

Port Procedures and Information for Shipping

Port of Mourilyan

July 2025

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**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 Mourilyan. Sections of the Port Procedures and Information for Shipping – Port of Mourilyan (<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 Mourilyan must be complied with by all vessels within the Port of Mourilyan.

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

Table of amendments

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

Contact officer: Regional Harbour Master, Cairns

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

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Contents

Port Procedures and Information for Shipping	1
Port of Mourilyan	1
Creative Commons information	2
Table of amendments	4
Contents	vii
Table of Figures	xii
Table of Tables	xii
1. Introduction	1
1.1 General	1
1.2 Purpose	1
1.3 Datum	2
1.4 Definitions	2
1.4.1 Australian Maritime Safety Authority - (AMSA)	2
1.4.2 Australian Standard - AS 3846, 2005	2
1.4.3 Far North Queensland Ports Corporation Limited (FNQPC)	3
1.4.4 Great Barrier Reef Marine Park Authority (GBRPMA)	3
1.4.5 Length Over All (LOA)	3
1.4.6 Lowest astronomical tide (LAT)	3
1.4.7 Manager (Pilotage Services)	3
1.4.8 Manager (Vessel Traffic Services)	3
1.4.9 Maritime Safety Queensland (MSQ)	3
1.4.10 MASTREP – the Modernised Australian Ship Tracking and Reporting System	3
1.4.11 Navigation Act	3
1.4.12 Pilotage Exemption Certificate (PEC)	3
1.4.13 Queensland Shipping Information Planning System (QSHIPS)	4
1.4.14 REEFREP	4
1.4.15 Reef VTS	4
1.4.16 Regional Harbour Master (RHM)	4
1.4.17 Sailing time	4
1.4.18 Vessel Traffic Service Operator (VTSO)	4

1.4.19	Vessel Traffic Service (VTS)	4
1.5	Contact information	4
1.5.1	The Regional Harbour Master	4
1.5.2	Port control	5
1.5.3	Port Authority	5
1.6	Rules and regulations	5
1.6.1	General	5
1.6.2	Applicable legislation and regulations	6
2.	Arrival and departure procedures	7
2.1	General	7
2.2	Arrival check list	7
2.3	Departure check list	8
2.4	Quarantine	8
2.4.1	Ballast water information	8
2.5	Customs	9
2.6	MASTREP Reporting	9
2.7	Reef user guide	9
2.8	Security	10
3.	Movement notification and traffic procedures	11
3.1	General	11
3.2	Port control	11
3.2.1	Port control role	11
3.2.2	Port control communications	12
3.2.3	Language	12
3.2.4	Voice recordings	12
3.3	Harbour contact details	12
3.4	Distress and emergency	13
3.5	Prior notification of movements	13
3.6	QSHIPS (Queensland Shipping Information Planning System)	14
3.7	Booking a vessel movement	14
3.8	Reporting defects	14
3.8.1	Reporting Requirements – Arrival reporting requirements	15
3.8.2	Departure and removal reporting requirements	16
3.9	Movement scheduling	17
3.9.1	Confirmation of schedules	17
3.9.2	Schedule changes	17

3.10	Movement clearance notification	17
3.11	Master / pilot responsibilities	17
4.	Port description	18
4.1	General	18
4.2	Pilotage area	18
4.3	Load lines	18
4.4	Maximum vessel size	18
4.5	Trim requirements	18
4.6	Time zone	19
4.7	Working hours	19
4.8	Charts and books	19
4.8.1	Notices to Mariners	19
5.	Port infrastructure	20
5.1	Berth channel and swing basin information	20
5.1.1	Berth Headings	20
5.2	Leading lights and beacons	20
5.3	Anchoring	21
5.4	Anchorage Areas	21
6.	Weather information	22
6.1	General	22
6.1.1	Extreme Weather Contingency Plan	22
6.2	Tidal information	22
6.2.1	Tide boards/gauges	22
6.2.2	Tidal information – tsunami effects	23
6.3	Water density	23
7.	Port navigation and movement restrictions	24
7.1	General	24
7.2	Speed	24
7.3	Channel depths	24
7.3.1	Swing basin	24
7.4	Approaches to Mourilyan	24
7.5	Tidal restrictions	25
7.6	Under keel clearance	25
7.7	Adverse weather conditions	25
7.8	Part Loaded Tankers	25

7.9	Advisory Note – Interaction with Marine Mammals	26
8.	Pilotage	27
8.1	Vessels that require a pilot	27
8.1.1	Request for pilot	27
8.1.2	Notice required	27
8.1.3	Pilotage transit times	27
8.1.4	Personal Pilot Unit (PPU)	27
8.2	Pilotage area	28
8.2.1	Pilot boarding place	28
8.2.2	Pilot boarding arrangements	28
8.2.3	Pilot /Personnel Transfer Safety	28
8.2.4	Passage planning	28
8.2.5	Pilotage delays and cancellations	29
8.2.6	Alcohol management	29
8.3	Pilot licences, pilotage area endorsements and exemption from pilotage licences	29
8.3.1	Examination for pilotage exemption area endorsement	29
8.3.2	Cancellation of licences	29
8.4	Pilotage requirements for Torres Strait and Great Barrier Reef (GBR)	29
9.	Tug procedures	31
9.1	Tug information	31
9.1.1	Notification of tugs	31
9.1.2	Tug requirements	31
9.1.3	Lines launches	31
9.1.4	Part Loaded Tankers	32
9.1.5	Request for Tug Reduction	32
9.1.6	Bow and stern thrusters	32
10.	Work permits	33
10.1	General	33
10.2	Work Permit Description	34
10.2.1	Immobilisation main engines	34
10.2.2	Hot work permit	35
10.2.3	Boat drills	35
10.2.4	Notification of handling of bulk liquids/Night fuel transfer	35
10.2.5	Overside maintenance work	36
10.2.6	Gas free status	36

11.	Dangerous cargo	37
11.1	General	37
11.1.1	Notification	37
11.1.2	Dangerous cargo limits	38
11.1.3	Dangerous cargo events	38
12.	Emergency, pollution, marine incidents	39
12.1	Emergency contact numbers	39
12.2	Authorities	40
12.3	Fire	40
12.3.1	Emergency Plans	41
12.4	Marine pollution	41
12.4.1	Reporting	41
12.5	Marine incidents	42
12.5.1	Procedures subsequent to serious Marine Incidents	42
12.5.2	Marine Incident Reporting – Maritime Safety Queensland	42
12.5.3	Marine Incident reporting – Australian Maritime Safety Authority	43
12.5.4	GBRMPA Incident Report Form	43
12.5.5	Environmental Incident Reporting	44
12.6	Port Community Responsibilities	44
13.	Security	45
13.1	General	45
13.1.1	Security levels	46
13.1.2	Maritime security zones	46
13.1.3	Security measures	47
13.1.4	Reporting Of Incidents	47
13.1.5	Refuse Ship Entry – No International Ship Security Certificate	47
13.1.6	Shore Access To Ships And Port Facilities	47
13.1.7	Port security contacts	47
13.2	National security	48
14.	Port state control inspections	49
15.	Port services	50
15.1	Bunkering	50
15.2	Fresh water	50
15.3	Waste	50
15.4	Shipping agencies	50

15.5	Miscellaneous contacts	51
16.	Appendices	52
16.1	Port of Mourilyan	53
16.2	Mourilyan harbour	54
16.3	Pilot Boarding Ground and Anchorage	55
16.4	Pilotage plans	56
16.5	Gas-free status declaration	57
16.6	Permission to Immobilise Main Engines	58
16.7	Application for Reduction in Tugs	59

Table of Figures

Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.	26
---	----

Table of Tables

Table 1 Arrival check list	7
Table 2 Departure check list	8
Table 3 Channel call signs	12
Table 4 Pre-entry notification times	13
Table 5 Inbound reporting requirements	15
Table 6 Outbound reporting requirements	16
Table 7 Berth Information	20
Table 8 Navigation Aids	20
Table 9 Tidal information	23
Table 10 Channel design depths	24
Table 11 Enage Tugs	31
Table 12 Permit requests	33
Table 13 Dangerous cargo minimum notification times	38

1. Introduction

1.1 General

The Port of Mourilyan is situated at the mouth of the Moresby River and is approximately 1600 kilometres north of Brisbane and 20 kilometres to the south of the city of Innisfail. The port was established primarily for the export of raw sugar and molasses from the surrounding sugar mills and is serviced by a bulk sugar terminal which loads ships via a travelling rail mounted gantry at 1900 t/h. Occasionally live cattle, magnetite, and woodchips are also exported from the port.

