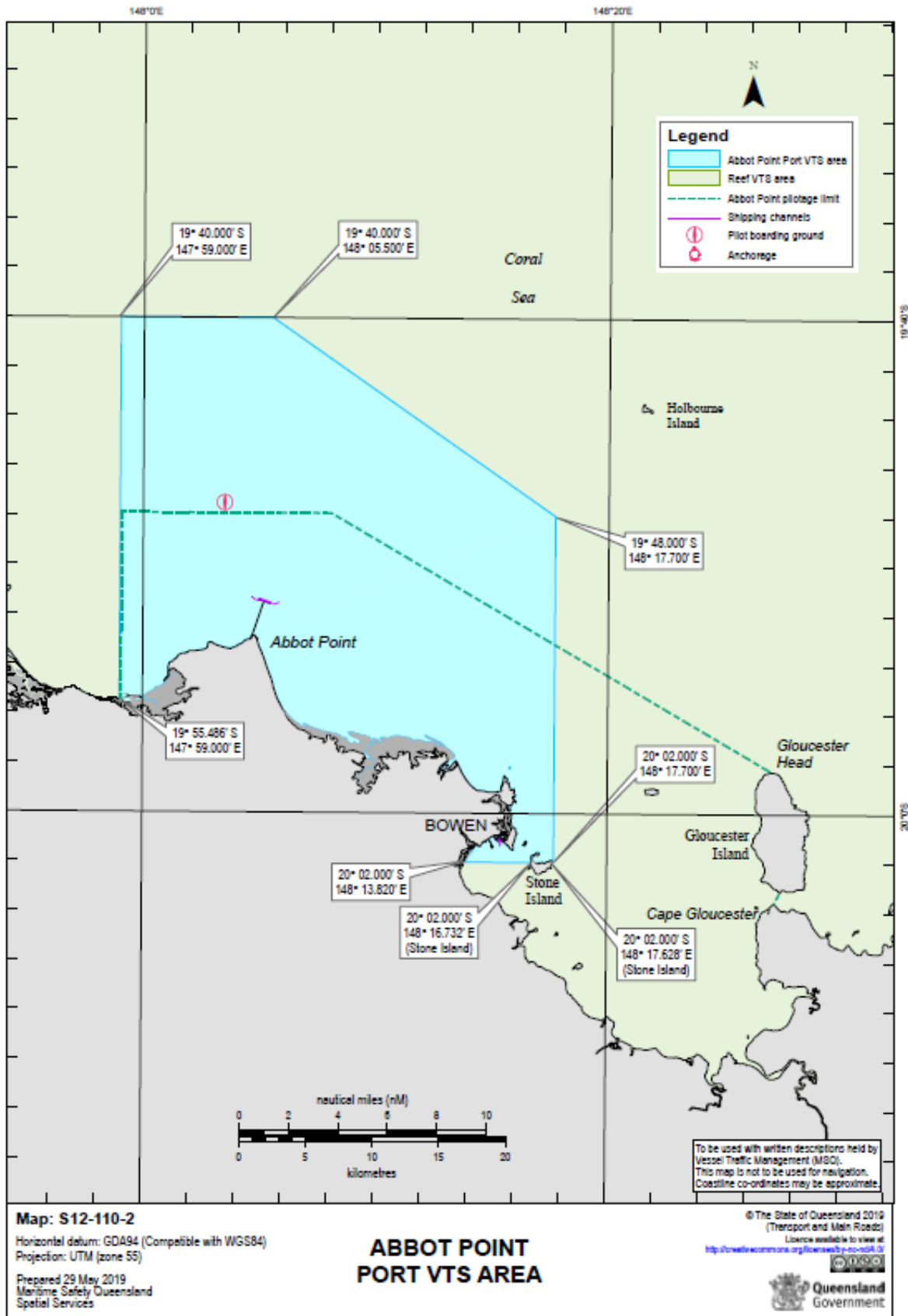
## 16.3 Abbot Point - Pilot Boarding Place & Pilot Disembarking Place



## 16.4 Abbot Point Berth



# 16.5 Abbot Point VTS Area



Map: S12-110-2

Horizontal datum: GDA84 (Compatible with WGS84)  
 Projection: UTM (zone 55)

Prepared 29 May 2019  
 Maritime Safety Queensland  
 Spatial Services

## ABBOT POINT PORT VTS AREA

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 Licence available to view at  
<http://www.qld.gov.au/transport-and-main-roads>



# 16.6 Abbot Point – DUKC- Ship Departure Condition

[Link to fillable PDF](#)



**Queensland  
Government**

## DUKC® - Ship Departure Condition - Abbot Point

**This form is to be completed by all vessels departing Abbot Point**

Dynamic Under Keel Clearance (DUKC®) is mandatory for all vessels departing Abbot Point Terminal.

Master is responsible for providing accurate information to all fields below.

Master must email completed form to vtstowns ville@msq.qld.gov.au and apbcoalshipping@apt1.com.au

- 96 hours prior to a vessel's scheduled berthing - planned departure condition
- At least three hours prior to the vessel planned departure - final departure condition

### Section 1: Vessel details

IMO Number

Vessel name

Expected departure:

Date

Time

SWL of towing bollards:

Forward

Aft

### Section 2: Cargo Information

Cargo on board arrival

Cargo to be loaded

Cargo on board departure

### Section 3: Vessel Stability Information at Departure

Departure displacement:

Deepest draft (draught) at which the vessel intends to depart the berth:

GM fluid [GM(F)]: Transverse metacentric height corrected for free surface

KG: Vertical centre of gravity

Master/Chief Officer's signature

Date

Vessel stamp

# 16.7 Request to Immobilise Main Engines whilst at anchorage

[Link](#) to fillable PDF

**ON EACH OCCASION THIS FORM IS TO BE COMPLETED & SIGNED BY THE MASTER AND UPLOADED AGAINST THE [QSHIPS](#) MOVEMENT AND EMAILED TO TOWNSVILLE VTS**



