

# Port Procedures and Information for Shipping

## Port of Karumba

February 2024

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

#### **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 3<sup>rd</sup> Day of June 2020

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

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June 2023	7.5, 8.2.3	Information updated	Regional Harbour Master

# 1. Introduction

## 1.1 General

Shipping legislation in Queensland is controlled by Maritime Safety Queensland, an agency 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 and the sixth by a manager, all officers of Maritime Safety Queensland, who report to the general manager and under the *Transport Operations (Marine Safety) Act 1994*, are responsible for:

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

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

Collectively, the Regional Harbour Master and the port authority have responsibility for managing the safe and efficient operation of the port.

The port of Karumba is under the jurisdiction of the Regional Harbour Master (Cairns).

**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 site. The [Far North Queensland Ports Corporation](#) website should be consulted for the latest information on port rules.

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:** GPO Box 1787, Cairns Queensland 4870

**Phone:** +61 7 4052 7400

**Fax:** +61 7 4052 7451

**Email:** [rhmcairns@msq.qld.gov.au](mailto:rhmcairns@msq.qld.gov.au)

## 1.3 Datum

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

All positions in this manual are in WGS84.

All directions are referenced to True North.

## **1.4 Definitions**

### **1.4.1 Australian Maritime Safety Authority (AMSA)**

The Australian Maritime Safety Authority is the Commonwealth authority charged with enhancing efficiency in the delivery of safety and other services to the Australian maritime industry.

### **1.4.2 Australian Standard – AS 3846, 2005**

AS 3846 refers to the Australian requirements for the transport and handling of dangerous goods in port areas.

### **1.4.3 Far North Queensland Ports Corporation Limited**

Far North Queensland Ports Corporation Limited is a statutory Queensland Government-owned corporation charged with overseeing the commercial activities in the port, including the maintenance of the port infrastructure

### **1.4.4 Length Overall (LOA)**

Extreme length of the vessel

### **1.4.5 Lowest astronomical tide (LAT)**

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

### **1.4.6 Manager (Pilotage Services)**

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

### **1.4.7 Manager (Vessel Traffic Services)**

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

### **1.4.8 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.

### **1.4.9 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.

### **1.4.10 Navigation Act**

Refer to the Navigation Act 2012.

#### **1.4.11 Pilotage exemption certificate (PEC)**

Exemption granted to certain qualified masters who have satisfied the necessary legislative requirements and are authorised to navigate ships in the port pilotage area without a pilot.

#### **1.4.12 Queensland Shipping Information Planning System (QSHIPS)**

A 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.

#### **1.4.13 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.

#### **1.4.14 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.

#### **1.4.15 Regional Harbour Master (RHM)**

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

#### **1.4.16 Sailing time**

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

#### **1.4.17 Slack water**

For berthing and unberthing, slack water is from one half hour before to one half hour after high or low water. This equates to an hourly rise or fall of approximately 25 centimetres. This definition has been formulated for general guidance only. Each situation must be individually assessed taking into account all factors including experience and local knowledge.

#### **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.

## 1.5 Contact information

### 1.5.1 Regional Harbour Master (Cairns)

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

**Physical address:** 100–106 Tingira Street, Portsmith Queensland 4870

**Postal address:** GPO Box 1787, Cairns Queensland 4870

**Phone:** +61 7 4052 7400

**Cairns VTS phone:** 1300 551 899

**Fax:** +61 7 4052 7451

**Email:** [rhmcairns@msq.qld.gov.au](mailto:rhmcairns@msq.qld.gov.au)

### 1.5.2 Port control

The port control centre (call sign "Karumba Harbour") is situated at the Cairns Regional Harbour Master's office. For ship traffic scheduling, pollution incidents and reporting defective navigation aids please direct initial enquiries to the VTS centre.

The service is provided by Maritime Safety Queensland and provides a 24 hours, seven days a week marine operations service to the port community. They are contactable on:

**VHF radio:** 16

**Phone:** +61 7 4033 3670

**Fax:** +61 7 4052 7460

**Email:** [vtscairns@msq.qld.gov.au](mailto: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 QSHIPS may be accessed on the website.

### 1.5.3 Port authority

The primary function of the [Far North Queensland Ports Corporation Limited](#) (Trading as Ports North) 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.

## Karumba Operations

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## 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 International Maritime Organization, 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.

Based on the Karumba 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

[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
- [Australian Maritime Safety Authority](#)
- [Quarantine - Department of Agriculture](#)
- [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 under mentioned 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 and immigration to dangerous goods.

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

### 2.2 Arrival checklist

**Table 1 - Arrival check list**

Sequence	Time	Report
1	72 hours before arrival	Arrival information to Regional Harbour Master via <a href="#">QSHIPS</a> .
2	48 hours before arrival	<a href="#">Dangerous Cargo Report</a> to Regional Harbour Master and Far North Queensland Ports Corporation Limited (section 11).
3	96 hours before arrival	<a href="#">Customs (see 2.5)</a> .
4	Not more than 96 hours or less than 12 hours before arrival	<a href="#">Quarantine (see 2.4)</a> .
5	24 and 12 hours before arrival update estimated time of arrival if necessary.	Arrival information update to Regional Harbour Master via <a href="#">QSHIPS</a> .
6	24 hours prior to loading/handling dangerous goods (includes bunkers)	Dangerous goods report to Regional Harbour Master, Australian Maritime Safety Authority and Far North Queensland Ports Corporation Limited.
7	Two hours before arrival pilotage area	Call Karumba Harbour on VHF 16 (see 3.10.1 –_Reporting Requirements - Arrival reporting requirements).
8	Entering Entrance Channel	Call Karumba Harbour on VHF 16 prior to entering and departing the channel.

## 2.3 Departure checklist

Table 2 - Departure check list

Sequence	Time	Report
1	72 hours before departure	Confirm departure information to Regional Harbour Master via QSHIPS.
2	Three hours before departure	<a href="#">Dangerous Cargo Report</a> to Regional Harbour Master
3	Two hours departure	Pre-entry report to Reef VTS (see <a href="#">2.6 MASTREP Reporting</a> and <a href="#">2.7 Reef user guide</a> ) Call 'Karumba Harbour' on channel 16.
4	Entering Entrance Channel	Call 'Karumba Harbour' on VHF channel 16 prior to entering and departing the channel.

## 2.4 Quarantine

Source: Department of Agriculture, Water and Environment

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

Contact details for DAWE at Cairns:

**Phone:** +61 7 4030 7800

**Fax:** +61 7 4241 7843 or +61 7 4035 9578

**Email:** [cainsisg@agriculture.gov.au](mailto:cainsisg@agriculture.gov.au) via general enquiries on the website

**Website:** [www.agriculture.gov.au](http://www.agriculture.gov.au)

**Postal address:** PO Box 96 AAC Building, Cairns International Airport QLD 4870

### 2.4.1 Ballast water information

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

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

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

and

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

## 2.5 Customs

Source: Australian Border Force (ABF)

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

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

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

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

All [Australian Border Force forms](#) may be accessed on their website

## 2.6 MASTREP Reporting

[Marine Order 63](#) issued by AMSA makes the provision of Position Reports mandatory for:

- Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; 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 a VTS authorised by the Australian Maritime Safety Authority (AMSA) under Marine Order 64 (Vessel Traffic Services). AMSA is an agency of the Australian Federal Government; whilst MSQ is an agency of the Queensland State Government.

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

To assist Master /Agents, the reporting requirements for REEFREP can be found on the [MSQ website](#) in the [Reef VTS User Guide](#)

## 2.8 Security

All commercial vessels with a gross tonnage of 500 tonnes or more and passenger ships are required to report their security information to the port authority in accordance with the International Ship and Port Facility Security Code (ISPS).

**Email:** [seaportoperations@portsnorth.com.au](mailto:seaportoperations@portsnorth.com.au)

[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 whilst within the Karumba Pilotage Area.

All vessels within the Karumba Pilotage Area are to listen out on VHF16 for announcements made by Karumba Harbour regarding movements within the port.

### **3.2 Port control**

Port Control (call sign "Karumba Harbour") 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 Karumba pilotage area.

Port Control (call sign "Karumba Harbour") 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 Services) and the Regional Harbour Master (Cairns).

### **3.3 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
- 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 assistance may be enabled.

## 3.4 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 Karumba Harbour.

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

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

Channel	Call sign	Service
VHF 16	User and Karumba Harbour	Port control calling and operations

The Cairns 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 Karumba Harbour on VHF channel 16.

## 3.5 Language

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

## 3.6 Voice recordings

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

## 3.7 Distress and emergency

Karumba Harbour 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 Queensland Police Service.

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

**VHF radio:** channel 16

**Phone:** +61 7 4033 3670

**Fax:** +61 7 4052 7460

## 3.8 QSHIPS (Queensland Shipping Information Planning System)

The movement of all vessels of overall length of 35 metres or more arriving at Karumba is recorded in an internet based programme known as QSHIPS.

The programme is operated from the VTS centre at Cairns. Shipping agents **shall** submit booking information online in accordance with the reporting requirements and record their requisitions for tugs, pilot and linesmen. The ancillary services respond online to acknowledge the booking and allocate their resources; the movement then assumes the confirmed status.

Requests **shall** be submitted online and to the respective agencies if required. QSHIPS will indicate when the approval has been granted and the agent is then able to print the permit for the vessel.

Since the programme 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.

## 3.9 Booking a vessel movement

When an agent is advised by their principals that a ship is bound for Cairns then that agent shall book-in the ship via the QSHIPS programme no later than 48 hours prior to the movement as required under [Transport Operations \(Marine Safety\) Regulations 2016](#) section.168. Request for the supply of a pilot, tugs and linesmen shall also be made via QSHIPS.

The use of the QSHIPS programme 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 by QSHIPS an [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 72 hours prior to the start time in a similar manner to the above.