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

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 aids to navigation; and
- Encouraging and supporting innovation in the maritime industry.

The limit of Queensland coastal waters is defined by a line three nautical miles 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 harbour master and the port authority 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 of 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 indicated on the document control sheet. 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 (Border Force, Quarantine, Port Authority rules, and REEFREP and so on) is provided as an example only. Readers are strongly recommended to consult their respective web sites 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 website. The Far North Queensland Ports Corporation Limited (FNQPC) 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:

The 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: vtscairns@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 Far North Queensland Ports Corporation Limited (FNQPC)

The Far North Queensland Port Corporation Limited (FNQPC) is the port authority for the port of Mourilyan. FNQPC trade as Ports North. The organisation oversees the commercial activities in the port, including the maintenance of the port infrastructure.

1.4.4 Great Barrier Reef Marine Park Authority (GBRPMA)

Commonwealth authority responsible for the management of the marine park

1.4.5 Length Over All (LOA)

The LOA refers to the extreme length of the vessel.

1.4.6 Lowest astronomical tide (LAT)

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

1.4.7 Manager (Pilotage Services)

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

1.4.8 Manager (Vessel Traffic Services)

The person responsible for the management of the VTS centre.

1.4.9 Maritime Safety Queensland (MSQ)

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

1.4.10 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.

1.4.11 Navigation Act

Refers to the [Navigation Act 2012](#).

1.4.12 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.

1.4.13 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 programme 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.

1.4.14 REEFREP

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

1.4.15 Reef VTS

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

1.4.16 Regional Harbour Master (RHM)

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

1.4.17 Sailing time

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

1.4.18 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*.

1.4.19 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 within the jurisdiction.

1.5 Contact information

1.5.1 The Regional Harbour Master

The Regional Harbour Master (RHM) Cairns is the harbour master for the port of Mourilyan. For operational maritime questions, marine incidents, pollution, buoy moorings, navigation aids and towage requirements please contact the harbour master's office.

The harbour master's office is located at:

Physical address: 100-106 Tingira Street, Portsmith, Cairns

Postal address: PO Box 1787, Cairns, Queensland, 4870

Phone: +61 7 4052 7400

Cairns VTS phone: 1300 551 899

Fax: 0 7 4052 7451

Email: rhmcairns@msq.qld.gov.au

1.5.2 Port control

Maritime Safety Queensland operates a Port Control Service for the Port of Mourilyan Harbour. The Port Control will operate with the callsign "Mourilyan Port Control" and is based at the Regional Harbour Master's office in Cairns VTS. VTS operators at Cairns have direct contact with shipping. Trained Vessel Traffic Service Operators (VTSO's) schedule shipping movements, monitor vessel movements via AIS plus live CCTV and communicate directly with approaching ships using VHF 16 and VHF 13 once inside the harbour.

They are contactable on:

VHF radio: VHF 16 or 12 outside the port/ VHF 13 inside the port

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 Far North Queensland Ports Corporation Limited (FNQPC), 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

Phone: 07 4063 2507

After hours: 0418 728 803

FNQPC head office (24 hours): 07 4051 2558

Fax: 07 4063 2684

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 SOLAS convention and its amendments (for example the IMDG code) and state, national and local port authority regulations are in force in the port of Mourilyan.

Based on the [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:

- Far North Queensland Ports Corporation Limited (FNQPC);
- Cassowary Coast Council;
- [Maritime Safety Queensland](#) (MSQ);
- [Australian Maritime Safety Authority](#) (AMSA);
- [Customs - Australian Border 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 are obliged to make previous notification on a variety of subjects, ranging from health to immigration to dangerous goods.

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

2.2 Arrival check list

Table 1 Arrival check list

Sequence	Time	Report
1	48 hours before arrival	Arrival information to Regional Harbour Master via QSHIPS
2	48 hours before arrival	Dangerous Cargo Report to the Regional Harbour Master and Far North Queensland Ports Corporation Limited (Dangerous cargo).
3	96 hours before arrival	2.5 Customs - Australian Border Force
4	48 hours before arrival	QSHIPS to MSQ regional office
5	Not more than 96 hours or less than 12 hours before arrival	2.4 Quarantine
6	24 and 12 hours before arrival update ETA if necessary.	Arrival information to the Regional Harbour Master via QSHIPS.
7	24 hours prior to loading/handling dangerous goods (includes bunkers)	Dangerous Cargo Event Report (F3220) (2.7) to the Regional Harbour Master, Australian Maritime Safety Authority and Far North Queensland Ports Corporation Limited
8	Two hours before arrival pilotage area	Call “Mourilyan Port control” on VHF channel 16/13 (if atmospheric conditions are suitable) .

2.3 Departure check list

Table 2 Departure check list

Sequence	Time	Report
1	24 hours before departure	Confirm departure information to Regional Harbour Master via QSHIPS.
2	Three hours before departure	Dangerous Cargo Report to Regional Harbour Master and Far North Queensland Ports Corporation Limited (Notification).
3	Two hours before departure	Pre-entry report to REEFVTS (2.7 and 2.8).

2.4 Quarantine

Source: Department of Agriculture, Fisheries and Forestry

The Department of Agriculture, Fisheries and Forestry (DAFF) 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 DAFF at Cairns:

Phone: 07 4030 7800

Fax: 07 4241 7843

Email: cairnsisg@agriculture.gov.au via general enquiries on the website

Website: www.agriculture.gov.au

Postal address: GPO Box 858, Canberra ACT 2601, Australia

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 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/marine-pest-biosecurity/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 \(Vessel reporting systems\) 2019](#) 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; and
- 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 the VTS Provider 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 Townsville and Gladstone VTS centres with each centre maintaining a capability to manage both the North and South sectors at all

times. 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 tons or more and passenger ships are required to report the following security information to the port authority. For further information refer to the following websites:

- [Australian Border Force](#)
- [FNQPCL \(Trading as Ports North\)](#)

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 submitting movement details for a vessel to Cairns Vessel Traffic Service (VTS) via the QSHIPS ship planning programme in accordance with this section.

All vessels, whether commercial or recreational, are to maintain a listening watch on VHF16 and if equipped on VHF13, whilst within the Mourilyan Pilotage Area.

All vessels within the Mourilyan Pilotage Area are to listen out on VHF16 for announcements made by the Cairns Vessel Traffic Service, call sign Mourilyan Harbour Port Control regarding movements within the port. These announcements will be advised on VHF16 and full details are given on VHF13.

3.2 Port control

Port Control is a local port service and 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 Mourilyan pilotage area.

Port Control (call sign “Mourilyan Harbour Port control”) 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 Management) and the Regional Harbour Master (Cairns).

3.2.1 Port control role

Maritime Safety Queensland provides a Port Control as a traffic information service in accordance with International Maritime Organization guidelines.

The Port Control will:

- Wherever possible interact with vessel traffic by VHF radio;
- Interact with port services;
- Inform participating vessels of current traffic and safety information pertaining to the pilotage area;
- Where necessary communicate the directions of the Regional Harbour Master (Cairns) or delegate;
- Monitor compliance with the [*Transport Operations \(Marine Safety\) Act 1994*](#) and [*Transport Operations \(Marine Safety\) Regulation 2016*](#);
- Record the details of shipping movements in the QSHIPS programme in real time;

- Maintain a situational awareness of traffic in the pilotage area to the extent of the available information; and
- Participate in emergency procedures.

In the event Cairns VTS deems that a situation demands a higher level of interaction, the functions of a traffic organisation and navigational support may be enabled.

3.2.2 Port control communications

Ships of ten metres and over in length are not to move within the pilotage area unless satisfactory two-way communications are maintained with Mourilyan Harbour port control.

Mourilyan Harbour port control maintains a continuous listening watch; contact can also be made with the Regional Harbour Master's office and pilot station via VHF radio, telephone, facsimile and email.

Ships are required to establish two-way radio communications with Mourilyan Harbour port control on VHF channel 16.

Table 3 Channel call signs

Channel	Call sign	Service
VHF channel 16	User	Distress and initial calling
VHF channel 13	Mourilyan Port Control	Port working channel
+VHF channel 6	User	Pilot and tugs
VHF channel 8	User	Auxiliary channel pilot and tugs

The VTS centre has telephone, fax and email services for administrative and emergency purposes. Any marine incident, for example a collision, grounding or fire, occurring within the port should be reported immediately to Cairns VTS on VHF channel 16 if able to.

