

Gold Coast Superyacht Guidelines

Guidelines for Masters operating Superyachts in the Southport Pilotage Area

2017

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Refer to the appropriate Risk Assessment Tool for relevant reviewer and approver

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The aim of these guidelines is to assist superyacht masters with their preparations for a visit to the Gold Coast and to provide a reference document during the visit.

These guidelines are to be read in conjunction with, and are subordinate to, Queensland and Commonwealth legislation, as amended from time to time, the Port Procedures and Information for Shipping – Southport Pilotage Area (port procedures) and the information promulgated on relevant websites. In the event of any inconsistency between these guidelines and the legislation, port procedures or information promulgated on relevant websites, the requirements of the legislation, port procedures and relevant websites take precedence.

For the purposes of these guidelines, superyachts are recreational ships with a length overall (LOA) of more than 24 metres which are used for private (non-commercial) operations.

The [Transport Operations \(Marine Safety\) Act 1994](#) requires all ships that are 50m or more LOA to use the services of a pilot, unless the master holds a valid Pilotage Exemption Certificate for the pilotage area in which they are operating.

Masters of superyachts of all sizes may request the services of a pilot for any passage within the Southport Pilotage Area. A master is encouraged to request these services if in any doubt regarding the guidelines in the pilotage area or regarding his/her ability to safely manoeuvre within the pilotage area.

In certain circumstances the Harbour Master may require a Pilot to conduct the ship on its movement into, out of or within the port.

If the ship is to be engaged in commercial activity, including any form of charter, then the ship must comply with the registration and licensing provisions of the *Transport Operations (Marine Safety) Act 1994* and the [Transport Operations \(Marine Safety\) Regulation 2016](#). For commercial use – you need to reference the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* and Marine Order 52

Superyachts less than 50 metres LOA are free to enter and move around the Southport Pilotage Area subject to compliance with the following requirements:

- (1) Superyacht masters must operate in accordance with the requirements outlined in these guidelines.
- (2) Superyachts, operating within the Southport Pilotage Area, must at all times maintain a listening watch on VHF Ch 16 and follow all directions issued by MSQ.
- (3) Superyacht masters must be aware of, and comply with, the restrictions and all other requirements for operating in the Southport Pilotage Area.
- (4) [Convention on the International Regulations for Prevention of Collision at Sea 1972](#) (COLREGS).

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Definitions

Terms, abbreviations and acronyms	Meaning
Authorised Officer	Under the provisions of the <i>Transport Operations (Marine Pollution) Act 1995</i> , Authorised Officers have the following functions: a) to investigate discharges prohibited by this Act b) to monitor compliance with this Act c) to monitor transfer operations d) to examine ships using coastal waters to minimise discharges e) to take action to remove a pollutant discharged into coastal waters or mitigate its effect on Queensland's marine and coastal environment.
BOM	Bureau of Meteorology
COLREGS	<i>Convention on the International Regulations for Prevention of Collision at Sea 1972</i> (see Marine Orders Part 30)
Commercial ship DCV	All ships (and their tenders) used for activities undertaken for financial reward are considered commercial ventures. This includes ships used where no direct fees are received. The following ships must be commercially registered: <ul style="list-style-type: none"> • ships commercially operating in Queensland waters owned or chartered by a person whose principal place of residence is Queensland • ships commercially operated by a person whose principal place of business is Queensland • ships commercially operated by a person whose principal place of business for managing the ship's operations is in Queensland.
Emergency	Includes any marine related incident such as: <ul style="list-style-type: none"> • fire • explosion • marine oil pollution • marine casualties (including stranding and collision) • ships requiring safe haven • natural disasters. These emergencies may or may not involve injury, death, structural and/or environmental damage.
Gold Coast Seaway Tower	Conspicuous white tower located on the southern breakwater. Volunteer radio operators provide radio coverage for ships transiting the seaway and also monitor distress frequencies and provide regular weather forecasts.
Harbour Master (HM)	The person authorised to give direction under the relevant provisions of the <i>Transport Operations (Marine Safety) Act 1994</i> .
Highest astronomical tide (HAT) and lowest astronomical tide (LAT)	Highest astronomical tide and lowest astronomical tide are the highest and lowest levels respectively which can be predicted to occur under average meteorological conditions and under any combinations of astronomical conditions. These levels will not be reached every year. Highest astronomical tide and lowest astronomical tide are not the extreme levels which can be reached, as storm surges may cause considerably higher and lower levels to occur
International Maritime Dangerous Goods Code (IMDG Code)	The codes are published by the International Maritime Organization for the safe carriage, packing, handling, classing and transporting of dangerous goods.
Length Overall (LOA)	The distance in the fore and aft line from the foremost part of the hull of the ship to the aftermost part of the hull of the ship taken at the weather tight deck or, for an open ship, at the height of the gunwale.