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

This section applies to all ships entering the Karumba pilotage area that are of overall length of 35 metres and greater and all Vessels that require a pilot (Section 8.1) including those ships whose master holds a pilotage exemption certificate for the Karumba pilotage area.

## 3.10 Reporting defects

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

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

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

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

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

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

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

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

### 3.10.1 Reporting Requirements - Arrival reporting requirements

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

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

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

**Table 3 - Inbound reporting requirements**

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

Report	Information to Report	
7	<b>Pilot to Harbour control</b> Entering Entrance Channel	Time ship abeam 1 and 2 beacons
8	<b>Ship master to Harbour control</b> Secured alongside	Ships name, secured at (berth name), first line time, side to, all fast time

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

### 3.10.2 Departure and removal reporting requirements

The master of all ships that are 10 metres or more in length that are departing, moving or about to depart or move within the pilotage area must report to Karumba Harbour by radio according to the following table.

**Table 4 - Outbound reporting requirements**

Report	Information to report	
1	<b>Ship master/pilot to Harbour control</b> 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	<b>Ship master/pilot to Harbour control</b> Departing berth	Ships name, anchor aweigh/last line time, destination
3	<b>Ship master /pilot to Harbour control</b> Exiting Entrance Channel	Time ship abeam 1 and 2 Beacons
4	<b>Ship master to Harbour control</b> Pilot transfer (when the pilot transfer has been completed)	Ships name, pilot disembarked, pilot off time
5	<b>Ship master to Harbour control</b> Exiting port limits	Ships name, vessel clear of port limits

## 3.11 Movement scheduling

### 3.11.1 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.

### 3.11.2 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.

## 3.12 Movement clearance notification

All ships greater than 10 metres require a clearance in order to enter depart or move within the pilotage area. It is the responsibility of the master or pilot to contact Karumba Harbour to obtain the necessary clearance and information prior to the movement.

### 3.12.1 Clearance for arrivals

The master is to report to Karumba Harbour to obtain a clearance and arrival information two hours before the estimated time of arrival at the pilotage area.

### 3.12.2 Clearance for departures

The master is to report to Karumba Harbour to obtain clearance and departure information 30 minutes prior to the estimated time of the departure from the berth/anchorage (3.10.2 [Departure and removal reporting requirements](#))

## 3.13 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 the Regulation, 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

services officer (VTSO) is delegated to exercise the relevant functions of the Regional Harbour Master ([Refer to Page 2 of the Arrival /Departure Report for Provision of Pilot](#) ).

## **3.14 Harbour contact details**

### **VTS centre**

**Phone:** +61 7 4033 3670

**Fax:** +61 7 4052 7460

**Email:** [vtscairns@msq.qld.gov.au](mailto:vtscairns@msq.qld.gov.au)

### **Regional Harbour Master**

**Phone:** +61 7 4052 7400

**Fax:** +61 7 4052 7451

**Email:** [RHMCairns@msq.qld.gov.au](mailto:RHMCairns@msq.qld.gov.au)

### **FNQPCL (Cairns office)**

**Phone:** +61 7 4051 2558 (24 hours)

**Email:** [michael.colleton@portsnorth.com.au](mailto:michael.colleton@portsnorth.com.au)

## 4. Port description

### 4.1 General Information

Karumba is situated in the south-east corner of the Gulf of Carpentaria, 530 kilometres west of Cairns at the mouth of the Norman River. The Karumba Shipping Channel has been maintained in the past for Zinc concentrate exports. The mine was closed in February 2016 and there will be no more large scale maintenance dredging of the shipping channel. Far North Queensland Ports Corporation Limited, who manage the port, have advised that they will not be commissioning maintenance dredging therefore it is expected that the channel will gradually reduce in depth and width due to siltation.

A small scale maintenance dredging campaign took place in 2018 to remove siltation for the commencement of limited zinc concentrate exports.

Studies undertaken by Far North Queensland Ports Corporation Limited indicate that the minimum depth of the channel could be reduced to -2.0m LAT within 2 years – the rate of siltation may be effected by the strength of the NW monsoon during the wet season.

Karumba also provides a trawler base for the prawn and fishing industry, the export of live cattle and a community port for servicing townships in the area.

### 4.2 Pilotage area

The Karumba Pilotage area 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 the following:
  - the Norman River and connected waterways system from the head of navigation to the river mouth
  - from the river mouth, the waters within a 10 nautical mile radius centred at the north head of the Norman River entrance; and

The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters in paragraph (a).

### 4.3 Load lines

Karumba is in the South Pacific Seasonal Tropical area.

**Tropical:** from 1 April to 30 November.

**Summer:** from 1 December to 31 March.

## 4.4 Maximum vessel size

The port limits ship size to 100 metres overall length. A formal assessment will be conducted before any vessel is granted approval to enter the port.

Consult the [\*Notices to Mariners\*](#) for the latest port depth information.

## 4.5 Trim requirements

The safe handling of ships within the confines of the channels and swing basins requires certain conditions of trim. Ships should be ballasted or loaded in order to have an even keel or trimmed by the stern with the forward draft not less than 2% overall length and the propeller fully submerged. Vessels trimmed by the head or listing may be subject to restrictions. Ships not meeting this requirement may experience considerable delays until the problem is rectified.

Masters should pay special attention to their loading/ballasting plans to ensure that their ships are suitably trimmed and able to put to sea at short notice, especially during the cyclone season – November to April.

## 4.6 Time zone

UTC + 10 hours throughout the year.

## 4.7 Working hours

Port service providers are available 24 hours per day, seven days a week.

## 4.8 Charts and books

For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian Hydrographic Office and Admiralty Sailing Directions NP13 (Australian Pilot Volume I)

Charts of the area include:

- AUS 6 Approaches to Karumba
- AUS 303 Nassau River to Wellesley Islands
- AUS 4720 Booby Island to Cape Wessel including Gulf of Carpentaria.
- AUS 4060 Australasia and adjacent waters
- AUS 4603 Australia North Coast and adjacent waters
- AUS 4620 Percy Isles to Booby Island including Gulf of Papua.

## 4.9 Shipping announcements

### 4.9.1 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties in the form of [Notices to Mariners](#).

Notices to Mariners advise of:

- navigation warnings and hazards (such as aids to navigation which may have been destroyed, missing or unlit)
- changes to the uniform buoyage system (which assists with the correction and updating of marine charts)
- navigation depths (necessary when navigating in channels with depth restrictions)
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

## 5. Port infrastructure

### 5.1 Berth channel and swing basin information

The port of Karumba includes an entrance access channel which has a designed depth of 3.4 metres at lowest astronomical tide.

The Entrance Channel has a length of 8.5 nautical miles from beacon number 1 to the swing basin.

**Table 5 - Berth information**

Berth	Designed Depth (Metres)
Entrance Channel	3·4
Swing Basin (diameter 315 metres)	3·6
Mobil/Trinity Wharf	6·3
Raptis Wharf	5·3
Ruby Marine Wharf	5·3
Gulf Freight Services	6·2
Karumba Cold Stores	6·2
Karumba Livestock Loading Wharf	5·4
Gulf Freight Services Ramp	4·6
Minmetals Group Export Wharf	4·2

Please note that the depths are subject to change; for the latest information, please consult the [Notices to Mariners](#).

### 5.2 Leading lights and beacons

#### 5.2.1 Beacons – Entrance Channel

**Table 6 - Channel navigation aids**

Entrance Channel Outer Reach Beacons			
#2	Fairway Beacon	R.W. stripes	Iso. 4s
#1,3,5,7,9	Starboard lateral beacon	G	Fl G 4s
#4,6,8	Port lateral beacon	R	Fl R 4s
#10	Special beacon	Y	Fl Y 4s

Entrance Channel Outer Reach Beacons			
Entrance Channel Middle Reach Beacons			
#11,13	Starboard lateral beacon	G	Fl G 4s
#12,14	Port lateral beacon	R	Fl R 4s
#15	Special beacon	Y	Fl Y 4s
#16	South cardinal beacon	Y.B.	VQ(6) & L.Fl 10s
#17	Starboard lateral buoy	G	Fl G 2s
#18	Port lateral buoy	R	Fl R 2s
#19,21	Starboard lateral beacon	G	Fl G 4s
#20,22,24	Port lateral mark	R	Fl R 4s
Alligator Point buoy	Special mark		Fl Y 2·5s
#23,25	Starboard lateral beacon	G	Fl G 4s
Karumba Town Reach			
#27,29	Special mark buoy		Fl Y 4s
Off Livestock Loading Wharf	Mooring buoys		Q.R

## 5.2.2 Leading Lights – Entrance Channel

Rear lead – Dir F Blu 8M – and Dir F W 4M – tower

Front lead – Dir F Blu 7M and Dir F W 4M – beacon

Lights in line bearing 119°(T)

## 5.2.3 Leading Lights – Middle Channel

Rear lead – Dir. F Bu. and Dir F W– tower

Front lead – (#9 beacon) Dir. F Bu. and Dir F W - beacon

Lights in line bearing 264·5°(T)

## 5.3 Anchorage conditions

Ships are only to anchor in the area designated by the Port Control. Upon anchoring, ships are to advise Karumba Harbour 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 [10 Work permits](#)) and are to report to Port Control if dragging their anchor.

## 5.4 Anchorage areas

### 5.4.1 Roadstead anchorage

The Karumba roadstead anchorage was used by vessels loading zinc concentrate . It is situated 14 miles to the northwest of the Karumba Entrance in depths of 9 to 12 metres and is clearly indicated on chart AUS 303.

### 5.4.2 Quarantine anchorage inside the pilotage area

There is good holding ground outside the pilotage area to the west of the Fairway Beacon in four metres of water with a sandy bottom.