3.2.3 Language

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

3.2.4 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.

3.3 Harbour contact details

Cairns VTS centre

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Email: vtscairns@msq.qld.gov.au

Regional Harbour Master (Cairns)

Phone: +61 7 4052 7400

Fax: +61 7 4052 7451

Email: RHMCairns@msq.qld.gov.au

FNQPCL (Cairns office)

Phone: 07 4051 2558 (24 hours)

3.4 Distress and emergency

Mourilyan Harbour port control (Cairns 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 Volunteer Marine Rescue and the Australian Coastguard.

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

VHF radio: channel 13 or 16

Phone: 07 4033 3670

Fax: 07 4052 7460

3.5 Prior notification of movements

Sections 171–176 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) require that all ship movements for vessels 35 metres in length or more are reported according to the following table:

Table 4 Pre-entry notification times

ACTION	MINIMUM NOTICE	APPROVED FORM
Prior notification of movement in pilotage area	48 Hours prior to entry	Notification via QSHIPS
	24 hours prior to removal or departure	
Transport of dangerous goods in pilotage area	48 hours prior to entry	Dangerous Cargo Report
	Three hours prior to departure	
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 (see 16.5 Example of Gas-free status declaration)

3.6 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of LOA 35 metres or more arriving at Mourilyan is recorded in an internet based programme known as [QSHIPS](#).

The program is operated from the VTS centre at Cairns. Shipping agents **shall** submit booking information online in accordance with the reporting requirements.

[Work permits](#) (section 10) requests should be submitted by respective agencies via QSHIPS.

Since the program is live, port service providers, agents, government agencies and the general community are able to view scheduled movements in any Queensland port in real time.

3.7 Booking a vessel movement

When an agent is advised by their principals that a ship is bound for Mourilyan then that agent **shall** book-in the ship via the QSHIPS programme at least 48 hours prior to the movement as required under [Transport Operations \(Marine Safety\) Regulation 2016](#) section 168. Request for the supply of a pilot, tugs and linesman **shall** also be made via QSHIPS.

The use of the QSHIPS program is **mandatory** for notification of the impending arrival and subsequent movements of a vessel unless exceptional circumstances preclude this.

If an agent is unable to submit a booking via QSHIPS the [Arrival / Departure Report](#) must be faxed or emailed to the VTS centre.

Details of any removal movement and departure information **shall** be submitted at least 24 hours prior to the start time in a similar manner to the above.

Arrival advice **shall** be confirmed to the VTS centre 24 hours prior to the start of the movement.

This section applies to all ships entering the Mourilyan pilotage area that are of LOA 35 m and greater and all [Vessels that require a pilot](#) (section 8.1) including those ships whose master holds a pilotage exemption certificate for the Mourilyan pilotage area.

3.8 Reporting defects

The [Transport Operations \(Marine Safety\) Regulation 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 the port control 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.

Port Control 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 [Form 18](#) and [Form 19](#). Reports of suspected non-compliance with Navigation Act or safety/pollution Conventions –

[Report of marine safety concern \(form 355\) | Australian Maritime Safety Authority](#)

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.

3.8.1 Reporting Requirements – Arrival reporting requirements

The Master of a ship greater than 35m LOA entering, or about to enter the pilotage area must attempt to report to 'Mourilyan port control' by VHF radio according to the following table (if atmospheric conditions are suitable):

Table 5 Inbound reporting requirements

	Report	Information to report
1	Ship master to Port Control Two hours prior to entry into the pilotage area Entry to Port limits	Ships name, position, fore & aft draft, changes to ship details, defects, ETA to pilot boarding ground Master advises Port Control passing limits
2	Port Control/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 Port Control Arrival at pilot boarding ground	Ships name, at pilot boarding ground, time of arrival
4a	Ship master to Port Control On anchoring	Ships name, anchor position, time of anchoring.
4b	Ship master to Port Control Departing anchorage	Ships name, anchor aweigh time
5	Port Control/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 Port Control Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot onboard, pilot onboard time, pilot name, ETA at entrance beacons, Ships fore and aft draft, changes to ship details
7	Pilot to Port Control Entering Entrance Channel	Time ship abeam entrance beacons
8	Ship master to Port Control Secured alongside	Ships name, secured at (berth name), first line time, side to, all fast time

Exempt masters must attempt to report to 'Mourilyan port control' before proceeding past the pilot boarding ground to obtain clearance before entering the channel and then report their movements as per the above table.

3.8.2 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 attempt to report to 'Mourilyan port control' by radio according to the following table:

Table 6 Outbound reporting requirements

	Report	Information to report
1	Ship master/pilot to Port Control 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 Port Control Departing berth	Ships name, anchor aweigh/last line time, destination
3	Ship master /pilot to Port Control Exiting Entrance Channel	Time ship abeam Entrance Beacons
4	Ship master to Port Control Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot disembarked, pilot off time
5	Ship master to Port Control Exiting port limits	Ships name, vessel clear of port limits

3.9 Movement scheduling

3.9.1 Confirmation of schedules

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

3.9.2 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 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 Cairns 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

3.11 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.

4. Port description

4.1 General

The port was established primarily for the export of raw sugar in bulk and molasses. It has one export berth equipped with a bulk loader and mechanical trimmer. Generally, vessels swing on arrival and berth port side to however this may be varied subject to Regional Harbour Master assessment and approval,

The [Far North Queensland Ports Corporation Limited](#) (FNQPC) is responsible for the operation and management of the port.

4.2 Pilotage area

The Mourilyan [Pilotage area and anchorage and pilot boarding ground](#) (16.4) is described in Schedule 2 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) as the area of:

- a) waters at the high water mark consisting of:
 - i. the Moresby River and connected waterways systems from the head of navigation to the river mouth
 - ii. the waters within a two nautical mile radius of the south-eastern tip of Goodman Point; and
- b) the navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph a).

4.3 Load lines

Mourilyan is in the tropical zone when a vessel is inside the Barrier Reef and the south pacific seasonal tropical area outside the reef.

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 a maximum of 200m LOA and 32.4m beam.

4.5 Trim requirements

The safe handling of ships within the confines of the channels and swing basin requires certain conditions of trim. Ships should be ballasted or loaded in order to have a minimum forward draft of 2% of the vessel's LOA and the propeller fully immersed bearing in mind the swing basin depth.

Vessels trimmed by the head or listing may be subject to restrictions and the Regional Harbour Master is to be informed when bookings are made. Ships not meeting trim requirements may experience considerable delays until the problem is rectified. 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 7 days per week. Normal business office hours are Monday–Friday 0900 to 1700.

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); and
- 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 channel and swing basin information

Table 7 Berth Information

Berth	Design depth (metres)	Berth face	Comments
Approach channel			Actual depth 8.1 m refer to latest NtM
Inner Channel	9.6		
Swing basin (maintained area)	7.6		The swing basin is adjacent to the main wharf, extending west approximately 180 m, extending south approximately 300 m and is bordered on the southern side by three special mark buoys.
Swing basin at 300 meters	8.6		Centred at Lat 17 36.06S / Long 146 07.47E
Sugar berth (Government wharf)	10.1	187	Berth pocket 220 m
Departure channel	9.6		

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

5.1.1 Berth Headings

All headings utilise the WGS '84 datum and reflect Port side too, head out

Berth: Sugar Berth

Heading: 88° 45.13'

5.2 Leading lights and beacons

Table 8 Navigation Aids

	Type	Location	Description
Front lead light	Tower	17° 36.02'S 146° 07.3'E	F.Bu with red triangular day mark (point up)
Rear lead light	Tower	17° 36.02'S 146° 07.12'E	F.Bu with red triangular day mark (point down)
Meaburn Rock	Buoy (YB)	17° 34.2'S 146° 09.84'E	Q(6) & LFL 15 sec

Departure channel	Beacon	17° 35·5'S 146° 08·4'E.	Fl Y 2·5 sec (Special mark)
Departure channel	Beacon	17° 35·9'S 146° 08·05'E	Fl G 2·5 sec (Starboard lateral)
Hall Rock	Beacon		Q. (North cardinal)
Harbour entrance	Beacon		Fl G 2 sec (Starboard lateral)
Harbour entrance	Beacon		Fl R 2 sec (Port lateral)
Camp Point	Buoy		Fl 2·5 sec
Swing basin	Yellow buoys	Marking southern boundary of swing basin	Fl Y 2·5 sec

5.3 Anchoring

Ships are only to anchor in the position and area designated by the VTS centre. Upon anchoring, ships are to advise Mourilyan Port Control of VHF channel 13 of their anchoring time and position. Ships at anchor in the pilotage area are to maintain a continuous listening watch on VHF channel 16 and any other channel as instructed.