Queensland Government

## Permission to Immobilise Main Engines at Anchorage - Townsville Region

This form is only to be used if the request cannot be submitted by the agent within Qships

Vessel  Port and Anchorage Number

Request for Permission to Immobilise Main Engine/s to carry out (e.g. Main Engine Unit overhaul or Main Engine crank case inspection)

From  hrs  /  /  To  hrs  /  /  On  /  /

Will immobilisation result in restrictions on Main Engine Manoeuvring Speed or Manoeuvring response on next movement/departure? (e.g. Maximum 'dead slow' (4kts) for 30 min, or Maximum 'Slow' (8kts) for 30 min). This assessment should be made in consultation with the Chief Engineer to determine if a 'Running in' period is required).

No  Yes  Please specify the restrictions

Time required to mobilise in emergency is  hrs

Number of tugs for next movement

Is the Bow Thruster fully operational? Yes  No

Bow Thrust Power

Vessel LOA

Vessel Draft - Fwd  Aft

### Master's Declaration

I,  declare that, the above information is accurate. I have consulted with the chief engineer and confirm the vessel will be able to provide the full range of Manoeuvring speed/RPM and Manoeuvring response (Dead Slow, Slow, Half and full ahead and Astern) for berthing or departure from the port. If the vessel is not able to provide the full range of Manoeuvring speed/RPM, it will result in cancellation of the movement till a risk assessment is conducted to determine the conditions for safe transit.

Master's Signature  Date

Request is approved/declined buy the Regional Harbour Master

### Approval is subject to the following conditions:

1. Vessel to contact VTS and confirm weather conditions prior to commencement.
2. Notify VTS on VHF channel 12 on commencement of immobilisation.
3. Notify VTS on VHF channel on completion.
4. Display signal flags "R" over "Y" during daylight hours.
5. Conduct engine trials (or running in if required) on completion.
6. Notify VTS when testing completed and vessel ready.
7. This authorisation is subject to cancellation without notice if a strong wind warning or higher is forecast for the area.

Regional Harbour Master (Townsville)  Date

**Privacy Statement:** The Department of Transport and Main Roads (TMR) is collecting the information on this form under the provisions of the Transport Operations (Marine Safety) Act 1994. TMR 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.



# 16.8 Pilot Transfer arrangements - Checklist

[Link to fillable PDF](#)



**Queensland  
Government**

## Pilot Ladder Securing and Boarding Arrangements Checklist For Townsville, Abbot Point or Lucinda

Pilot ladder will comply with and be rigged in accordance with:

- (1) SOLAS Reg. V/23 'minimum standards for equipment installed and arrangements for pilot transfers on ships'
- (2) IMO Resolution A.1045(27) 'Pilot transfer arrangements'
- (3) AMSA Marine Notice 04/2023, 'Pilot transfer arrangements'
- (4) ISO 799:2019 'Ships and marine technology - pilot ladders'
- (5) IMO/IMPA Pilot Ladder Poster

I, \_\_\_\_\_, Master of the Vessel \_\_\_\_\_ confirm compliance with the above and will ensure that the following checklist will be complied to for Pilot ladder rigging prior to arriving or departing the ports of Townsville, Abbot Point or Lucinda.

Port: _____ Freeboard: _____ m		Yes/No
a.	Pilot ladder is less than two years old.	
b.	Pilot ladder will be secured to the strong point on the deck using rope and not solely held by shackles or a guillotine bar.	
c.	Pilot ladder on winch reels will be secured to the strong point on the deck using rope.	
d.	Tripping line, if used, must lead forward to avoid fouling with Pilot launch and must not be secured to the bottom most step and have no loops.	
e.	Manropes are less than 12 months old.	
f.	Man ropes are secured to the strong point on the deck and pass through the eye on handhold stanchions.	
g.	Man ropes are of natural fibre (example: manila rope) with dimensions between 28 to 32mm diameter and in good, clean condition.	
h.	Man ropes will be passed behind the side ropes and hung from a height of 1.5m above accommodation ladder lower platform in a combination arrangement.	
i.	Pilot ladder will be firmly secured to ship side 1.5m above accommodation ladder lower platform in a combination arrangement.	
j.	Accommodation ladder will be secured to the ship side in a combination arrangement.	
k.	Pilot ladder will not be secured to the lower platform of the Accommodation ladder in a combination arrangement.	
l.	Lower platform of the Accommodation ladder will not obscure the Pilot ladder in a combination arrangement. The horizontal distance between Pilot ladder and the lower platform will be between 0.1 to 0.2m.	
m.	Climb of Pilot ladder is not less than 1.5m and not more than 9m in a combination arrangement.	
n.	The lower platform of Accommodation ladder is at least 5m above sea level in a combination arrangement.	
o.	Pilot ladder steps are horizontal and chocks under the steps are tightly secured.	
p.	Pilot ladder rigging will be supervised by responsible officer and in compliance with above mentioned regulations.	

**Note:** If any of the above items are ticked 'No', explain the reason for doing so:

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Master's signature \_\_\_\_\_ Date \_\_\_\_\_

**Note:** Complete this form and email this page only to: [dutyofficer@townsville-port.com](mailto:dutyofficer@townsville-port.com) and [VtsTownsville@msq.qld.gov.au](mailto:VtsTownsville@msq.qld.gov.au) **24 hours prior to Arrival or Departure - Townsville, Abbot Point or Lucinda.**

# REQUIRED BOARDING ARRANGEMENTS FOR PILOT



In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)  
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

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This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