A quarantine anchorage exists within an area enclosed within the following positions:

17°– 24·1'S 140°– 42·5'E;

17°– 24·1'S 140°– 43·0'E;

17°– 24·6'S 140°– 43·0'E

17°–24·6'S 140°– 42·5'E.

Vessels requiring quarantine clearance should anchor in this area.

### 5.4.3 Inner channel anchorage

Inside the channel are two anchorages.

- Outside the river mouth two cables off Alligator Point between special mark beacon (FI Y 2·5s) and Beacon #23 (FI G 4s). This is suitable for ships of up to 100 metres overall length. The holding is good with a soft sand and mud bottom in approximately five metres to six metres of water.
- Upstream of the main wharves in the river, adjacent to the slipway. This provides an anchoring radius of approximately 180 metres and is suitable for ships of up to 80

metres overall length. The holding is good with a mud bottom in approximately four to five metres of water.

Note anchoring in the above areas, vessels must not encroach on the channel (see prohibited anchorages). Permission must be sought from the Regional Harbour Master – Cairns prior to entry and or anchoring.

#### **5.4.4 Small craft anchorages**

The small craft anchorage area is as follows:

- from the western bank of the Norman River to # 25 buoy (yellow buoy)
- thence in a line to # 27 buoy (yellow buoy)
- thence in a line to #29 buoy (yellow buoy)
- thence in a line to the position 17°– 29·83'S 140°– 49·36'E and then in a north–westerly direction towards the bank of the Norman River.

Small craft and other fishing ships should not anchor to the east of the above positions.

#### **5.4.5 Prohibited anchorages**

Anchoring within the pilotage area is restricted to the anchorages as described in this section. Anchoring is not permitted within the entrance channels and approaches, ships swing basin, or within the river from Karumba Point to the upstream southern limit of the small craft anchorages.

## 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. As a general rule high windage vessels will not be moved when the wind speed exceeds 17 knots.

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

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

#### 6.1.1 Extreme weather event contingency plan

Below is a link to the Extreme Weather Event Contingency Plan for Karumba:

<https://publications.qld.gov.au/dataset/maritime-safety-extreme-weather-contingency-plans/resource/df4ff327-9c91-45ec-8ccd-39d002236bd1>

### 6.2 Tidal information

Karumba is a standard port in the Queensland Tide Tables.

An examination of tides in Karumba since the dredging of the channel in October 1996 has indicated that the predicted tides may no longer reflect the recorded tides. In particular, the tidal range is larger and the time of the tides has changed. An allowance needs to be made for the non-tidal component (wind) of the tidal heights at Karumba. This is a natural and unpredictable feature of the tides on the southern part of the Gulf of Carpentaria.

#### 6.2.1 Tide boards/gauges

The tide board refers to lowest astronomical tide and gives the actual tide height above lowest astronomical tide. The tidal times and heights for standard Queensland ports are available in the Queensland Tide Tables and also are available on the [Bureau of Meteorology](#) website. Actual tide heights are promulgated on the Department of Environment and Resource Management website.

Corrected published heights with adequate allowance for the non-tidal components should be used for UKC purposes.

Data recording stations that monitor tide height, wind direction and speed, barometric pressure, temperature and humidity have been established on beacon 4 and at the Raptis Wharf. The information from these weather stations is fed directly to the VTS centre in Cairns.

During the wet season and associated flooding of the Norman River, tidal heights may be unpredictable and very strong currents within the river may be experienced due to the outflow of freshwater.

### **6.2.2 Tidal flow Karumba Entrance Channel:**

Tidal flow across the Karumba Channel can be quite strong during spring tides. Tidal flow occurs between beacons number 1 and 2 and beacons number 9 and 10 and is generally as follows:

- on the flood tide the set is generally to the south-south-west (SSW) across the channel
- on the ebb tide the set is generally in a northerly direction.

### **6.2.3 During periods of prolonged south-easterly winds:**

The times of high and low water may be different to prediction and not achieve the corrected predicted height. Tides have been recorded up to 1.2 metres under prediction.

### **6.2.4 During periods of prolonged north-westerly winds:**

The times of high and low water may be different to prediction and can be higher than the corrected prediction. Tides have been recorded up to 0.7 metres above prediction.

### **6.2.5 Tidal Information – tsunami effects**

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

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

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

## **6.3 Water density**

Sea water is usually 1025 kg/m<sup>3</sup> but will vary during the summer months after periods of heavy rain

## 7. Port navigation and movement restrictions

Unless pre-approved, all vessels nominated to berth will be subject to a risk assessment approved by the Regional Harbourmaster.

### 7.1 General

Loaded ships may be draught restricted. The design depth of the channel is 3.4 metres but may be less than this between scheduled dredging – refer to the latest [Notices to Mariners](#).

During floods and heavy rains, extra caution should be exercised when navigating within the pilotage area.

- Channel markers and buoys may be damaged, out of position or even missing.
- Flood debris, including trees, may cause navigation hazards.
- Very strong currents within the river may be experienced due to outflow of freshwater from flooding.

All ships transiting the Karumba pilotage area are to keep a listening watch on VHF channel 16.

### 7.2 Speed

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

### 7.3 Movement restrictions

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

#### 7.3.1 Under keel clearance (UKC)

Ships are 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 the ship is clear of the pilotage area.

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

The master is to ensure that the ship maintains a minimum UKC of at least 0.3 metres whilst alongside any berth; this may require loading operations to be adjusted to suit UKC conditions.

Vessels conducting dredging operations are exempt from Under Keel Clearance Restrictions. UKC limit for dredgers is set at 0.3 metre.

The following identifies the minimum under keel clearances vessels are required to maintain while manoeuvring with the pilotage area.

Under Keel Clearances (Metres)

<80 m LOA: UKC 0.6 metres in channel and 0.6 metres in swing basin.

>80 m LOA: UKC 0.9 metres in channel and 0.6 metres in swing basin.

### **7.3.2 Static under keel clearance (SUKC)**

UKC calculations are based on:

Maximum draught = channel depth + tide ( $\pm$  residual correction) – required channel UKC (as per the above table).

An indication of tide height and residual may be ascertained on from the [Department of Environment and Resource Management](#) website.

### **7.3.3 Tug and barge movements**

All tug and barge movements require a suitable workboat to be available to assist with manoeuvring the barge.

### **7.3.4 Tide rate restrictions**

Movement of vessels greater than 50 metres in length will be restricted to tides having an hourly change of 30 centimetres or less. All movements will generally be conducted with the vessel stemming the tide.

### **7.3.5 Livestock berth restrictions**

Ships departing the Karumba Livestock Loading Facility with tide ahead on an ebb tide may be required to anchor and await slack water for departure from port. Ships berthed head in and departing the berth on an ebb tide may be required to anchor and await the flood tide for departure.

The Karumba Livestock Loading Facility is restricted to vessels up to 80m LOA with a maximum Gross Tonnage of 2500t. All new vessels of pilotage length 50m LOA and greater are to be individually assessed by the Regional Harbour Master.

Livestock vessel movements will be during daylight hours only unless prior permission is given by the Regional Harbour Master Cairns.

### **Vessel restrictions**

- Maximum Displacement 4000 T

- Maximum Draft 3.50 m or subject to tide
- Maximum Beam 18.00 m

#### **Maximum height of Deck-house**

- Structure above waterline 15.50 m
- Maximum LOA - Single screw vessels 80.00 m
- Maximum LOA - Twin screw vessels 97.00 m

#### **Environmental limitations**

- Maximum Wind speed - Wind from the North-West 20 kts
- Maximum current (Including tidal stream)  
either (incoming or outgoing) 4 kts

#### **Vessels berthing at KLE facility**

- Prior to the vessels arrival a lines boat is to fix mooring lines to mooring buoys. The lines boat is to run lines to the ship's bow and stern upon arrival.
- Prevailing wind conditions
- South/easterly winds – the ship holds position in the river using ship's power while breasting lines are run to the shore bollards.
- North/westerly winds – the ship holds position in the river on the mooring buoys while the breasting lines are run to the shore bollards.
- Ship is manoeuvred to KLE wharf using its own line winches.

#### **Vessels departing Karumba Livestock Loading Facility**

- Mooring lines are to be used to pull the ship from the wharf face as required.
- Under no circumstances must lines to the mooring buoys be used when the ship is located West of the mooring buoys.

#### **Pre-approved vessels for Karumba Livestock Loading Facility**

- Finola

### **7.3.6 Maximum draught movements**

Ships at maximum draft for the tide are required to cross the Karumba Bar located on the two metre contour line at beacons number 3 and 4 one hour before the corrected published high water time.

An allowance needs to be made for non-tidal components of the tide for the following:

- Arrivals – the pilot will board 1.5 hours before the predicted time of high water.
- Departures – the pilot will board at the wharf two hours before the predicted time of high water.

### **7.3.7 Passing restrictions**

Ships with a combined length greater than 110 metres may not pass one another in the Karumba Channel between beacon numbers 1 and 2 and beacon numbers 19 and 20.

Strong across channel tidal streams may be experienced between beacon numbers 1 and 2 and beacon numbers 9 and 10.

Mariners are advised that beacon number 10 (special mark) dries at low water and is intended to indicate the turn into Elbow Bank Channel.

Beacon number 10 should not be used as a lateral mark.

Beacon number 15 (special mark) indicates the turn into the inner channel.

Passing manoeuvres in the Karumba Channel should be agreed to and confirmed on VHF by the masters of both ships.

Special care should be exercised when passing the Karumba Livestock Loading Facility if a ship is berthed alongside, as mooring lines are run from the ship to the midstream mooring buoys. Passing ships should reduce their speed accordingly.

### **7.3.8 Weather restrictions**

High sided (high windage) vessels may be restricted from navigating within the pilotage area in winds above 17 knots.

