



Marine Notice 3/2012

Great Barrier Reef and Torres Strait Coastal Pilotage Passage Plan Model available on AMSA web site

Purpose

The purpose of this Marine Notice is to notify industry of the approval and availability on the AMSA web site of a Great Barrier Reef and Torres Strait Coastal Pilotage passage plan model.

The passage plan model is available via the pilotage portal, which can be found at:
www.amsa.gov.au/pilotage/ This model is approved for the purposes of provision 93 of Marine Order 54.

Summary

The passage plan model is divided into three main sections: Preamble, Waypoint List and Chart Extracts.

The preamble is designed to assist mariners to gain an understanding of the expectations of coastal pilots before and during the pilotage. Some of the topics covered in the preamble are:

- Routes and draught restrictions
- REEFVTS reporting
- Charts to be carried
- ECDIS
- Pilot ladder
- Pilot accommodation
- Equipment check list
- Human error and performance
- Other useful information

The waypoint lists have been developed for vessels considered shallow, moderate and deep draught for pilotage areas in the Great Barrier Reef and Torres Strait. The waypoint list for the Hydrographers Passage is not draught dependent. The waypoints allow for vessel separation on the courses to make good and their reciprocals, where sea room permits.

The waypoint lists are available in pdf format, downloadable from the link on the portal.

Ships' masters should contact their pilotage provider to determine which set of waypoints would be most suitable for the particular vessel.

The entering of the appropriate waypoints on the paper charts and into any electronic navigation system before the arrival of the vessel at the pilot boarding place will assist in the master/pilot information exchange before the commencement of the pilotage.

The passage plan model also contains a separate set of chart extracts for the Inner Route, Great North-East Channel and Hydrographers Passage to assist the bridge team gain a mental model of the proposed passage. The chart extracts show the courses to make good, safe cross track errors for the courses to make good and their reciprocals, limits of the compulsory pilotage areas and usable navigation marks. The chart extracts are not to be used for navigation.

Ship owners, operators and masters should ensure that bridge teams familiarise themselves with the passage plan well before the ship enters Great Barrier Reef or Torres Strait pilotage waters.

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