Terms, abbreviations and acronyms	Meaning
Marine incident	A marine incident is defined in section 123 of the <i>Transport Operations (Marine Safety) Act 1994</i> and includes events causing or involving: <ul style="list-style-type: none"> a) the loss of a person from a ship or b) the death of, or grievous bodily harm to, a person caused by a ship's operations or c) the loss or presumed loss or abandonment of a ship or d) a collision with a ship or e) the stranding of a ship or f) material damage to a ship or g) material damage caused by a ship's operations or h) danger to a person caused by a ship's operations or i) danger of serious damage to a ship or j) danger of serious damage to a structure caused by a ship's operations.
MSQ	Maritime Safety Queensland
Pilotage exemption certificate	Certificate granted to certain qualified masters who have satisfied the necessary requirements and are authorised to navigate their ships in the port limits without a pilot.
Port procedures	Port Procedures and Information for Shipping – Southport Pilotage Area
Recreational ship	A ship used only for private recreation or a tender to a ship used only for private recreation. Ships used for activities undertaken for financial reward, including where no direct fees are received, are considered commercial ventures.
RHM	Regional Harbour Master (Brisbane)
Ship movement	The arrival, departure or removal of a ship.
Shipping Inspector	Under the provisions of the <i>Transport Operations (Marine Safety) Act 1994</i> , Shipping Inspectors have the following functions: <ul style="list-style-type: none"> a) to monitor ships and their operations to ensure general safety obligations and standards and other provisions of this Act are complied with b) to monitor the holders of approvals and their business operations to ensure that registration, licensing, permits and accreditation is complied with c) to help harbour masters, including exercising any Harbour Master delegated powers d) to investigate marine incidents and report the results to the general manager e) to carry out directions of boards of inquiry.
Superyacht Marine Order 52	A sailing ship or motor ship that: <ul style="list-style-type: none"> a) is used for sport or pleasure (see recreational ship) b) is over 24 metres in load line length c) does not carry cargo d) does not carry more than 12 passengers (berthed/unberthed).
Tender	An auxiliary ship, other than a lifeboat, that: <ul style="list-style-type: none"> a) is not longer than 6m b) is employed to attend another ship c) is smaller than the other ship d) is operated only in the proximity of the other ship.
Under Keel Clearance (UKC)	The depth of water between the ship's keel and the sea or river bed.
Very high frequency (VHF)	Radio frequencies used for two-way radio telephone communication.
Volunteer Marine Rescue (VMR)	Provides marine search and rescue services to the boating public on a volunteer basis.

General considerations

The port of Southport falls within the jurisdiction of Maritime Safety Queensland (MSQ). A comprehensive [Port Procedures and Information for Shipping – Southport Pilotage Area manual](#) is available on the MSQ website.

General

Superyacht masters should familiarise themselves with the latest navigation warnings, shipping movements and weather information and maintain a listening watch on Channel 16. MSQ publishes Queensland Notices to Mariners on an as needed basis to warn ship operators of navigation hazards, faulty aids to navigation and or changes to aids to navigation, flare demonstrations, change of channel depths and any other relevant information.

The reference charts for the Gold Coast area include AUS 814 Point Danger to Cape Moreton and AUS 230 Approaches to Gold Coast Seaway.

The Beacon to Beacon Directory provides a comprehensive guide to Gold Coast waterways. The maps are compiled by MSQ cartographers and include extra information such as rules and regulations, and navigational warnings.

Directions and regulations to be observed

The Area Manager (Gold Coast) is appointed as a Harbour Master under the *Transport Operations (Marine Safety) Act 1994* to manage the safety of ships and their operations and the safety of ship movements.

The Area Manager (Gold Coast) is also appointed as an Authorised Officer under the *Transport Operations (Marine Pollution) Act 1995* to manage the protection of the marine environment through the prevention of ship-sourced pollution.

The master of any superyacht navigating in the Southport Pilotage Area must comply with any direction given by the Harbour Master and the requirements of the *Convention on the International Regulations for Prevention of Collision at Sea 1972*. Additionally, the superyacht master is required to comply with all relevant State and Federal legislation and international conventions.

Maximum ship size

Due to the nature of the Southport Broadwater and the available depth of water in some channels, certain limitations regarding the movement of ships must be considered. A minimum under keel clearance (UKC) of 1.0 metre is required to be maintained in the Gold Coast Seaway Entrance. A minimum UKC of 0.5 metres is required in all other areas.

Gold Coast Seaway entrance

- Overall length limit 65 metres LOA
- Maximum draught 3-5 metres plus tide
- Under keel clearance 1.0 metre

South Channel (minimum channel width 100 metres)