Ships are not permitted to immobilise engines without the written approval of the Regional Harbour Master (see 16.6 [Permit request form](#)) and are to report to Mourilyan Port Control if dragging their anchor.

5.4 Anchorage Areas

Anchorage outside of the pilotage area vessels waiting to enter the port may wish to proceed to anchor. Permission must be obtained from Mourilyan port control prior to coming to anchor. Vessels may anchor in the following positions:

Area: MA1

Location: 17° 36.7194'S, 146° 11.4100'E

Area: MA2

Location: 17° 37.8196'S, 146° 11.6885'E

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 on 1800 630 100 and from the [Bureau of Meteorology](#).

[Coastwatch](#) is a website with useful nautical information links.

6.1.1 Extreme Weather Contingency Plan

The Mourilyan Extreme Weather Contingency Plan can be found at the following link to the MSQ website:

See <https://www.msq.qld.gov.au/Safety/Preparing-for-severe-weather>

6.2 Tidal information

Mourilyan harbour is a standard port in the Queensland Tide Tables.

The flood tide sets south along the coast towards the southern shore in the entrance. It then sweeps towards the wharf and turns around Camp Point into the Moresby River. The ebb tide sets towards the wharf, then nearly due east through the entrance, and when abreast of Hall Rock veers away to the north.

On spring tides, a strong eddy is experienced setting off the western end of the wharf at all stages of the tide. Spring tides run in and out of the port at rates of three to five knots.

After very heavy rains, a considerable amount of fresh water runs into the harbour from the river. This has an appreciable effect on slack water in the entrance and the rate of the ebb tide.

6.2.1 Tide boards/gauges

A tide pole is situated at either end of the berth and an automatic tide recorder at the rear of the berth. Tide height may vary up to 30 cm from prediction due to atmospheric pressure and weather patterns

The recorder refers to LAT and shows the [actual tide height](#) above LAT. Maritime Safety Queensland provides tidal predictions for pilotage areas. The tidal times and heights for standard Queensland ports are available in the 'Queensland official tide tables and boating guide' and may be accessed at the [Bureau of Meteorology](#) website.

Tidal stream predictions for standard Queensland ports are available upon request through the Regional Harbour Master's office.

Table 9 Tidal information

Tidal information			
HAT	3.38 m	LAT	0 m
MHWS	2.55 m	MLWS	0.73 m
MHWN	1.89 m	MLWN	1.39 m
For tidal stream data refer to Australian Pilot and Hydrographic Chart			

6.2.2 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 coast-line 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. Warnings are currently issued for the Pacific Ocean region by the Pacific Tsunami Warning Centre (PTWC) in Hawaii and for the Indian Ocean region by the Japan Meteorological Agency (JMA). The Australian Tsunami Warning System is expected to be operational by June 2009.

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 kg/m³ 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.

Unless the Regional Harbour Master has given prior approval all ships over 80 m LOA are required to swing on arrival and are berthed port side alongside, head out for departure thus the depth in the swing basin will control the arrival draft.

7.2 Speed

The [*Transport Operations \(Marine Safety\) Regulation 2016*](#) sections 81, 83 and 84 and 85 apply and refer to ships not being operated at a speed of more than 6 knots when within 30 m of any wharf, boat-ramp or pontoon, a vessel at anchor or moored or made fast to a jetty.

7.3 Channel depths

Table 10 Channel design depths

Channel	Design depth	UKC
Arrival channel	8.1 m	0.9 m**
Swing basin	8.6 m	0.6 m
Departure channel	9.6 m	0.9 m**
Alongside berth	10.1 m	0.3 m

** For drafts greater than 10 m refer section 7.6.

Please refer to the [Notices to Mariners](#) for the latest depth information.

7.3.1 Swing basin

The swing basin is adjacent to the main wharf, extending west approximately 180 m, extending south approximately 300 m and is bordered on the southern side by three special marks.

7.4 Approaches to Mourilyan

The natural harbour of Mourilyan is at the mouth of the Moresby River which connects to an extensive area of mangrove swamp. The narrow entrance between two hills is not easily distinguishable from seawards. From the inner route of the Great Barrier Reef steer west to the pilot boarding place, in position 17° 35.55 S 146° 10' E, approximately two miles from the entrance on the line of the leads.

Masters with no local knowledge of this port should not attempt to enter without the services of a pilot.

7.5 Tidal restrictions

Due to the strength and set of the currents, and the confined swinging basin, large ocean going ships 175m LOA and greater, should only berth and sail at high or low water slack.

Vessels 175m LOA or less may be berthed on either a flood or ebb tide if the tidal range is 1.2m or less.

7.6 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 is clear of the pilotage area.

The required UKC for the inner and departure channels is 0.9m for drafts less than 10m and 10% of draft thereafter.

A minimum UKC of 0.3m must be maintained alongside the berth.

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

7.7 Adverse weather conditions

The prevailing southeast trade winds may blow strongly at times making it difficult to maintain the leads without excessive leeway at slow speed. In these conditions it is prudent to wait until the wind has eased in strength before attempting the narrow entrance.

Heavy summer rains may reduce visibility such that the leads are obscured, even close in, and berthing may be delayed.

Weather conditions do not normally affect departure. Port operations may also be affected by tropical cyclone systems in the summer months.

7.8 Part Loaded Tankers

Partly loaded tankers of between 100 and 160 meters LOA and fitted with an operational bow thruster will be subject to the following towage requirements

Arrivals

Vessel in ballasted condition – 1 tug

Vessel in part loaded condition – 2 tugs

Vessel in loaded condition – 2 tugs

Departures

Vessel in loaded condition – 1 tug

Vessels with tide astern will require additional towage or as determined by the Regional Harbour Master - Cairns

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.

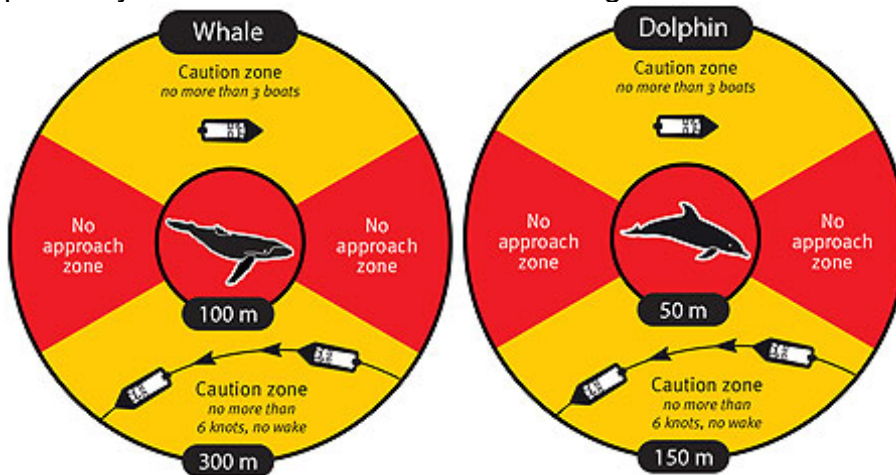


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

When whales or marine mammals are reported in the vicinity of port areas and a risk to marine mammals is perceived, then every possible endeavour 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**

[Marine wildlife strandings | Environment, land and water | Queensland Government](#)

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 metres or more;
- A vessel towing another vessel where the combined length of the vessels is 50 metres or more;
- A ship whose owner or master asks for the services of a pilot; and
- A ship whose master is directed by the Harbour Master to use the services of a pilot.

8.1.1 Request for pilot

The requirements of the *Transport Operations (Marine Safety) Regulation 2016* shall be observed for all bookings. Far North Queensland Ports Corporation provides a pilotage service for ship arrivals, departures and removals. Pilot transfers are carried out by pilot launch. Requests for Pilot services are to be made via the QSHIPS programme to Cairns VTS.

8.1.2 Notice required

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

- Arrivals – 48 hours
- Removals – 24 hours
- Departures – 48 hours

Initial notification should be made via the QSHIPS website.