### **7.3.9 Berthing direction restriction**

- Arrivals – ships will be berthed stemming the tide: port side to on the ebb tide and starboard side to on the flood tide. At the Raptis Wharf, Gulf Freight Services berth, the Minmetals Group minerals berth and the Karumba Livestock Loading Pty Ltd buoys, a vessel may berth with the tide astern providing that she has an operational bow thruster or twin screw and is at the pilot's discretion.
- Departures – all vessels should be stemming the tide. Twin screw ships may depart tide astern at the pilots' discretion.

Note: for ships departing the Karumba Livestock Loading Facility with tide ahead on an ebb tide, ships may be required to anchor and await slack water for departure from port.

## 7.4 Approaches to the Norman River

Much of the south-east gulf country consists of low lying tidal flats and mangrove swamps associated with extensive river systems. The approach to the Norman River has low lying sandy beaches and mangroves to the north and south. The most distinct and recognisable feature is the roof of the Minmetals stockpile shed which is located about 2.5 miles upstream from the river mouth. At night this area is well lit and visible from a long distance off. The north head of the Norman River entrance has buildings indicating the township of Karumba Point.

### 7.4.1 Dangers

It is recommended that mariners are aware of the zone of confidence (ZOC) diagrams on the local charts indicating the level of surveys in the surrounding area.

### 7.4.2 Sailing Directions

**Mariners should be aware that the Karumba Channel is subject to extensive shoaling and siltation caused by extreme weather. The maintained depth of 3.4m cannot be guaranteed during the NW Monsoon season**

The entrance to Karumba Channel is between beacons number 1 and number 2.

- Designed minimum depth, at Karumba Bar located on the two metre contour line at beacon numbers 3 and 4, is at 3.4 metres lowest astronomical tide.
- The Entrance Channel lies between beacon numbers 1 and 2 and beacon numbers 7 and 8. The designed minimum depth is 3.4 metres lowest astronomical tide. The channel has moved south due to siltation and mariners should use the special marks to follow the dredged channel to Beacon number 10 which indicates the turn into the Middle or Elbow Bank channel.
- The Middle or Elbow Bank channel lies between beacon numbers 11 and 12 and beacon numbers 15 and 16. Designed minimum depth is 3.4 metres lowest astronomical tide. Special mark beacon number 15 indicates the turn from the Middle Channel to the Inner Channel
- The Inner Channel lies between buoy numbers 17 and 18 and extends inwards about four cables towards Alligator Point from beacon numbers 19 and 20. Designed minimum depth is 3.4 metres lowest astronomical tide.

For the current depths, consult [Notice to Mariners](#) or the duty pilot.

## 7.5 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.

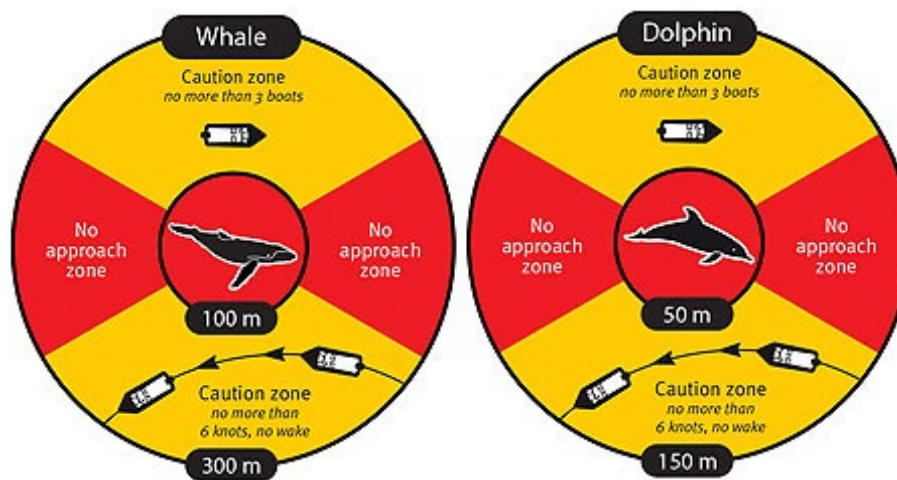


Figure 1 Minimum approach distances and maximum speeds within proximity to whales and dolphins.

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**

[www.ehp.qld.gov.au/wildlife/caring-for-wildlife/marine\\_strandings.html](http://www.ehp.qld.gov.au/wildlife/caring-for-wildlife/marine_strandings.html)

## 8. Pilotage

### 8.1 Vessels that require a pilot

The [Transport Operations \(Marine Safety\) Act 1994](#) specifies that, unless a current Pilotage Exemption Certificate (PEC) is held by the master of a ship, pilotage is compulsory for:

- All Australian registered ships 50 metres overall length and over unless a current pilotage exemption certificate is held. Foreign flag vessels of 35 metres and over will be individually assessed, all foreign flag vessels of 50 metres and over are required to take a licensed pilot.
- A ship whose owner or master asks for the services of a pilot.
- A ship whose master is directed by the Regional Harbour Master to use the services of a pilot.

#### 8.1.1 Night pilotage

The port of Karumba is open for pilotage and exempt ship movements 24 hours per day, excluding livestock vessels. Any foreign flagged vessel greater than 35 metres overall length entering Karumba for the first time will be assessed during a daylight transit of the channel.

#### 8.1.2 Request for pilot

The requirements of the [Transport Operations \(Marine Safety\) Regulation 2016](#) shall be observed for all bookings. Far North Queensland Ports Corporation provides a pilotage service for ship arrivals, departures and removals. All pilot transfers are carried out by pilot launch.

Requests for pilotage services are described in QSHIPS booking procedures.

#### 8.1.3 Notice required

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

Arrivals        72 hours

Removals      72 hours

Departures    72 hours

Initial notification should be made via the QSHIPS website.

#### 8.1.4 Personal Pilot Unit (PPU)

It is mandatory for pilots to use a PPU on all vessels.

## 8.2 Pilotage area

See [4.2 – Pilotage area](#)

### 8.2.1 Pilot boarding place

Two Pilot Boarding positions are utilised for the Port of Karumba.

**Table 7 – Pilot boarding places**

Pilot Boarding Place	Lat/Long	Description
Alpha	17° 22.3' S; 140° 40.4' E	4.20nm bearing 320° from the entrance beacons. PBG Alpha is to be used by all vessels wishing to embark/disembark a pilot.
Bravo	17° 24.9'S; 140° 42.6'E	approximately one nautical mile north-west of the Entrance Channel (beacon number 2). Vessels wishing to use PBG Bravo to embark/disembark a pilot can do so only at the allocated pilot's discretion if adverse weather is being experienced, which will endanger the safety of pilot boarding operations. Approval is to be sought from the Regional Harbour Master (Cairns).

### 8.2.2 Pilot boarding arrangements

Pilot transfer instructions will be advised to the ship prior to the pilot boarding by Karumba Harbour.

The instructions may include:

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

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.

Ships should be underway,

- proceeding at six knots and
- providing a good lee.

The pilot ladder is to be rigged on the lee side

- 1.5 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 see [Pilot Boarding Ladder Arrangement](#) and [Pilot transfer arrangements – Marine Notice 04/2023](#).
- If the ship has freeboard of 9 metres or greater, a combination ladder must be rigged.

### 8.2.3 Passage Planning

A passage plan is a basic indication of preferred intention and both pilot and master should be prepared to depart from it when circumstances so dictate.

A passage plan for this port can be found on the [MSQ website](#).

### 8.2.4 Pilotage 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
- 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](#).

### 8.2.5 Alcohol management

*The Transport Operations (Road Use Management) Act 1995* section 79 requires that persons in charge of ships have a zero blood alcohol reading. The Queensland Water Police periodically conduct random breath tests of masters and pilots on ships arriving at Cairns 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 reporting requirements for Torres Strait and Great Barrier Reef (GBR)**

All merchant vessels 70m 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 Northeast 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 12.2m; vessels with a draft greater than 10m will be advised of the required tidal window by the pilotage company.

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

## **9. Tugs**

### **9.1 Tug information**

There are no tugs available at Karumba.

#### **9.1.1 Berthing and unberthing**

Ships anchors may be used to assist berthing and unberthing as well as swinging in the river. Masters must ensure that the anchor capstan and controls and mooring line handling winches fore and aft are in good working order and that competent persons are in charge of line hauling procedures.

Masters must ensure that voice communications from the bridge to deck crew are in good working order.

These elements are particularly crucial for the safe and efficient berthing and unberthing of ships using the Karumba Livestock Loading Facility.

## 10. Work permits

### 10.1 Request for permit

In order to be able to perform certain work on ships in the port masters owners or their agents must first apply for and obtain the necessary permits before that work can proceed. Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme and by fax or email to the relevant authorities. The required terms and conditions are completed by the Regional Harbour Master's office and the agent may then print off the completed permit for passing to the master of the applicable vessel. Refer to the [Far North Queensland Ports Corporation Limited](#) port notices for further information.

- Hot works – on or within facilities or ships
- Bunkering
- Immobilising a ship
- Ship to ship/shore transfer operations
- Lifeboat drills
- Night Fuel Transfer

**Table 8 - Permit requests**

Who	To	Permit	When	Comments
All ships	FNQPCL	Overside work	48 hours prior to arrival	Lodged to FNQPCL.
All ships	RHM	Lifeboat drill	Prior to event	RHM via fax or email or QSHIPS
All ships	FNQPCL	Hot work	48 hours prior to arrival	Lodged to FNQPCL and berth operator.
All ships	RHM/ FNQPCL	Immobilisation	24 Hr	Lodged to RHM via QSHIPS or fax and to FNQPCL.
All ships	RHM	Immobilisation at anchor	Prior to event	Lodged to RHM via

				QSHIPS or fax.
All Ships	RHM/FNQPCL	Night Fuel Transfer	24 hr prior to event	Lodged to RHM via QSHIPS or fax and to FNQPCL.