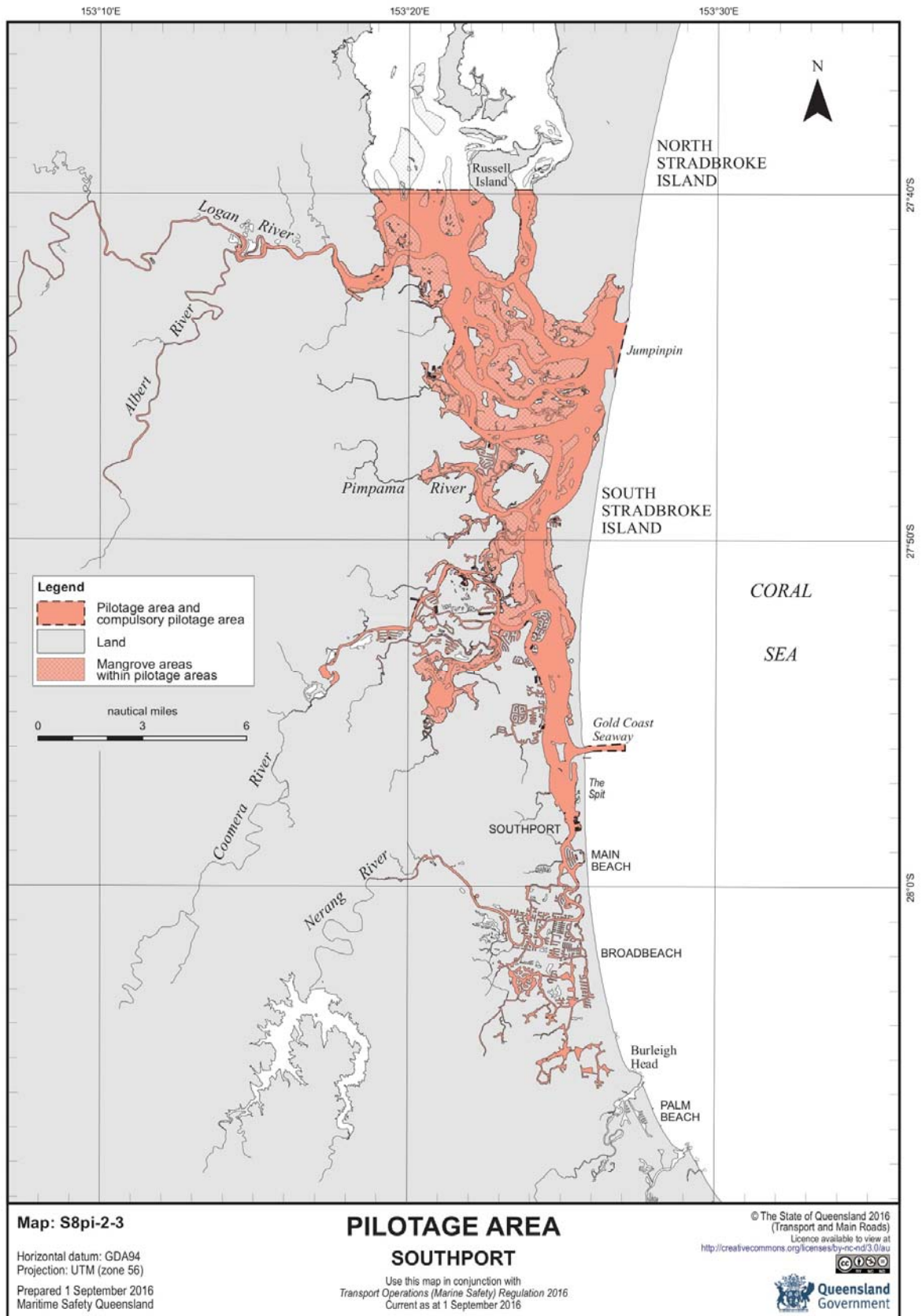
- Overall length limit 65 metres LOA
- Maximum draught 3-5 metres plus tide
- Under keel clearance 0.5 metres

North Channel to Gold Coast Marine Precinct via Coomera River (minimum channel width 32 metres)

- Overall length limit 60 metres LOA
- Maximum draught 2.1 metres plus tide
- Under keel clearance 0.5 metre

Note: the tide at Paradise Point makes one hour after the tide at the Gold Coast Seaway but only to a height of 0.87 metres of the Gold Coast Seaway tide.

The Southport Pilotage Area



Pilotage

Unless a master holds a pilotage exemption certificate for the area, pilotage is compulsory for:

- a ship that is 50 metres or more
- a 'small ship' less than 35 metres (the relevant ship) if:
 - it is combined with another small ship for propelling one of the ships
 - the total of the lengths of the ships is 50 metres or more
 - the master of the relevant ship has command of the combined ships.

In waters north of the Gold Coast Seaway, in particular the Coomera River, movement of ships 35 metres LOA or more but less than 50 metres LOA may also require pilotage. MSQ will determine requirements on a case-by-case basis dependant on the ship's characteristics.

Further enquiries can be directed to the Gold Coast office:

Phone: +61 7 5585 1810 (business hours)

Email: MSQ.GoldCoast.Reception@msq.qld.gov.au

Recreational water activities

A wide range of recreational water activities occur in the Gold Coast area including the Southport Broadwater and near the Gold Coast Seaway. These activities include jet boat rides, surfing, hire and drive ship activities, general boating, personal watercraft activity, kayak tours and parasailing amongst others. On weekends and during holiday periods, this activity can peak with a large number of ships and people using the Southport Broadwater. Special attention should be given when navigating in the Southport Broadwater and Gold Coast Seaway, giving due regard to the increased traffic density and Masters should maintain a watch for surfers paddling across the Gold Coast Seaway.

Helicopter operations

Helicopter operations are permitted on the Gold Coast subject to certain restrictions and requirements and compliance with [Civil Aviation Safety Authority](#) and [Air Services Australia](#) regulations.

Seaplanes

Seaplanes use the area to the north-west of the Southport Yacht Club Marina, west of the South Channel near Loders Creek, west of Crab Island and the reach of the Coomera River near Santa Barbara (see map over page).



Map C2-178-1

Map Datum: GDA94
 Projection: UTM (Zone 56)

Prepared 24 January 2017
 Maritime Safety Queensland - Spatial Services

GOLD COAST SUPERYACHTS

Gold Coast Bridge to Gold Coast City Marina

This map not to be used for navigation

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Weather

The Southport Pilotage Area regularly experiences storm events, such as tropical thunderstorms and squalls and east coast low pressure systems, primarily during the warmer months.