8.1.3 Pilotage transit times

In general, the following pilotage transit times apply for vessels arriving in Mourilyan

Pilot boarding place to berth (Portside too) – allow 2 hours

Vessel arrivals - Pilot will board the vessel 45 minutes prior to predicted high or low slack water or as agreed where the tidal range is equal to 1.2 metres or less.

Vessel departures – Pilot will board the vessel up to 1 hour before intended departure time.

Note: Times shown above may vary due to environmental factors, specific ship requirements and ships speed.

8.1.4 Personal Pilot Unit (PPU)

It is mandatory for pilots to use a PPU on all vessels in excess of 120m LOA.

8.2 Pilotage area

See [4.2](#) Pilotage area

8.2.1 Pilot boarding place

The pilot boarding place is marked in approximate position 17° 35.55' S, 146° 10' E, which is approximately two miles from the entrance on the line of the leads.

8.2.2 Pilot boarding arrangements

Pilot transfer instructions will be advised to the ship prior to the pilot boarding by VTS. The instructions will include:

- Pilot boarding time;
- Restrictions/requirements;
- Boarding position; and
- Pilot boarding/disembarkation sequence.

Ships are to be at the pilot boarding ground at the notified time of pilot boarding, with all preparations for boarding completed in accordance with the instructions in this section.

8.2.3 Pilot /Personnel Transfer Safety

It is essential to ensure the safe transfer of pilots and other personnel at sea. Responsibility for safe practices for personnel transfers rests with each person involved in the activity including the ship owners, operators, master and crew, pilotage providers, pilots and pilot boat crew as well as the person being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

The pilot ladder is to be rigged two metres 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.

Refer: Pilot Boarding Ladder Arrangement and Pilot transfer arrangements – Marine Notice 04/2023. (Pilotage - boarding ladder arrangements).

Where a Pilot suspects that the pilot transfer arrangement provided are unsafe, they should refuse to board the vessel until the matter is resolved and is made safe by the master and crew. If the issue cannot be resolved to the satisfaction of the pilot, then the movement will be aborted until such time that the Pilot boarding arrangement is made to safe.

Additionally, the matter must be reported immediately to AMSA, Cairns VTS and the pilot's employer.

8.2.4 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.

8.2.5 Pilotage delays and cancellations

A cancellation for Pilotage without the required notice of three hours will attract a penalty of the relevant Pilotage fee or fees.

A fee is payable in the following instances:

- If the programmed ship movement is delayed for more than 30 minutes but not more than one hour for the first hour;
- If the ship is delayed for more than one hour but not more than two hours; and
- A delay in excess of two hours constitutes a cancellation.

These charges can be found in Schedule 6 Part 2 Division 3 of the [Transport Operations \(Marine Safety\) Regulation 2016](#).

8.2.6 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 at Mourilyan, or about to depart. 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.

8.4 Pilotage requirements for Torres Strait and Great Barrier Reef (GBR)

All merchant vessels 70 m in length and over and all oil, gas and chemical tankers irrespective of size are required to take a licensed marine pilot when transiting the Torres Strait and Great North East Channel. Pilotage is also required for these vessels transiting

the Inner Route from Cape York to Cairns Roads and for transit of Hydrographers Passage. Significant penalties apply for non-compliance.

Full details can be found in [Marine Notice 06/2022](#). Maximum draft for transit is 12.2 m; vessels with a draft greater than 10 m will be advised of the required tidal window by the pilotage company.

Refer to [Reef VTS publication](#) for further information.

9. Tug procedures

9.1 Tug information

Tugs are an aid to the safe and efficient maneuvering of ships in confined waterways.

Towage services are provided by Engage Marine. There are two tugs available for towage stationed at Mourilyan.

Company profile: Engage Marine provides tugs to vessels at Mourilyan

Phone: 0428 807 164

Operations email: cairns.shipping@engagemarine.com

Website: www.engagemarine.com

9.1.1 Notification of tugs

Generally, the vessel's agent will requisition tug services. Updates to tug and lines launch bookings can be made phoning 0428 807 164 (24 hours). Changes within 24 hours of the movement start time must be made by phone.

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

9.1.2 Tug requirements

All ocean-going ships 130m LOA or greater will require two tugs for berthing and two tugs for departure.

A vessel with a suitable bow thruster will be considered for a tug reduction on request as per the current process for ships 130m to 160m.

Ships between 100m and 130m LOA will require one tug for berthing and one tug for departure. No tug reduction will be considered.

Should a current meter be installed at Mourilyan in the future then this will be reviewed again

Table 11 Engage Marine Tugs

Tug	KW	Bollard pull	Type	Fire Fighting
Engage Ghost	2500	50	ASD	Class B support ship
Engage Reaper	2500	50	ASD	No

9.1.3 Lines launches

The pilot vessel is used to assist with running stern lines.

9.1.4 Part Loaded Tankers

Partly loaded tankers of between 100 and 160 meters LOA and fitted with an operational bow thruster will be subject to the following towage requirements

Arrivals

Vessel in ballasted condition – 1 tug

Vessel in part loaded condition – 2 tugs

Vessel in loaded condition – 2 tugs

Departures

Vessel in loaded condition – 1 tug

Vessels with tide astern will require additional towage or as determined by the Regional Harbour Master – Cairns.

9.1.5 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; and
- 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.

9.1.6 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 General

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 harbour master 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 Maritime Safety Queensland regional office and the agent may then print off the completed permit for passing to the master of the applicable vessel. Refer to the [port authority port notices](#) for further information.

- Hot works – on or within facilities or ships;
- Bunkering;
- Immobilising a ship;
- Operation of propellers at a wharf;
- Ship to ship/shore transfer operations;
- Lifeboat drills; and
- Night Fuel Transfers.

Table 12 Permit requests

Who	To	Permit	When	Comments
All ships	Ports North	Overside work	48 hours prior to arrival	Lodged to Ports North, copy to RHM via email.
All tankers	RHM/ Ports North	Tankers at non tanker berths	48 hours prior to arrival	Lodged to RHM and Ports North – must be certified as gas free by an independent chemist on approved form.
All ships	RHM	Lifeboat drill	Prior to event	Lodged to RHM via email and QSHIPS
All ships	Ports North	Hot work	48 hours prior to arrival	Lodged to Ports North, copy to RHM via QSHIPS

Who	To	Permit	When	Comments
All ships	RHM/ Ports North	Engine trials	Prior to event	Lodged to Ports North via QSHIPS and email to RHM.
All ships	RHM/ Ports North	Immobilisation	24 hrs prior to event	Lodged to RHM via QSHIPS or to Ports North
All ships	RHM	Immobilisation at anchor	24 hrs prior to event	Lodged to RHM via QSHIPS
All tankers	RHM	Gas free declaration	48 hours prior to arrival	Declared by master on approved form, lodged to RHM.
All Ships	Ports North/ RHM	Night Fuel Transfer	24 hours prior to event	Lodged to RHM and Ports North

Legend for the comments section above:

RHM Regional Harbour Master

FNQPC Far North Queensland Ports Corporation Limited

10.2 Work Permit Description

10.2.1 Immobilisation main engines

Ships wishing to immobilise main engines must lodge an application via QSHIPS, through their agent, to the Regional Harbour Master (Cairns) and to the port authority via email or fax at least 24 hours prior to the requested immobilisation.

Masters wishing to immobilise main engines are to state, when seeking approval, the estimated time to make main engines operational in an emergency. In the event main engines would not be available within a reasonable amount of time the Master is to supply a risk assessment and contingency plan to the Regional Harbour Master (Cairns) for approval.

Ships are not to immobilise main engines until they have received 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

Masters are to contact Cairns VTS on VHF 16/12 prior to commencement and again on completion of immobilisation of main engines.

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 Port Authority, Ports North Qld, via the online web portal.

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

Once approval has been granted by the relevant port authority, the ship's agent is to lodge an advice via QSHIPS to the Regional Harbour Master (Cairns).

Masters are to contact Cairns VTS on VHF 16/12 prior to commencement and again on completion of any such hot works.

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) and the Port Authority, Ports North Qld via the online web portal.

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

This clearance is to be obtained by the vessel's agent.

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

Masters are requested to contact Cairns 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 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 Maritime Safety Queensland of the intention to load, unload or transfer any form of bulk liquids to, from or between vessels. Such notification is required to be lodged with Cairns VTS via QSHIPS and the port authority, Ports North Qld, via the online web portal

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

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 Cairns VTS on VHF channel 12 of the time of commencement of such transfer/bunkering operation and again the time when the operation is completed.