The legend refers to the comments section above:

RHM Regional Harbour Master

FNQPCL Far North Queensland Ports Corporation Limited

## 10.2 Work permits description

### 10.2.1 Immobilisation main engines

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

Ships wishing to immobilise main engines must lodge an application via QSHIPS with the harbour master and to Far North Queensland Ports Corporation Limited at least 24 hours prior to the requested immobilisation.

### 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](#), via the online web portal.

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 Karumba Harbour VHF12 prior to commencement and again on completion of any such hot works

### 10.2.3 Lifeboat drills

Ships wishing to carry out lifeboat drills, or put boats in the water for painting or maintenance purposes must arrange for their ship's agent to lodge an advice via QSHIPS or email to the Regional Harbour Master (Cairns)

Masters are requested to contact Mourilyan port control on VHF channel 16/13 prior to commencement and again on completion of such drills when the boats have been returned on board and secured.

## 10.2.4 Engine trials

Ship's wishing to carry out engine trials must lodge an application with Far North Queensland Ports Corporation Limited prior to the event.

## 10.2.5 Notification of handling of bulk liquids/Night fuel transfer

Under the [Transport Operations \(Marine Pollution\) Act 1995](#) Maritime Safety Queensland is both the statutory and combat agency for response to all ship sourced oil spills. It is therefore a requirement for owners/agents or masters of vessels to notify 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](#) via the online web portal.

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.

Any transfer of fuel from a container, vessel, vehicle or facility to another container, vessel, vehicle or facility overwaters (including over wharves or jetties or other marine structures) in the port area where quantities of fuel greater than 200 litres are being transferred requires a Marine Fuel Transfer Activity permit from the port authority. Transfers solely on land are not regulated under this port rule.

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

## 10.2.6 Overside maintenance work

For environmental reasons, the ports authority has strict guidelines on the performance of overside maintenance work on ships within the port limits. Ships wishing to undertake overside maintenance work must seek prior approval from Far North Queensland Ports Corporation Limited. Scraping of the hull is not permitted within port waters.

## 10.2.7 Gas free status

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

- whether the ship is carrying any IMDG class 3 cargo (flammable liquid or gas cargo on board in bulk)
- empty cargo tanks have been washed, vented and are free of hazardous residues
- the atmosphere in each cargo tank or residue space has been tested with an explosimeter and a zero reading has been obtained

- slop tanks and pump rooms are free of hazardous residues
- an explosive gas detector meter is held on board and calibrated correctly
- a current copy of the ISGOTT manual is held on board
- maintain a zero gas reading for the atmosphere in each pump room, cargo tank or residue space.

The declaration should be forwarded to the Regional Harbour Master 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 16.9).

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 (see Appendix 16.6).

# 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
- AAPMA – Dangerous Substances Guidelines.

### 11.1.1 Notification

Chapter 5 Part 4 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) (the Regulation) 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 AS 3846 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 \(F3217\)](#) which must 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.

The Regional Harbour Master and port authority will acknowledge receipt of the notification and return to the agent/master with any applicable conditions noted.

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

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

**Table 9 - 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 140 of the Regulation)

### 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, including the maximum permissible types and quantities for approved berths. Master/owners should check the [port authority 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 and/or
- for a cargo that is a materials hazardous only in bulk (MHB) – an event that causes risk of explosion, fire, a person's death, or grievous bodily harm to a person.

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

A full written report is to be submitted on [Dangerous Cargo Event Report \(F3220\)](#) to the Regional 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**

#### **Queensland Police Service (Karumba)**

**Phone:** 000 or +61 7 4745 9120

#### **Queensland Police Service (Normanton)**

**Phone:** 000 or +61 7 4745 2555

#### **Ambulance**

**Phone:** 000 or +61 7 4749 9600

#### **Queensland Fire and Rescue Service**

**Phone:** 000

#### **Far North Queensland Ports Corporation Limited**

**Phone:** 07 4051 2558 (24 hours)

#### **Pollution reports Port Authority**

**Phone:** 07 4051 2558

#### **Pollution reports – Karumba Harbour**

**Phone:** +61 7 4033 3670

**VHF:** channel 16

#### **Pollution reports – Department of Environment and resource Management**

**Phone:** 1300 130 372

#### **Regional Harbour Master (Cairns)**

**Phone:** +61 7 4052 7400

#### **Maritime Safety Queensland (Cairns)**

**Phone:** +61 7 4033 3670

#### **Maritime Safety Queensland (Karumba)**

**Phone:** +61 7 4745 9281 or +61 7 4745 9390/+61 4 2711 0471

#### **Australian Border Force (Customs Service) (Cairns)**

Phone: +61 7 4052 3500 or +61 2 6275 6413

**Department of Agriculture Fisheries and Forestry (Canberra) – Quarantine**

**Phone:** 1800 020504

**Hospital (Normanton Hospital)**

**Phone:** +61 7 4745 1144

**Hospital (Karumba Health centre)**

**Phone:** +61 7 4745 9137

**Volunteer Marine Rescue Karumba**

**Phone:** +61 4745 9999 or +61 7 4745 9264

**State Emergency Services Controller**

**Phone:** +61 7 4745 9145

**Minmetals Group Karumba Facility**

**Phone:** +61 7 4747 6300

**Karumba Livestock Loading**

**Phone:** +61 7 4745 9103

**Carpentaria Shire Council**

**Phone:** +61 7 4745 2200

## **12.2 Authorities**

Maritime Safety Queensland's emergency procedures are prepared under the provisions of the [Transport Operations \(Marine Safety\) Act 1994](#) and the [Transport Operations \(Marine Pollution\) Act 1995](#). 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 Karumba Harbour on VHF channel 16, who will activate the Emergency Response Plan and by calling the appropriate emergency response service.

- Fire / Police / Ambulance: 000

## **12.3 Fire**

Call the Queensland Fire and Emergency Service (QFES, phone 000) and notify Karumba Harbour on VHF channel 16. QFES is the lead agency when the ship is at the berth and Maritime Safety Queensland when the ship is off the berth. The Regional Harbour Master

(Cairns), in consultation with the facility operator and the port authority, will make the decision if the vessel is to be removed from the berth for the safety of the port.

### 12.3.1 Emergency plans

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

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

## 12.4 Marine pollution

The [Transport Operations \(Marine Pollution\) Act 1995 \(TOMPA\)](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Discharges of oil, noxious liquid substances, packaged harmful substances, sewage and garbage (MARPOL annexes I, II, III, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas.

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.

There are no facilities available for the collection of quarantine and non-quarantine garbage.

### 12.4.1 Reporting

Section 67 of the [Transport Operations \(Marine Pollution\) Act 1995 \(TOMPA\)](#) requires the master of a ship to report a discharge or probable discharge without delay to the Regional Harbour Master. The report should be made via Karumba Harbour (24 hours)

The port authority duty officer 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 Regional Harbour Master's office will complete a [Marine Pollution Report 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
- 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 Karumba harbour 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 online from Maritime Safety Queensland or from Department of Transport and Main Roads customer service centres, Maritime Safety Queensland regional offices, Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved. The form may be completed with the assistance of a shipping inspector to ensure the information is accurate, unbiased and as reliable as possible. It is important that the form is filled in completely, with the incident described in as much detail as possible. The shipping inspector who receives the form will check to ensure it has been correctly completed.

If the initial report is not made in the approved form, the owner or master must make a further report to a shipping inspector in the approved form as soon as possible. The master would normally report a marine incident, but the owner would report if the master, for some justifiable reason, was not able to make the report. Each marine incident reported will be investigated by a shipping inspector and the results of the investigation reported in the approved form.

Section 124 of the Transport Operations (Marine Safety) Act 1994 requires ships masters to assist if a marine incident involves two or more ships. The master of each ship involved in the marine incident must to the extent that he can do so without danger to his ship or persons on board his ship:

- Give the other ship involved in the incident, its master and persons onboard the ship the help necessary to save them from danger caused by the marine incident.
- Stay by the other ship until no further assistance is required.
- Give the master of the other ship reasonable particulars adequate to identify the ship and its owner.

Section 129 of the Transport Operations (Marine Safety) Act 1994 requires the master of a ship to promptly report dangers to navigation including an abandoned ship, a damaged aid to navigation, severe weather conditions and so on.

### **12.5.3 Marine incident reporting – the Australian Maritime Safety Authority**

Under section 19 of the [Transport Safety Investigation Act 2003](#) any incident involving a ship in Australian waters including:

- breakage of gear or injury to any person during cargo work

- damage or defect to ship, machinery or equipment
- peril or a close quarters situation
- stranding or disappearance
- death, serious injury or a dangerous occurrence
- a birth

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

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

Reports are to be submitted by fax: +61 2 6230 6868 or 1800 622 153 or email: [reports@amsa.gov.au](mailto:reports@amsa.gov.au).

Complete details of these requirements are available on the Australian Maritime Safety Authority website.

#### **12.5.4 Environmental incident reporting**

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

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

## **12.6 Port community responsibilities**

As a responsible member of the maritime community, any person witnessing an incident which was/or is capable of becoming an emergency is obliged to report the matter to the Regional Harbour Master's office (VTS) and/or the emergency response agencies of Police, Fire or Ambulance.

The Australian Maritime Safety Authority requests pilots, stevedores, port authority officers and others to notify them of suspected deficiencies on ships.

### **12.6.1 Coast Guard**

Volunteer Marine Rescue Karumba operates on an as required basis and monitors 27 MHz channel 88 and VHF channels 16, 67 and 80. Contact phone: +61 7 4745 9999.

# 13. Security

## 13.1 General

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

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

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

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

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

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

A ship's master, prior to entering the port must report directly to the 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

- 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 has determined, and will declare when necessary, three maritime security levels (MarSec Levels).

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

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

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

- if directed by officers of DITRDC
- the current ship security level is higher than security 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 Cairns maritime security plan.