The most severe storms in the Gold Coast area occur between the months of September and March. When such storms hit the Gold Coast region they are usually accompanied by strong to gale force winds with heavy rain and sometimes large hail and flash flooding. Severe thunderstorm advices are issued by the [Bureau of Meteorology \(BOM\)](#).

The probability of a cyclone striking the Gold Coast region is at its greatest between the months of November to April. While a cyclone has not crossed the Gold Coast area since Cyclone Zoe in March 1974, the region has experienced severe weather associated with other cyclones crossing the coast to the north, or remaining out to sea. A [Tropical Cyclone Warning Centre](#) is located at the BOM office in Brisbane.

Extreme weather contingency plans

Masters and owners have an obligation to take appropriate precautions for the safety of their ships, passengers and crew. To assist Masters and owners, each marina has their own extreme weather contingency plans. Masters and owners should familiarise themselves with the plans and keep a record of emergency numbers.

In extreme weather conditions, a harbour master, or others as delegated, may give directions in relation to ships in the Southport area. All masters, passengers and crew must immediately comply with any directions given by a harbour master, Emergency Services personnel or marina management.

Personal safety is of prime importance at all times. Flying debris can be lethal and due to storm surges, sea levels may be as much as two to five metres higher than normal tides. If conditions dictate, all non-essential crew and children should leave the marina. Persons remaining on board must realise that conditions may preclude persons electing to remain on board from returning to land. It is very important to advise the marina office of your presence aboard.

It is the Master's/owner's responsibility to ensure that their ship is adequately secured. In general:

- It is unlikely that your ship will need to be evacuated during a severe weather event.
- Larger ships may need to use anchors to hold them off the marina berths
- Mooring lines are to be doubled with secondary lines to alternative cleats.
- Check boat cleats for integrity.
- Ensure that the ship is positioned in a manner that if the primary lines fail, that there is not enough slack on the secondary lines to allow the ship to move on to the main or adjacent finger.
- Have plenty of line to secure your ship and position spare fenders and lines.
- Do not use chain to secure the ship.
- Ensure ropes and other synthetic fibres are in good order and capable of withstanding high loads.
- Ensure that all scuppers are clear and will stay clear.
- Confirm that all bilge pumps are working.
- Secure loose articles below deck and secure all hatches.
- Reduce wind loading to a minimum and stow all loose gear below.
- Shore power and water leads are to be disconnected.
- Monitor the weather forecasts.
- Make sure you comply with all directions issued by a harbour master or delegates.

Dangerous goods

All ships irrespective of type and size, carrying substances, materials or articles defined as marine pollutants in the International Maritime Organization Dangerous Goods (IMDG) Code are subject to the provisions of this Code. Dangerous goods are determined to present one or more of the dangers in the classes below, marine pollutants and, if applicable the degree of danger:

- (1) explosives
- (2) gases
- (3) flammable liquids
- (4) flammable solids, substances liable to spontaneous combustion, substances, when in contact with water, emit flammable gases
- (5) oxidising substances and organic peroxides
- (6) toxic and infectious substances
- (7) radioactive material
- (8) corrosive substances
- (9) miscellaneous dangerous substances and articles.

Dangerous goods must not be brought into, or handled in the pilotage area until notification is provided in the approved format (see [Section 8.5 of the Port Procedures](#)) to the MSQ Gold Coast office.

Customs and quarantine

Foreign Ships arriving into Australia must report to a nominated port of entry, refer <https://www.border.gov.au/Trav/Ente/Avia/Maritime/Ports-of-entry>

There are two options for immigration and biosecurity clearance for vessels arriving into Brisbane and the Gold Coast; Rivergate Marina in Brisbane and Southport Yacht Club on the Gold Coast. Southport Yacht Club Boarding Station is operational for a trial period from 01 July 2017 until 30 June 2018. Penalties apply for non-compliance with reporting requirements.

<https://www.border.gov.au> and <http://www.agriculture.gov.au/biosecurity> can provide further information about procedures and legal requirements for masters of superyachts arriving in and departing from Australia. Australia has strict laws to protect its citizens and natural environment and penalties may be imposed if you breach those laws by illegally importing:

- Drugs
- Animal or plant material
- Firearms, weapons or ammunition
- Protected wildlife and products made from them
- Some food items
- Some medicinal products including performance enhancing drugs.

Qualifications and registration

Boat licences and certificates of competency

In Queensland, a marine licence is required to operate a recreational boat which is powered by a motor greater than 4.5 kW (over 6 HP) and additionally you must have a [personal watercraft \(PWC\) licence](#) to operate a personal watercraft.

If the ship is a commercial ship or will be used for commercial purposes while in Queensland and you have a current and valid unrestricted Uniform Shipping Laws Code certificate of competency issued by another state or territory, you can use this in Queensland. If your certificate of competency has a restriction, contact the [MSQ Gold Coast office](#) for further advice. International qualification holders should refer to the [Australian Maritime Safety Authority website](#) for further advice.

Equivalent recreational licences

Licences issued by other safety authorities within the Commonwealth of Australia or other entities that are recognised by MSQ include current boating licences issued in other states (excludes junior licences).

From January 2012, particular types of international boating licences will be recognised in Queensland (a list will be published on the [MSQ website](#)).