10.2.5 Overside maintenance work

For environmental reasons, the port authority has strict guidelines on the performance of oversight maintenance work on ships within the port limits. Ships wishing to undertake oversight maintenance work must:

- Comply with the conditions spelt out in the port authority port notice – oversight maintenance; and
- Lodge a request, with the port authority, Ports North Qld, via the online web portal for permission to undertake oversight work; when granted, masters must comply with the conditions of the permit.

<https://www.portsnorth.com.au/srp/forms-permits/permit-to-work/>

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; and
- 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 and VTS centre. Once the above requirements have been satisfied the Regional Harbour Master shall determine the ship's gas-free status for movement purposes and forward written confirmation to the agent and the port authority as appropriate (see Appendix 16.4).

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

11. Dangerous cargo

11.1 General

The Far North Queensland Ports Corporation Limited 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 will assist the port authority 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; and
- AAPMA – Dangerous Substances Guidelines.

11.1.1 Notification

Chapter 5 Part 4 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) outlines the duties of owners and masters of vessels in relation to the carriage of dangerous goods. The regulation requires that ships carrying dangerous goods and bulk liquids must comply with the appropriate directions of the IMDG code and AS3846 and are to notify the port authority and the Regional Harbour Master of the intent to bring dangerous cargo into or depart from a pilotage area.

This must be done by lodging the [Dangerous Cargo Report \(Form 3217\)](#) which is to be accompanied by either a copy of the ship's dangerous cargo manifest or a list of dangerous cargo/bulk liquid in an approved form. These requirements apply to dangerous goods and cargoes that remain onboard a ship or are loaded or handled during a port visit.

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

Table 13 Dangerous cargo minimum notification times

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 section 90 and 91 – Transport Operations (Marine Safety) Regulation 2016)

11.1.2 Dangerous cargo limits

The [port authority](#) will promulgate the limits that apply to the class of dangerous cargo loaded and unloaded in the port. Masters/owners should check the Far North Queensland Ports Corporation Limited website regarding the latest limitations

11.1.3 Dangerous cargo events

Section 93 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; and
- 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 \(Form F3220\)](#) to the harbour master 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

Police/fire/ambulance

Phone: 000

Far North Queensland Ports Corporation Limited

Emergency Phone (24 hours): 07 4051 2558

Mourilyan bulk sugar (including pollution)

Phone: 07 4078 2101

Mobile: 0408 153 396

Fax: 07 4078 2122

Australian Maritime Safety Authority surveyor

Phone: 07 4035 4487

Mobile: 0419622410

Maritime Safety Queensland

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Manager VTS centre (Cairns)

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

VTS (including pollution)

Phone: +61 7 4033 3670

Fax: +61 7 4052 7460

Regional Harbour Master (Cairns)

Phone: +61 7 4052 7400

Fax: +61 7 4069 1351

After hours or emergency: 1300 551 899

Australian Border Force

Phone: +61 2 6275 6413

Department of Agriculture Fisheries and Forestry (Biosecurity/ Quarantine)

Phone: +61 7 4030 7800

Duty Pilot (Cairns)

Phone: +61 7 4041 4214

Cassowary Coast Council

Phone: +61 7 4030 2222

After Hours: +61 7 4030 2222

Fax: +61 7 4061 4258

Environmental Protection Agency

Phone: +61 7 4046 6602

After Hours: 1300 130 372

Fax: +61 7 4046 6606

Mourilyan Counter Disaster District Coordinator

Phone: +61 7 4030 2203

Mobile: +61 418 668 778

Fax: +61 7 4061 4258

Innisfail Hospital

Phone: +61 7 4061 5444

Volunteer Marine Rescue

Phone: +61 7 4063 2396

After Hours: +61 7 4065 2425

Fax: +61 7 4069 7535

Tugs – Engage Marine

After Hours: 0428 807 164

12.2 Authorities

MSQ's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#). The port authority has published an emergency response plan for the port which details the required response to an emergency. All emergencies should be reported to Cairns VTS on VHF channel 12, who will activate the emergency response plan and by calling the appropriate emergency response service either:

Fire/Police/Ambulance: 000.

12.3 Fire

Call the Queensland Fire and Emergency Service (QFES Phone 000) and notify the Regional Harbour Master (Cairns) via telephone (07 4052 7400).

QFES is the lead agency for ship fires.

The Regional Harbour Master (Cairns), in consultation with the facility operator and Far North Queensland Ports Corporation Limited, 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*](#) 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.

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

Ships should dispose of all waste ashore using the waste reception facilities available (see section 15 [Port services](#)).

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 harbour master. The Regional Harbour Master (Cairns) can be contacted via Cairns VTS (24 hours) on:

VHF radio: Channel 16 / 13

Phone: +61 7 4033 3670

The marine unit co-ordinator for the Far North Queensland Ports Corporation Limited can be contacted on:

Phone: +61 7 4051 2558 (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; and
- Any additional information that relates to the spill.

The harbour master's office will complete the [Marine Pollution Report – Form F3968](#) based on the above information and fax to the relevant authorities.

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; and
- 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 Mourilyan Harbour port control 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 from the Maritime Safety Queensland website or from the 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

Reports, as required by amsa.gov.au are to be submitted by fax 02 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 Great Barrier Reef Marine Park Authority 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 Far North Queensland Ports Corporation Limited 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 Queensland Environmental Protection Agency and/or Cassowary Coast 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 Regional Harbour Master's office (VTS) and/or the emergency response agencies of police, fire or ambulance.

13. Security

13.1 General

The [Department of Infrastructure, Transport, Regional Development, Communications and the Arts](#) 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 Cairns port authority 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; and
- Crew list and identification.

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

Refer to the [Far North Queensland Ports Corporation Ltd](#) website for complete details

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; and
- The current ship security level is higher than security 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 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 Mourilyan 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 Refuse Ship Entry – No International Ship Security Certificate

The port authority reserves the right to refuse entry to the port, any vessel that is unable to provide to the port security officer, a current International Ship Security Certificate.

13.1.6 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: +61 7 4051 2558

Mobile: 0419 657 350

13.1.7 Port security contacts

FNQPC (24 hours)

Phone: +61 7 4051 2558

Mourilyan Bulk Sugar Terminal

Phone: +61 7 4078 2101

Mobile: +61 408 153 396

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

Failure to comply with the [Far North Queensland Ports Corporation Limited – 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

If you have any information of possible terrorist activity or have seen or heard something suspicious that may need investigating by the security agencies, contact the national security 24 hour hotline

24-hour National Security hotline: 1800 123 400

Email: hotline@nationalecurity.gov.au.

Suspicious activities reporting: [Border Watch Online Report](#)

14. Port state control inspections

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

[Port State control | Australian Maritime Safety Authority](#)

15. Port services

15.1 Bunkering

Small quantities are available by road tanker only.

15.2 Fresh water

Fresh water is available at the berth – contact Far North Queensland Ports Corporation Limited.

15.3 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.

Transpacific 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.

Transpacific –07 40196600

15.4 Shipping agencies

Inchcape Shipping Services

Phone: +61 7 4051 5211

Fax: +61 7 4051 5082

Email: cairns@iss-shipping.com.au

Gulf Agency Company (Townsville)

Phone: +61 7 4721 0421

Fax: +61 7 4721 2053

Location: Unit 2, 58 Perkins Street West, Railway Estate QLD 4812

Sturrock Grindrod Maritime (Townsville)