### **13.1.4 Reporting of incidents**

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

### **13.1.5 Shore access to ships and port facilities**

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

**Direct line:** +61 7 4051 2558

**Mobile:** +61 7 4745 9103

### **13.1.6 Port security contacts**

- Far North Queensland Ports Corporation Limited  
Cairns Office (24 hours): +61 7 4051 2558
- Karumba Livestock Loading Security Officer: +61 7 4745 9103 or +61 4 2745 9103

## **13.2 National security**

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

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

**24-hour National Security hotline:** 1800 123 400

**Email:** [hotline@nationalsecurity.gov.au](mailto:hotline@nationalsecurity.gov.au)

**Suspicious activities reporting:**

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

## 14. Port State Control in Australia

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

[www.amsa.gov.au/vessels-operators/inspection-non-australian-ships/what-port-state-control](http://www.amsa.gov.au/vessels-operators/inspection-non-australian-ships/what-port-state-control)

## **15. Port services**

### **15.1 Bunkering**

Nil bunkering facilities available at Karumba.

### **15.2 Fresh Water**

Nil freshwater facilities at Karumba

### **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. There are no collection facilities available in the port.

### **15.4 Shipping agencies**

#### **Inchcape Shipping Services**

**Code: ISS**

**Phone: +61 7 4051 5211**

#### **Karumba Livestock Loading P/L**

**Code: KLL**

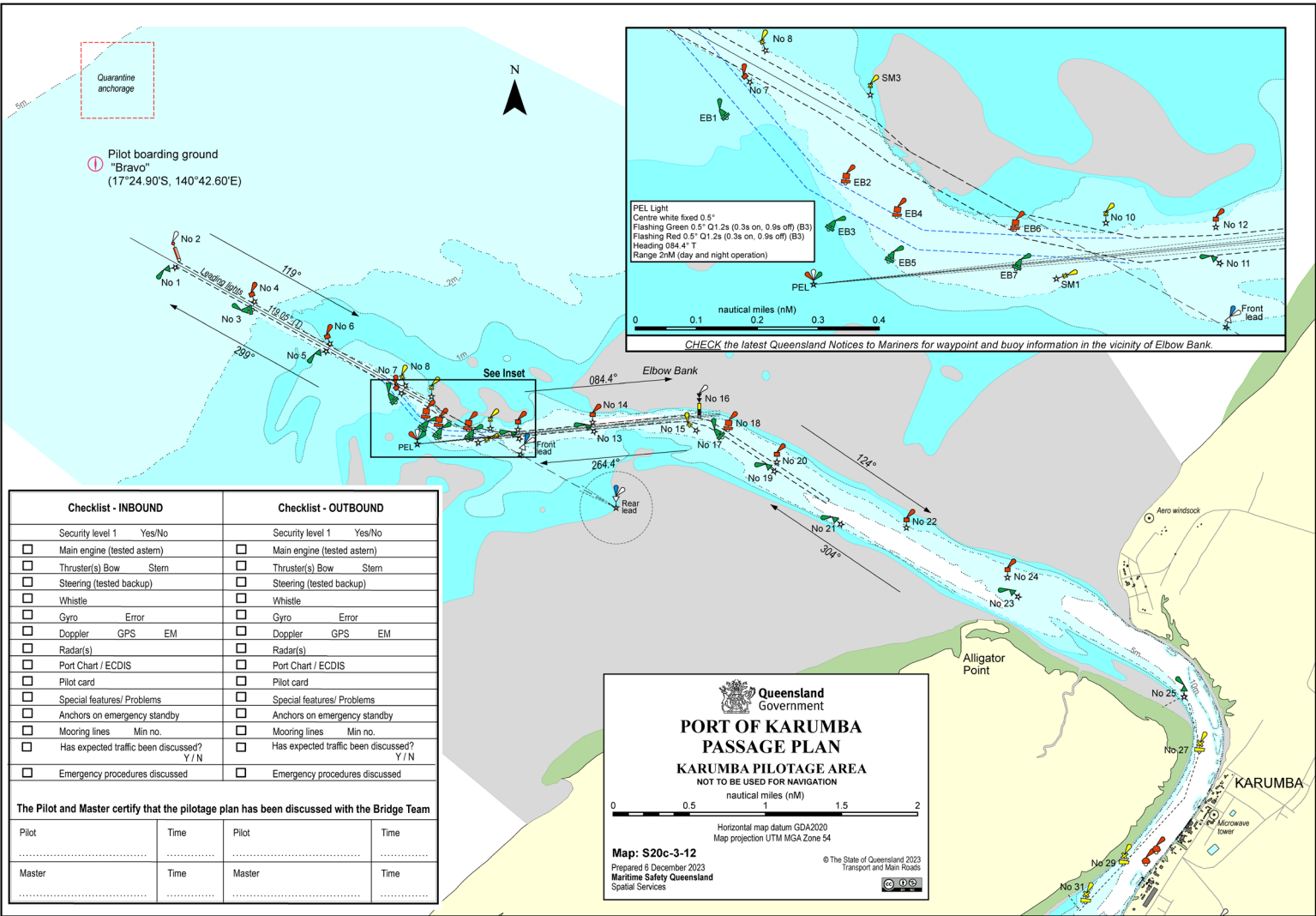
**Phone: +61 7 4745 9103**

## 16. Appendices

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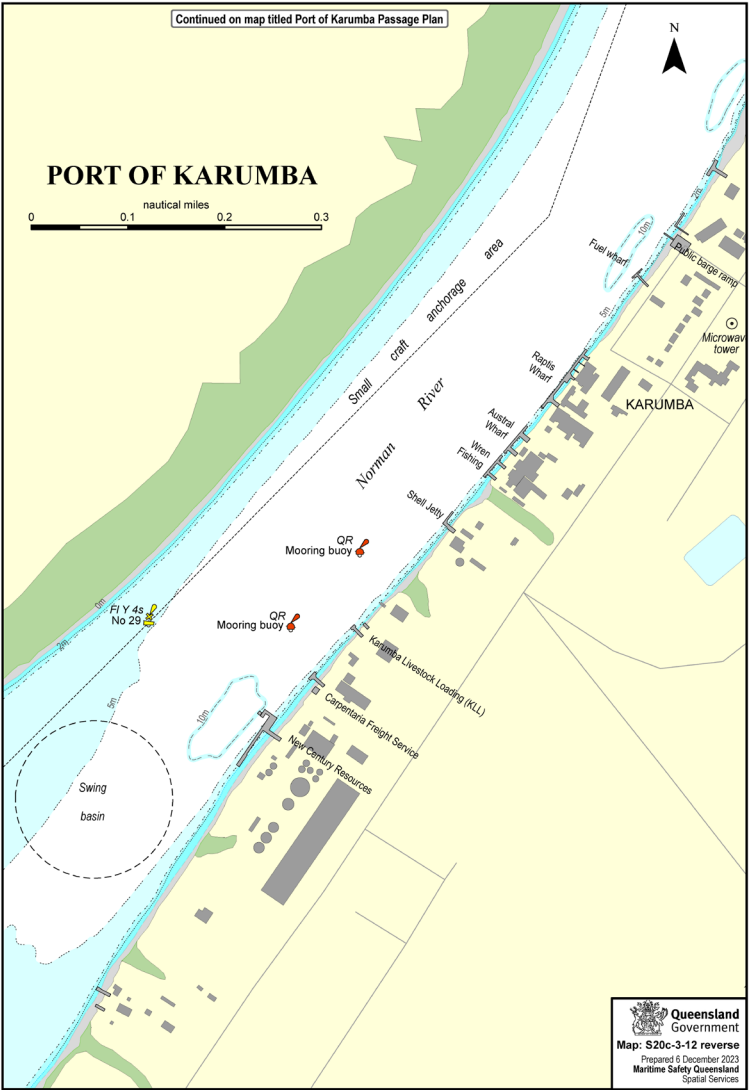
# 16.1 Port of Karumba Passage Plan

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



# 16.2 Port of Karumba Passage Plan Reverse

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



## PORT OF KARUMBA

Vessel .....

### PILOTAGE PLAN - ARRIVAL

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

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage			Bar	Harbour
Channels (VHF)		LAT		
Berth		+ Tide		
Draft	in metres	Avl Water		
	F	- Draft		
Tide	Time	Height	UKC	
Tide	Time	Height	Minimum UKC	
Wind	DIR	SP		
Remarks:				

## PORT OF KARUMBA

Vessel .....