Unlicensed recreational drivers

Unlicensed drivers may drive a recreational boat provided a licensed driver is on-board supervising and is able to take immediate control of the boat. Unlicensed drivers must not operate boats while towing someone else by a line attached to the ship for example, someone water-skiing or riding a toboggan or tube.

Personal water craft licences

To operate a personal watercraft or jet ski, you must hold a personal watercraft licence. You must hold a current and valid marine licence before being able to get a personal watercraft licence. Short-term, interstate visitors can use their boat licence equivalent if that is all that is required to operate a personal watercraft in their home state.

Registration of ships

In Queensland, all ships with a motor or auxiliary of 3 kW or more (over 4 HP) must be registered when on the water. A recreational boat registered in another state or territory that is on an interstate voyage does not require Queensland registration while in Queensland waters.

Under s26 (2) (e) of the [Transport Operations \(Marine Safety\) Regulation 2016](#), a recreational ship from a foreign country is exempt from registration if the ship is in Queensland waters for less than one year and the owner or charterer meets other considerations based on places of residence and business.

Insurance

Legislation requires all ships over 15 metres (for example 15.01 metres) in length to have insurance sufficient to pay for potential pollution clean-up, salvage and wreck removal. The insurance policy must meet the following requirements:

- All recreational ships more than 15 metres but less than 35 metres in length must have an insurance policy that provides:
 - A\$250,000 for the clean-up costs of the discharge of a pollutant from the ship into coastal waters

- A\$10,000,000 for the costs of salvage or removal of the ship from coastal waters if the ship is abandoned or wrecked.
- All commercial ships more than 15 metres but less than 35 metres in length must have an insurance policy that provides:
 - A\$500,000 for the clean-up costs of the discharge of a pollutant from the ship into coastal waters
 - A\$10,000,000 for the costs of salvage or removal of the ship from coastal waters if the ship is abandoned or wrecked.
- All ships 35 metres or more in length must have a policy that provides AUD\$10,000,000 for pollution clean-up costs, salvage and wreck removal.

Ships visiting Queensland coastal waters are also required to comply with this legislation. Temporary insurance cover may be necessary if existing insurance coverage does not meet the above requirements.

A current certificate of insurance must be carried on-board and be available for inspection by compliance officers. Penalties apply for non-compliance.

For those ships which cannot reasonably obtain insurance, the ship owner may be able to seek an exemption to the insurance requirement. In such cases the ship owner must apply to [MSQ](#).

Tenders

Tenders to registered recreational ships are exempt from registration provided they are used within two nautical miles of the primary ship. The tender must be marked on the exterior with the word 'tender' and the primary ship registration numbers, at least 75 mm high. If this is not possible, markings should be on the inside of the boat in the largest characters possible. If the tender is used for more than one ship, it may be marked with the owner's name.

Restrictions

Anchoring restrictions

A deep anchorage is available for transient ships east of the South Channel between beacons S6 and S8. A seven day anchoring limit applies to all ships in this area.

All Gold Coast waterways are subject to anchoring and mooring restrictions. Information can be sought from the office of MSQ, Gold Coast.



Berthing and ship facilities

Southport Marina Precinct

Southport has four main marinas where berthing of ships up to 65 metres in length can be achieved:

- Southport Yacht Club – up to 65m
- Mariners Cove – up to 30m
- Marina Mirage – up to 65m
- Palazzo Versace – up to 32m.

Masters should check proposed marina berth design loadings to ensure they are capable of mooring their ships alongside. The channel is approximately 100 metres wide where swing room is required for berthing. The tidal stream sets strongly through the channel near the marinas and ships should take advantage of slack water for manoeuvring. Depth of water at the marina berths varies, however, 3.5 to 4.0 metres lowest astronomical tide is the constant.



Berth depths

Location	Minimum depth	Date of last survey
Alongside Marina Mirage (outside berth)	3.5 metres	14 May 2014
Alongside Southport Yacht Club superyacht berths	4.2 metres	14 May 2014
Alongside Southport Yacht Club (north-south berth)	4.0 metres	14 May 2014
Anchorage off Nara Resort	3.5 metres (unofficial)	14 May 2014

Coomera River

The Gold Coast City Marina and Shipyard can accommodate superyachts seeking refits, blasting, paintwork and new builds. Masters should check proposed marina berth design loadings to ensure they are capable of mooring their ships alongside. Direct access to water is available via the 250 tonne travel lift. Berthing of ships up to 65 metres in length can be achieved and the depth of water at the marina is 3.5 metres lowest astronomical tide.



Bridges

Bridges span some waterways on the Gold Coast. In general, the channels normally navigated by superyachts are not affected. There are three bridges in the vicinity of the Southport Broadwater.

Sovereign Islands Bridge

The Sovereign Islands Bridge is a multi-span vehicular bridge linking the Sovereign Islands to the mainland at Paradise Point. The bridge has a clearance height of 5.0 metres at Highest Astronomical Tide. The bridge is marked by a fixed red light on the side approaches to the bridge.



Ephraim Island Bridge

The Ephraim Island Bridge is a multi-span vehicular bridge linking Ephraim Island to the mainland at Paradise Point. The bridge has a clearance height of 5.9 metres at Highest Astronomical Tide. The bridge is marked by a fixed blue light on the side approaches to the bridge.