Phone: +61 7 4721 1140

Fax: +61 7 4721 1635

Email: townsville@hkusa.com.au

Postal Address: PO Box 1409 Townsville Qld 4810

Monson Agencies Australia

Phone: +61 7 4724 5938

Fax: +61 7 4724 5968

Email: townsville@monson.com.au

Location: 39 Allen Street South Townsville QLD 4810

15.5 Miscellaneous contacts

Australian Volunteer Coastguard

Phone: +61 7 4063 2396

Counter Disaster District Co-ordinator

Phone: +61 7 4030 9402

Department of Environment and Heritage Protection

Phone: 1300 130 372

Bureau of Meteorology

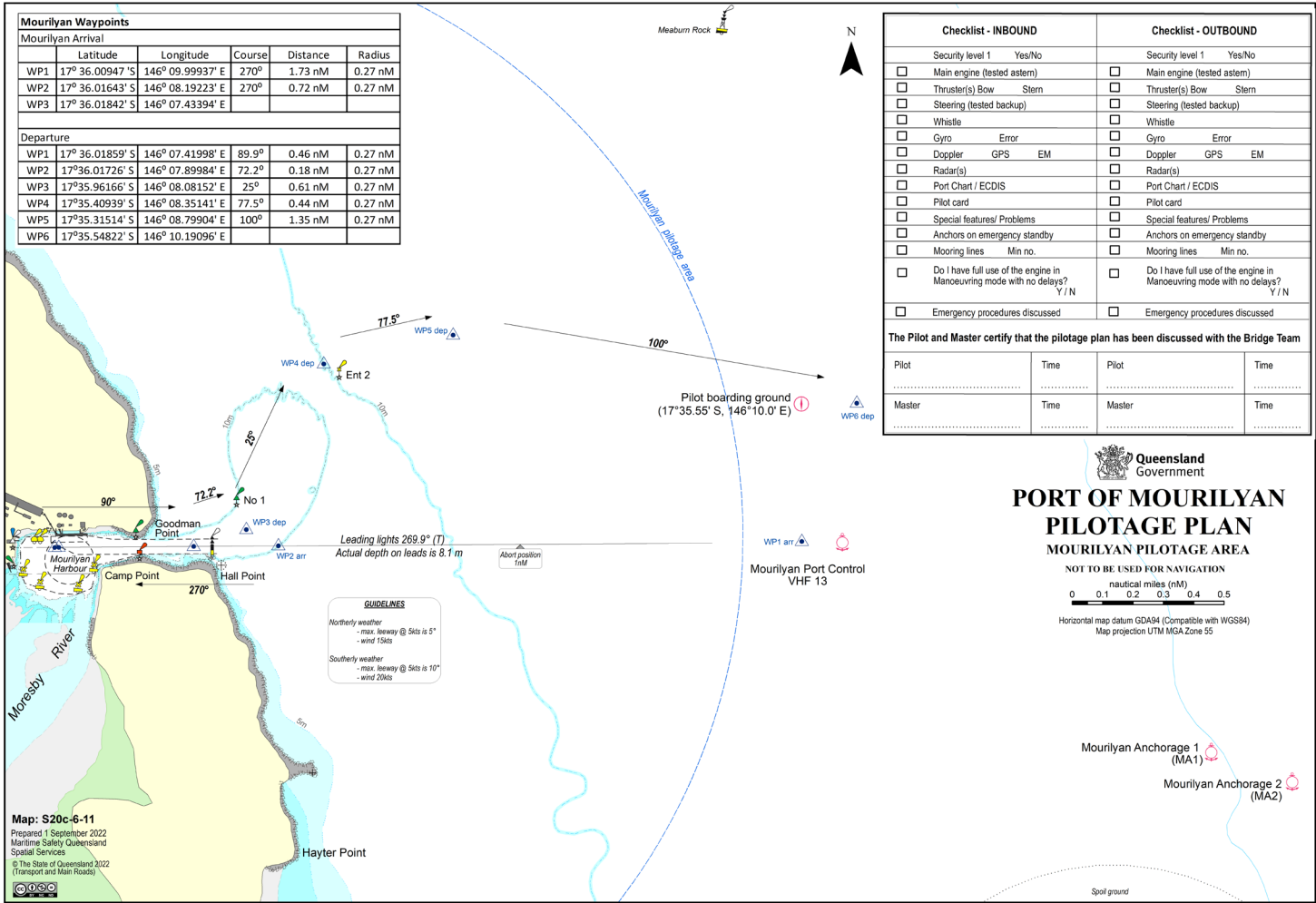
Phone: +61 7 Bureau of Meteorology

16. Appendices

<u>16.1</u>	<u>Port of Mourilyan</u>	53
<u>16.2</u>	<u>Mourilyan harbour</u>	54
<u>16.3</u>	<u>Pilot Boarding Ground and Anchorage</u>	55
<u>16.4</u>	<u>Pilotage plans</u>	56
<u>16.5</u>	<u>Gas-free status declaration</u>	57
<u>16.6</u>	<u>Permission to Immobilise Main Engines</u>	58
<u>16.7</u>	<u>Application for Reduction in Tugs</u>	59

16.1 Port of Mourilyan

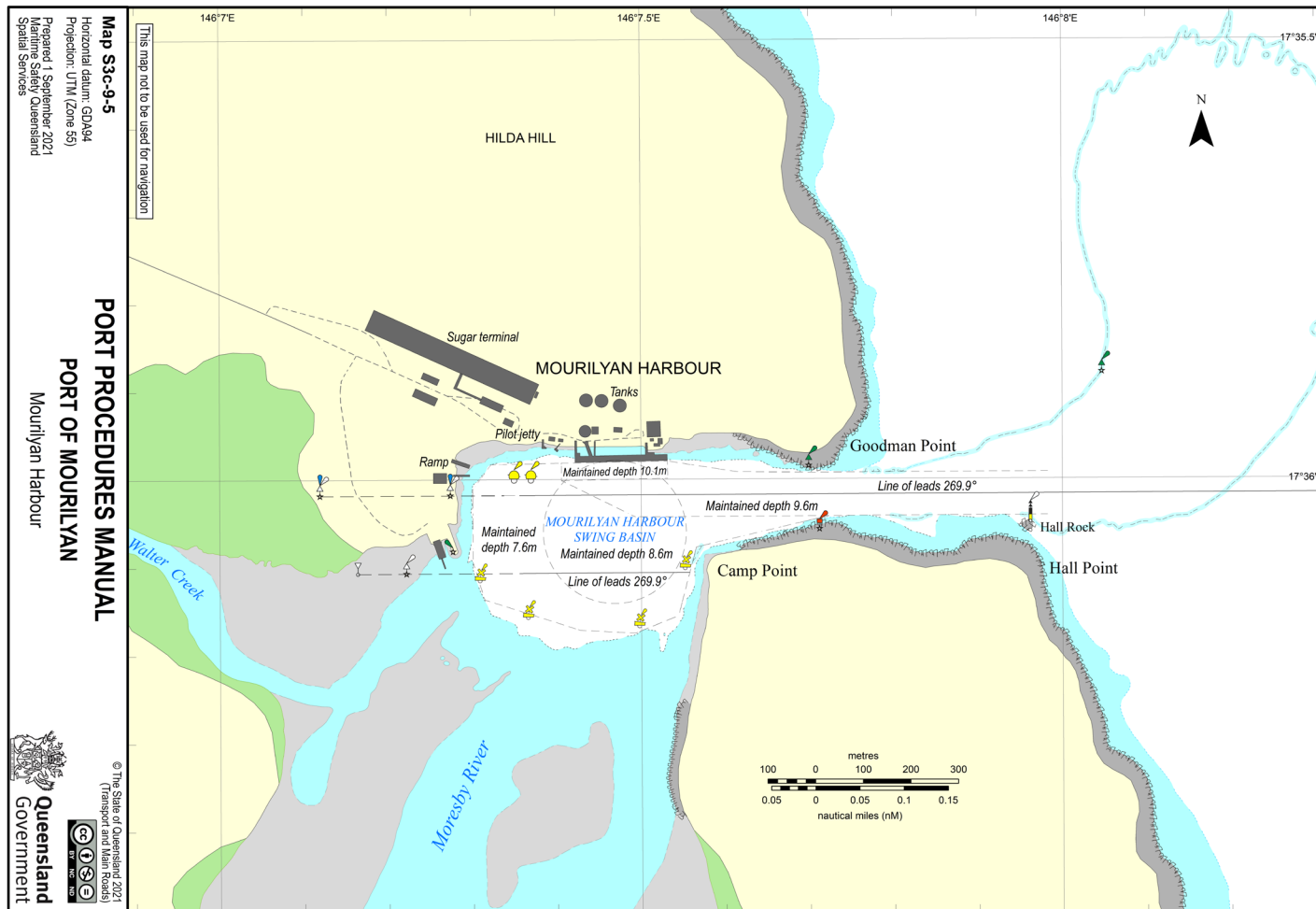
For a high resolution map please visit [16.1 Port of Mourilyan - Mourilyan: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



Port procedures and information for shipping – Port of Mourilyan – July 2025
This document is intended for digital use only. Please refer to the Maritime Safety Queensland website for the latest version.