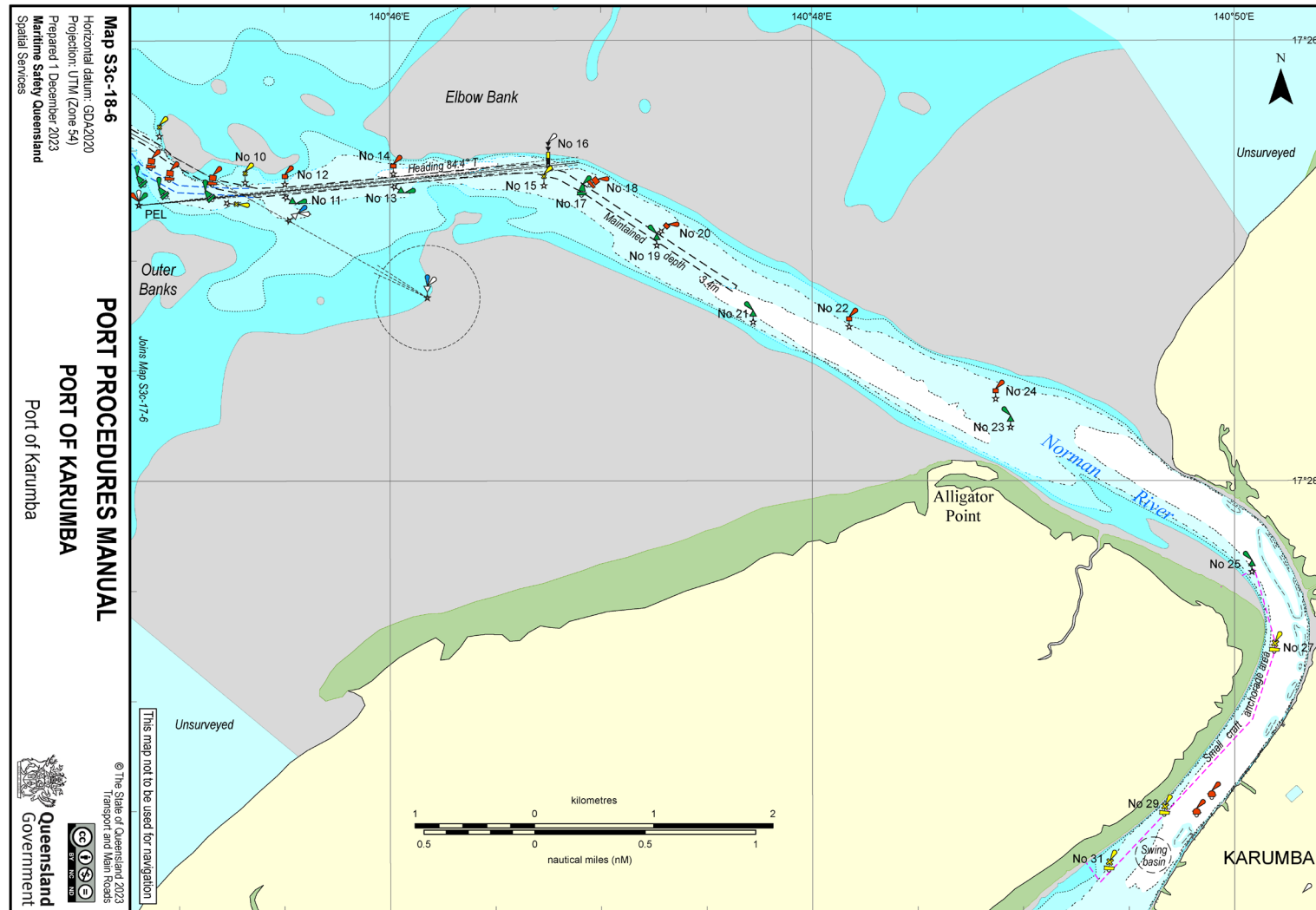
### PILOTAGE PLAN - REMOVAL/DEPARTURE

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

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage			Harbour	Bar
Channels (VHF)		LAT		
Draft	in metres	Avl Water		
	F	- Draft		
Tide	Time	Height	UKC	
Tide	Time	Height		
Wind	DIR	SP		
Remarks:				

## 16.3 Port of Karumba

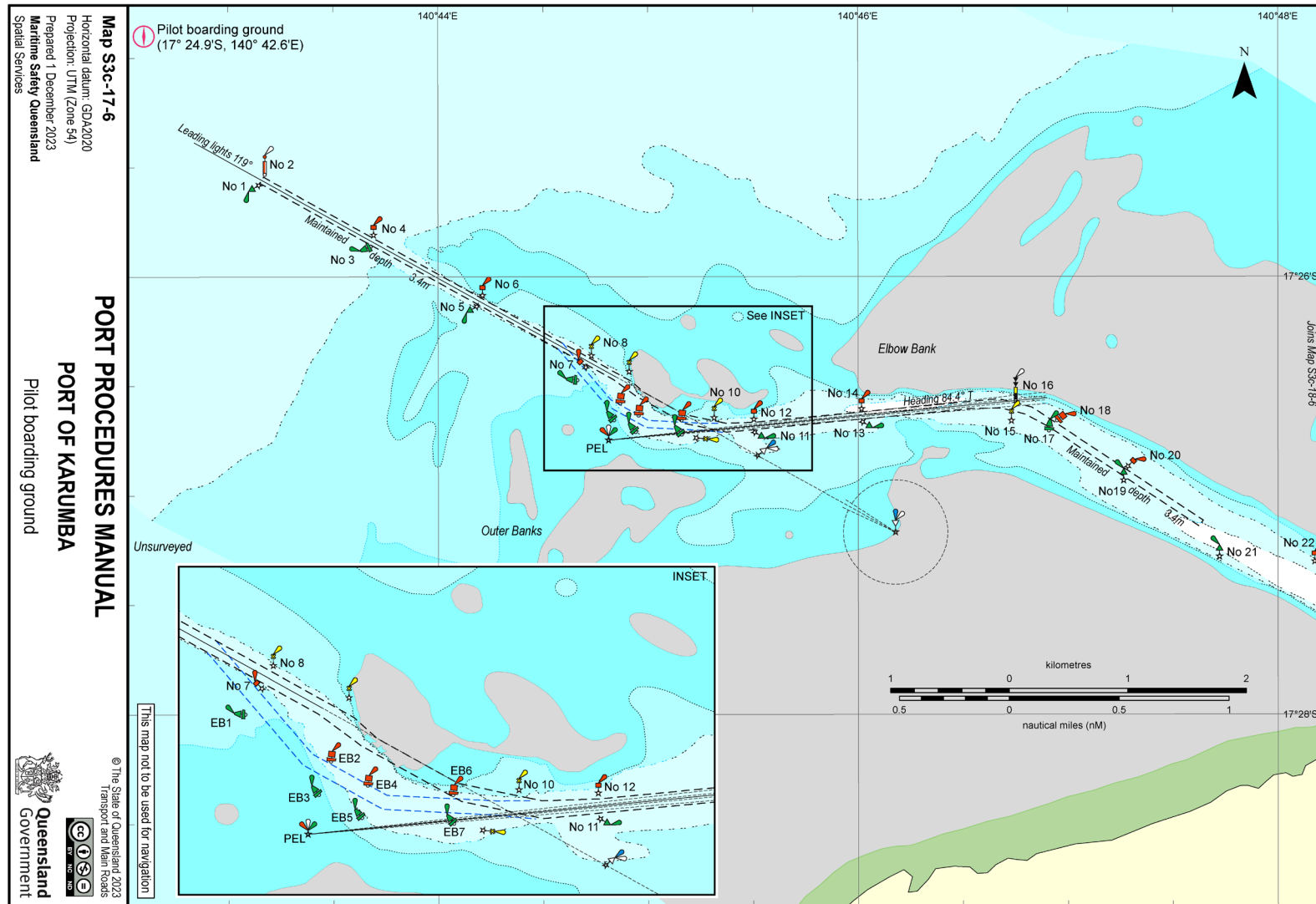
For a high resolution map please visit [Section 16.3 - Karumba Port Procedures and Information for Shipping - Karumba: Port Procedures and Information and Information for Shipping - Publications | Queensland Government](#)



Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version.  
Port Procedures and Information for Shipping – Port of Karumba, February 2024.