Gold Coast Bridge

The Gold Coast Bridge is a floodlit multi-span vehicular bridge that crosses the Nerang River between Southport and Main Beach to the south of the Southport Yacht Club Marina. The bridge has a clearance height of 4.5 metres at Highest Astronomical Tide. The bridge is marked by a fixed blue light on the side approaches to the bridge.

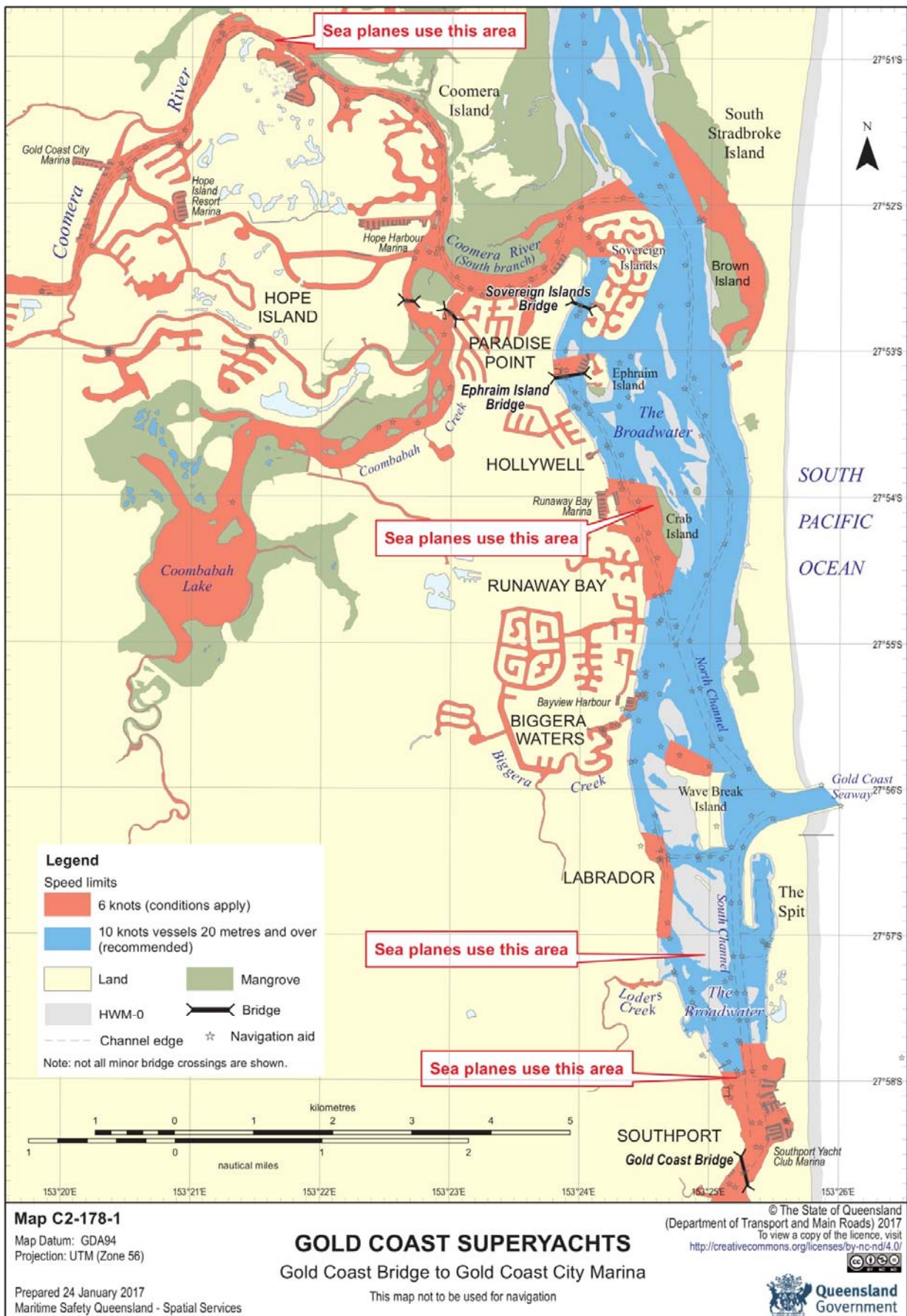


Speed limits

A person must not operate a ship at a speed at which the ship's wash can cause a marine incident or damage to the shoreline.

The Coomera River has a speed limit of six knots for ships eight metres and over in length and the South Channel has a speed limit of six knots commencing immediately north of beacons S11 and S12, south to the Gold Coast Bridge.

The Southport Broadwater and North Channels have a 40 knot limit; however, rules in regard to a ship's wash limit larger ships to manoeuvring speeds only. As a general principle, ships over 20 metres LOA should travel at speeds up to 10 knots within smooth water limits where the speed limit is set at 40 knots.



Pollution

Discharges of oil, noxious liquid substances, sewage and garbage (MARPOL annexes I, II, IV and V) from ships are prohibited in Queensland coastal waters and pilotage areas. Under the *Transport Operations (Marine Pollution) Act 1995* severe penalties apply. MSQ has the authority to detain any ship suspected of causing marine pollution and to intervene where there is imminent danger to the coastline.