16.2 Mourilyan harbour

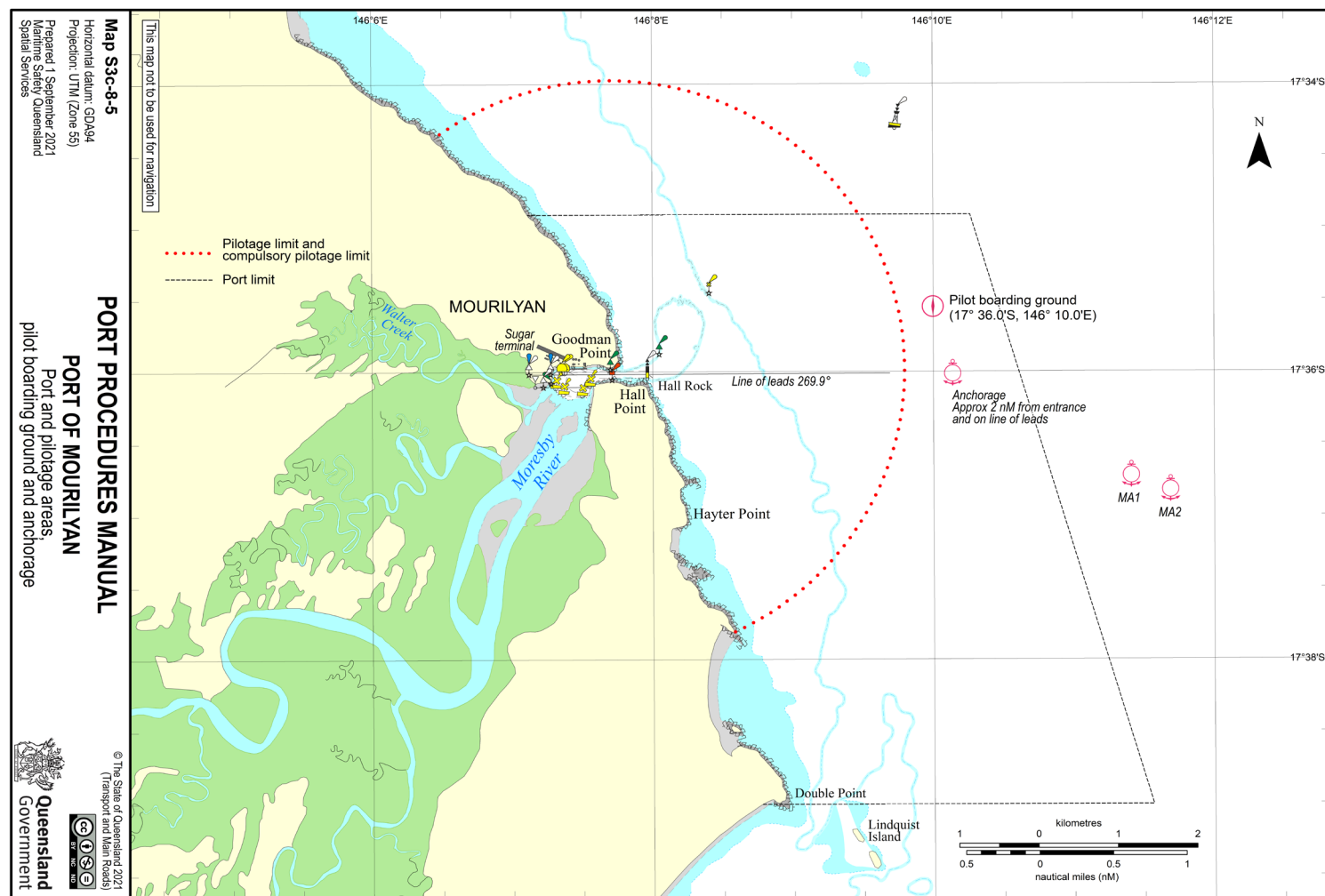
For a high resolution map please visit [16.2 Mourilyan Harbour - Mourilyan: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



Port procedures and information for shipping – Port of Mourilyan – July 2025
This document is intended for digital use only. Please refer to the Maritime Safety Queensland website for the latest version.

16.3 Pilot Boarding Ground and Anchorage

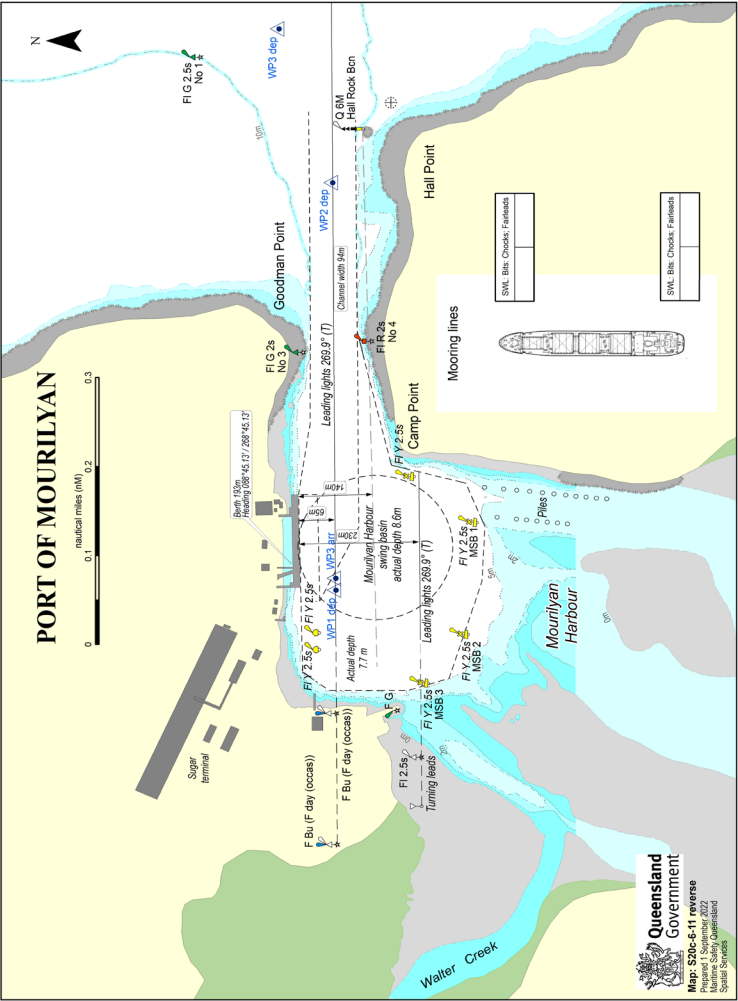
For a high resolution map please visit [16.3 Pilot Boarding Ground and Anchorage - Mourilyan: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



Port procedures and information for shipping – Port of Mourilyan – July 2025
This document is intended for digital use only. Please refer to the Maritime Safety Queensland website for the latest version.

16.4 Pilotage plans

For a high resolution map please visit [16.4 Pilotage plans - Mourilyan: Port Procedures and Information for Shipping - Publications | Queensland Government](#)



PORT OF MOURILYAN

Vessel

PILOTAGE PLAN - ARRIVAL

The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage		Tugs	Bollard pull	Propulsion
Channels (VHF)	16 - 12 - 6	Woona	47T	ASD
Berth		Tarcoola	50T	ASD
Draft	in metres	Wajarri	50T	Az.D
Tide	Time	Gabo	47T	Az.D
Tide	Time	Height	Channel	Swing Basin
Wind	DIR	SP	Minimum UKC	0.9m
Remarks:			LAT	
			+ Tide	
			Avl water	
			- Draft	
			UKC	

PORT OF MOURILYAN

Vessel

PILOTAGE PLAN - REMOVAL/DEPARTURE

The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage		Tugs	Bollard pull	Propulsion
Channels (VHF)	16 - 12 - 6	Woona	47T	ASD
Berth		Tarcoola	50T	ASD
Draft	in metres	Wajarri	50T	Az.D
Tide	Time	Gabo	47T	Az.D
Tide	Time	Height	Minimum UKC	Up to 10m - 0.9m
Wind	DIR	SP	> 10m - 10% of draft	
Remarks:			LAT	
			+ Tide	
			Avl water	
			- Draft	
			UKC	

Port procedures and information for shipping – Port of Mourilyan – July 2025
This document is intended for digital use only. Please refer to the Maritime Safety Queensland website for the latest version.

16.5 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 atmosphere 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 maintained 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.

16.6 Permission to Immobilise Main Engines

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: vtsc Cairns@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 / / To hrs / /

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. This 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

16.7 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