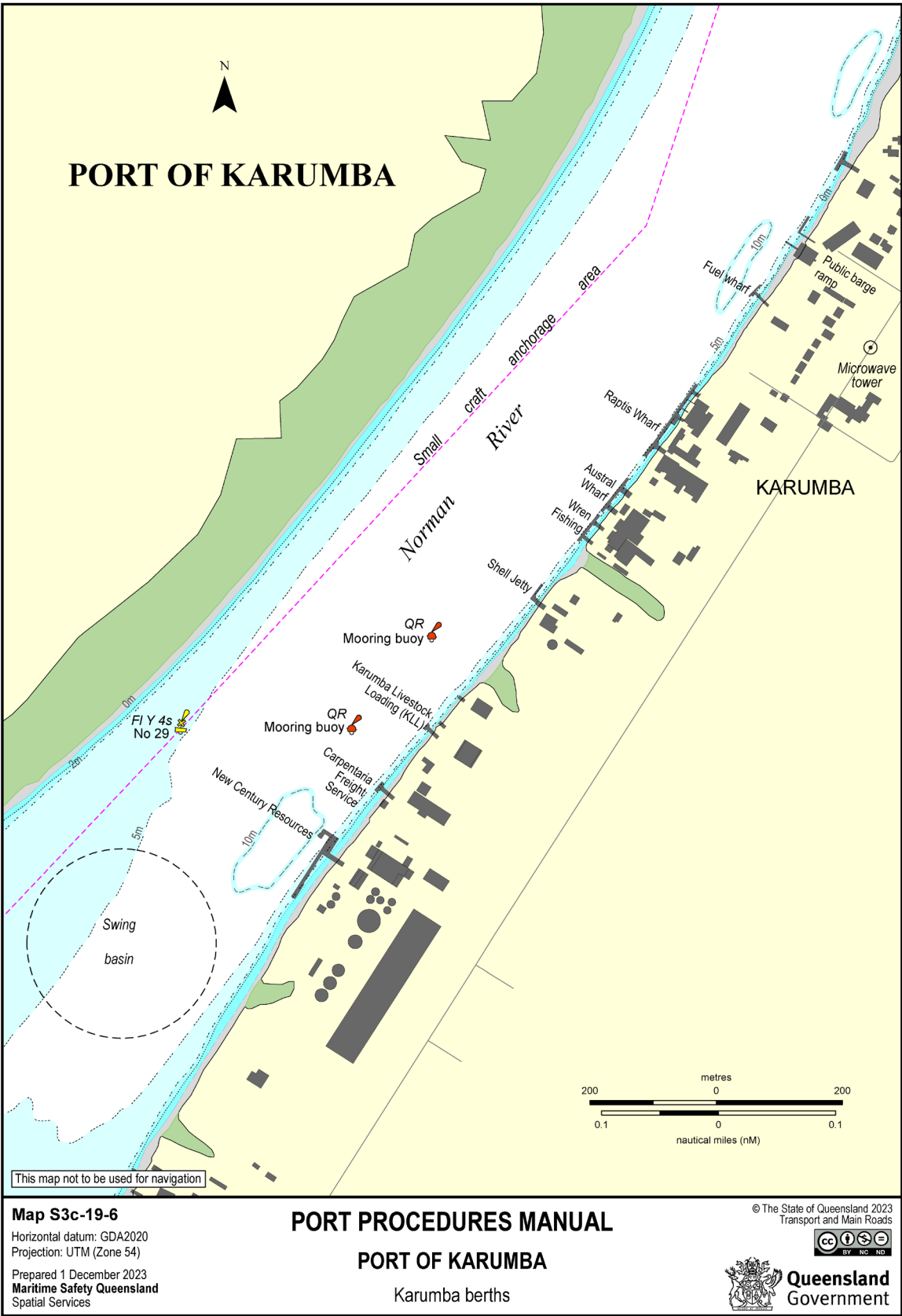
## 16.4 Pilot Boarding Ground

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



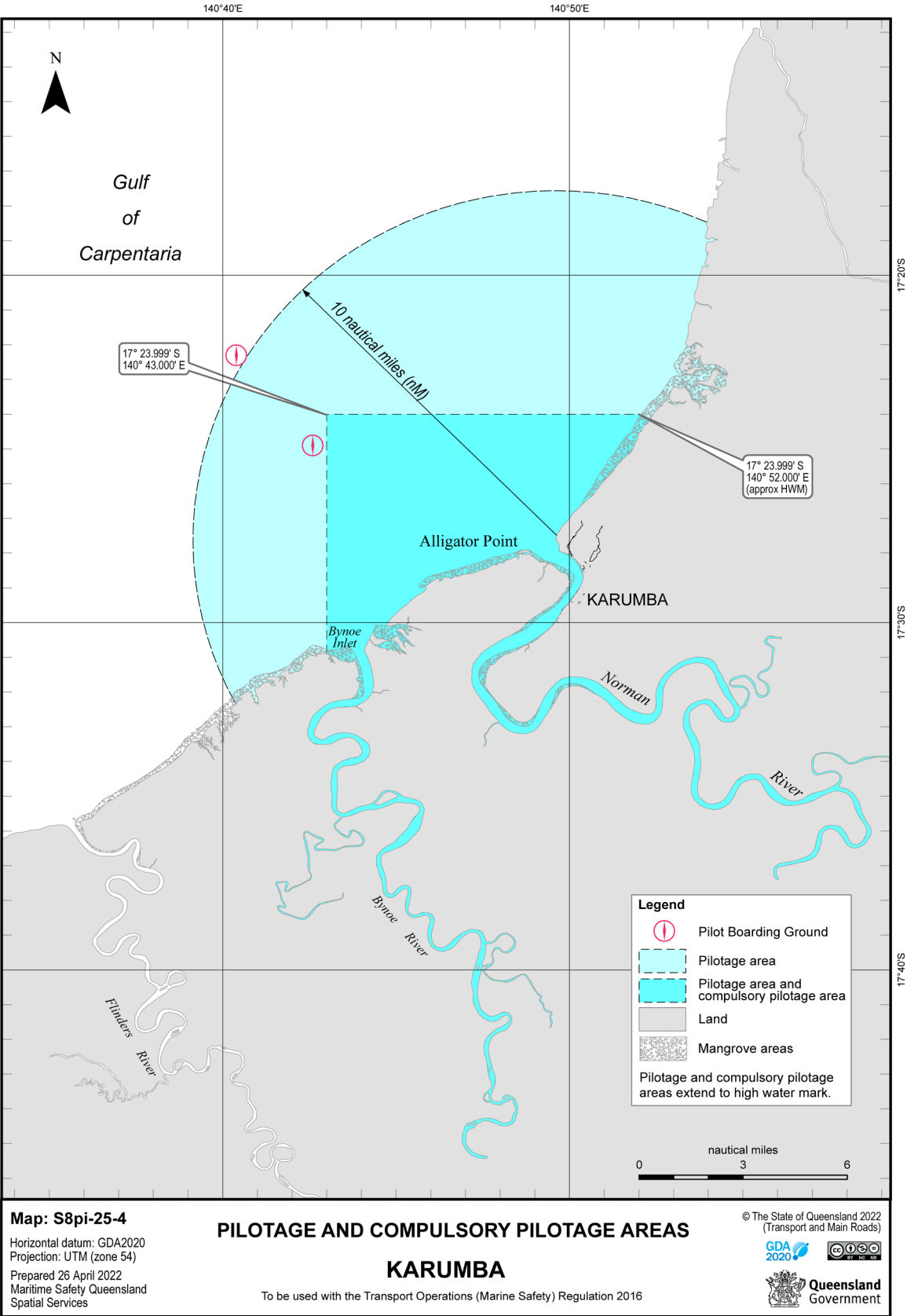
# 16.5 Karumba Berth Layout

For a high resolution map please visit [Section 16.5 - Karumba Port Procedures and Information for Shipping - Karumba: Port Procedures and Information and Information for Shipping - Publications | Queensland Government](#)



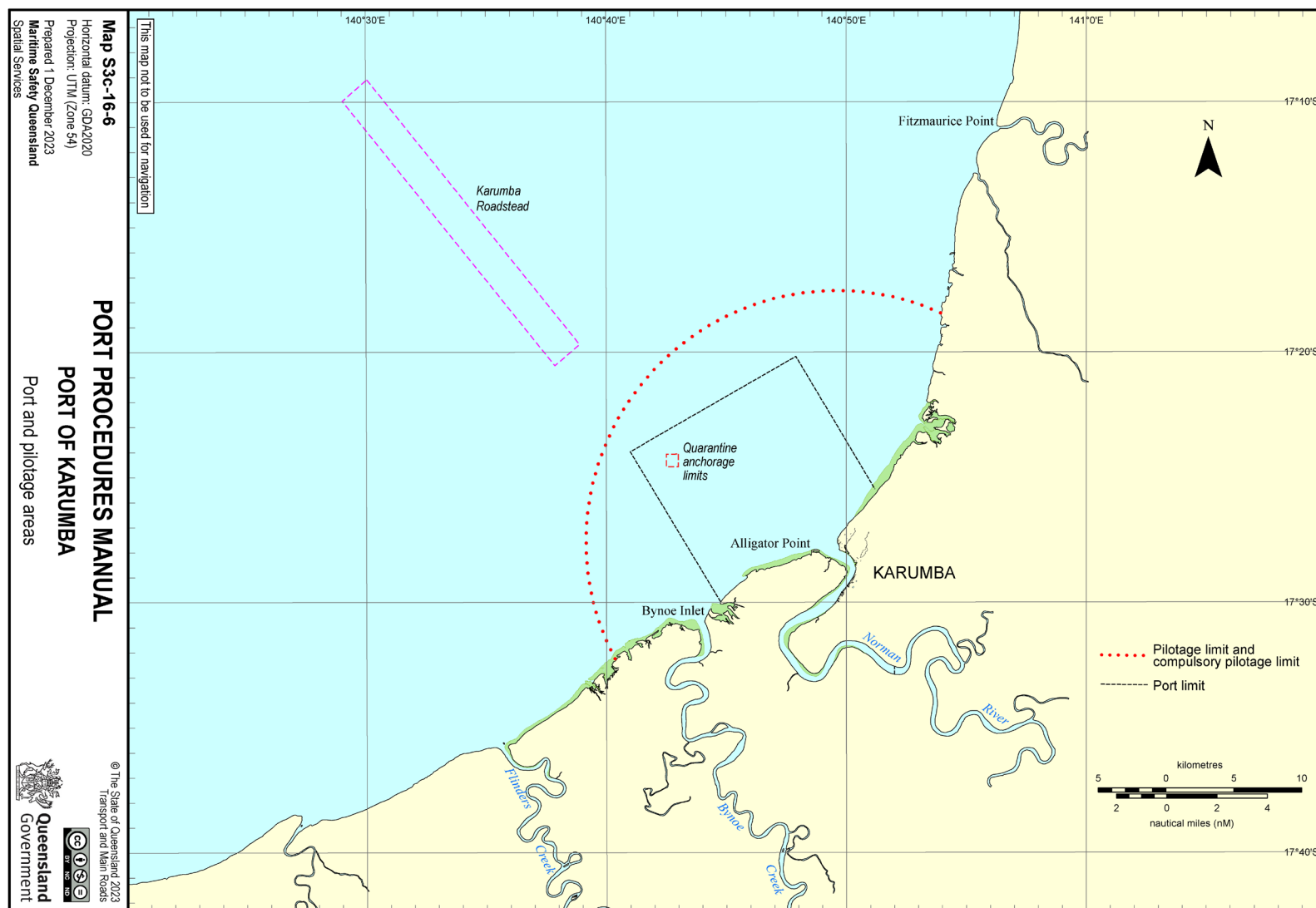
# 16.6 Pilotage area

For a high resolution map please visit [Section 16.6 - Karumba Port Procedures and Information for Shipping - Karumba: Port Procedures and Information and Information for Shipping - Publications | Queensland Government](#)



## 16.7 Port and pilotage areas

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




## 16.8 Permission to Immobilise Main Engines (at berth or anchor)

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

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

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

**Queensland  
Government**

**Permission to Immobilise Main Engines -  
Cairns Region**

Before operations are carried out this form should be filled out by ship's agents/masters and forwarded to the Regional Harbour Master for approval on:  
Fax: 07 4052 7460 or  
Email: [vtsc Cairns@msq.qld.gov.au](mailto: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  /  /  On  To  hrs  /  /  On

Scope of repairs (if appropriate)

Time required to mobilise in emergency situation

**Subject to the following conditions:**

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

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

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

Approved/Not approved  Date  /  /

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

TRB Forms Area Form F5199 CFD V01 Feb 2019