Ship-sourced sewage

Sewage is the drainage and other wastes from any form of toilet, urinal or any other waste water when mixed with such drainages. Incorporated within this description, the term sewage includes human faecal wastes. Sewage does not include grey-water (waste water from showers and sinks) unless it is mixed with any of the above. Any sewage discharged from a ship will be either one of the following two categories: treated sewage and untreated sewage.

Ship sewage discharge restriction maps

- Under the provisions of the [Transport Operations \(Marine Pollution\) Act 1995](#) it is an offence to discharge untreated or treated sewage in certain areas throughout the Southport Pilotage Area. Contact the Gold Coast office of MSQ or visit the [MSQ website](#) for more information and maps for guidance.

Pump-out facilities

Locations of possibly suitable sewage pump-out facilities, as at March 2017, on the Gold Coast are provided in Table 1. Superyacht masters are advised to contact the marina's to ensure suitability based on specific ship requirements.

Location	Contact details
Mariners Cove Marina Max length of finger/berth: 120m Max draft: 4.0 m Max holding capacity: N/A	07 5591 2800 Mariners Cove Marina
Runaway Bay Marina Max length of finger/berth: 35m Max draft: 2.5m Max holding capacity: N/A	07 5577 1400 Runaway Bay Marina
Southport Yacht Club Max length of finger/berth: 60m Max draft: 4.5 m Max holding capacity: N/A	07 5591 3500 Southport Yacht Club

Table 1 Pump-out facilities as at March 2017

Garbage

Garbage is hazardous to marine life and all users of the waterways. All boat operators need to manage the use and disposal of all garbage generated on-board correctly. Types of waste that need to be disposed of appropriately include:

- food waste
- paper products
- rags

- glass and bottles
- metal
- crockery
- wire residues
- fishing gear, bait boxes and nets
- wood products
- packaging material
- deck sweepings
- paint scrapings and residues
- all plastics.

If shore facilities are not adequate for the disposal of your garbage, let the marina operator or port authority know. If enough people express concern the facilities may be upgraded.

Oil and chemical pollution

The [*Transport Operations \(Marine Pollution\) Act 1995*](#) is designed to protect Queensland's marine and coastal environment by minimising deliberate and negligent discharges of ship-sourced pollution. Most of the oil and chemicals in our waterways come from refuelling, boat maintenance and bilge discharges. All boat operators need to use and dispose of on-board oil and chemicals correctly and safely.

Clean bilges help reduce pollution. Use absorbents to mop up excess oil or fuel, wash your bilge with biodegradable degreasers or detergents and dispose of any cleaning residue ashore.

If oil does spill into the water, use absorbents to mop it up and let the Harbour Master, marina manager or port authority know so that it can be cleaned up as soon as possible. Do not use dispersants or other cleaning chemicals because they can increase the toxic effects of oil spills.

Reporting

Section 67 of the [*Transport Operations \(Marine Pollution\) Act 1995*](#) requires the master of a ship to report a discharge, or probable discharge, without delay.

Marine pollution incidents are to be reported by submitting a completed [POLREP \(Pollution Report\)](#) form to MSQ. This form ensures the authorities receive appropriate information to enable an effective response. Even minor instances of marine pollution should be reported.

All pollution incidents occurring in the Southport Pilotage Area or waters immediately adjacent are to be reported to the MSQ Gold Coast office by phone on +61 7 5585 1810 or after hours on +61 7 3305 1700.

Ships without telephone communications can contact the Gold Coast Seaway Tower on VHF channels 16 or 73 and ask that a report be passed on to MSQ.

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.

The [Transport Operations \(Marine Safety\) Act 1994](#) requires the ship's 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 on board 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.

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.

Marine incident reporting

A marine incident must be reported to a Shipping Inspector within 48 hours of the incident occurring, unless there is a reasonable excuse. Shipping Inspectors are MSQ Marine Officers, and officers of Queensland Water Police and Queensland Boating and Fisheries Patrol. If you are unable to access one of these officers, [contact an MSQ Regional Office](#). They will advise you what to do next.

The report must be made on the approved [marine incident report form](#) and may be completed with the assistance of a Shipping Inspector to ensure the information is accurate, unbiased and as reliable as possible. These forms are also available from [Department of Transport and Main Roads customer service centres](#), the [MSQ Gold Coast office](#), Queensland Boating and Fisheries Patrol and Water Police offices. This form is used to report all incidents, no matter the type of ship involved.

If the initial report is not made on the approved [marine incident report form](#), the owner or master must make a further report to a Shipping Inspector on 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.

Communications

Notices to Mariners

MSQ publishes Queensland [Notices to Mariners](#) on an as needed basis to warn ship operators of navigation hazards, faulty aids to navigation and or changes to aids to navigation, flare demonstrations, change of channel depths and any other relevant information.

Emergency contacts list

Agency or service	Location	Business hours contact numbers	After hours or emergency contact numbers
Gold Coast Water Police	Main Beach	+61 7 5509 5700	000
Police Command	Broadbeach	+61 7 5581 2800	000
Queensland Fire and Rescue	Southport	+61 7 5583 7513	000
Queensland Ambulance Service	Southport	000	000
Maritime Safety Queensland	Main Beach	+61 7 5585 1810	+61 7 3305 1700
Gold Coast Seaway Tower	The Spit	+61 7 5591 2948	+61 7 5591 2900
Australian Customs	Brisbane	+61 7 3835 3412	+61 7 3835 3135
Australian Quarantine and Inspection Service	Brisbane	1800 803 006	
Australian Maritime Safety Authority (AusSAR)	Canberra	1800 641 792	
Gold Coast Waterways Authority	Main Beach	+61 7 5539 7350	+61 4 0775 2884
Gold Coast City Council	Bundall	+61 7 5581 6000	1800 637 000
Volunteer Marine Rescue	The Spit	+61 7 5532 3417	+61 7 5591 1300

VHF channels

Local volunteer marine rescue (VMR) groups provide 24 hour radio coverage on VHF channel 16, channel 67 and channel 73.

Channel 16	Distress and calling
Channel 67	Secondary distress, weather forecasts and marine safety information
Channel 73	General working

Superyachts operating within the Southport Pilotage Area, must at all times maintain a listening watch on VHF Ch 16.

Call sign	Hours	27 MHz	VHF	HF
VMR Point Danger	24/7	88, 90	16, 22, 67, 73	2182, 2201, 2524, 4125
VMR Currumbin	0530–1200 Mon–Fri 0430–1230 w/e–p/h	88, 91	16, 67, 73	
VMR Southport	24/7	86, 88, 91	16, 22, 67, 73, 82	2182
Coast Guard Southport	24/7	86, 88, 91	16, 21, 22, 67, 73, 81, 82	2182, 2524
Seaway Tower	0500–2200 7 days	86, 88, 91	16, 22, 67, 73, 82	
VMR Jacobs Well	24/7	88, 91	16, 67, 73, 82	2182, 2524
VMR North Stradbroke	0730–1630 w/e–p/h	88, 90	12, 13, 16, 67, 80, 81, 82	

Useful websites

[Airservices Australia](#)

[Australian Bureau of Meteorology](#)

[Australian Customs and Border Protection Service](#)

[Australian Department of Immigration and Citizenship](#)

[Australian Maritime Safety Authority](#)

[Australian Quarantine and Inspection Service \(AQIS\)](#)

[Civil Aviation Safety Authority](#)

[Department of Environment and Heritage Protection](#)

[Department of Transport and Main Roads](#)

[Gold Coast Superyacht](#)

[Gold Coast Waterways Authority \(Department of Transport and Main Roads\)](#)

[Great Southern Route Directory](#)

[Maritime Safety Queensland](#)

[Notices to Mariners](#)

[QLD Maritime Acts and Regulations](#)

[Southport Port Procedures and Information for Shipping Manual](#)

[Superyacht Base Australia](#)

[Superyacht Services Queensland](#)

[Tourism Australia - Home](#)

[Tourism and Events Queensland](#)

[Transport Infrastructure \(Waterways Management\) Regulation 2012](#)

Protected animals and habitat

The [Moreton Bay Marine Park](#) is situated to the north of the Gold Coast Seaway. The habitats found in the marine park and other State coastal waters around the Gold Coast support a diversity of marine fauna and flora including more than 1000 species of fish, that share the waters with six of the world's seven species of marine turtles and several threatened species such as grey nurse sharks and dugong. These waters are also important for other marine mammals such as humpback whales and dolphins.

Boating is largely unrestricted in the marine park, however boat operators must:

- adhere to rules in go slow and no anchoring areas (see designated areas)
- ensure they do not unreasonably disturb shorebirds anywhere in the marine park
- not discharge any waste, including treated or untreated sewage in marine national park (green) zones.

Time limits apply on anchoring in the marine park - anchoring more than 14 consecutive days, or more than 30 days in any period of 60 days, in one area requires a [Permit](#). A two hour time limit applies to public moorings in the marine park. Where there are no approved moorings anchoring limits apply to prevent damage to sea grass, coral and bottom-dwelling animals and to manage pollution and ship numbers.

- A permit is required to anchor for more than 14 consecutive days in one area, or for more than 30 days in any period of 60 days.
- A time limit does not apply if a ship is moved during the period and anchored at least one nautical mile from the area.
- A ship cannot navigate in the marine park for more than 120 days in any one period of 12 months unless it is a ship that is transferring passengers or vehicles in the marine park, moored in a designated mooring area, or navigating under a permit.

Approach distances and directions for marine mammals

The following are only some of the regulations which protect and conserve whales from disturbance and harm. The [Department of Environment and Heritage Protection website](#) explains in detail the obligations of vessel, operators around marine mammals.

A person in control of a boat must not:

- bring the boat any closer than 100m of a whale or 50m of a dolphin
- bring the boat any closer than 300m of a whale or 150m of a dolphin if:
 - three or more boats are already closer than 300m to a whale or 150m of a dolphin
 - the boat is moving in a similar direction to or behind a whale or dolphin
 - the boat is moving at more than six knots and/or creating a “wake”
- bring the boat to a position that would cause a whale to come closer than 100m, or a dolphin closer than 50m, to the boat if the animal continued in its direction of travel
- if a whale surfaces closer than 100m, or a dolphin closer than 50m, to the boat—move the boat at more than 6 knots, “no wake” until the whale has moved at least 300m, or the dolphin 150m, away from the boat
- move or operate the boat in a way that causes the whale or dolphin to alter its direction or speed of travel or its behaviour
- bring the boat between members of a pod of whales or dolphins.

(“Wake” for this purpose means a wave created by the movement of the vessel that crests and breaks.)

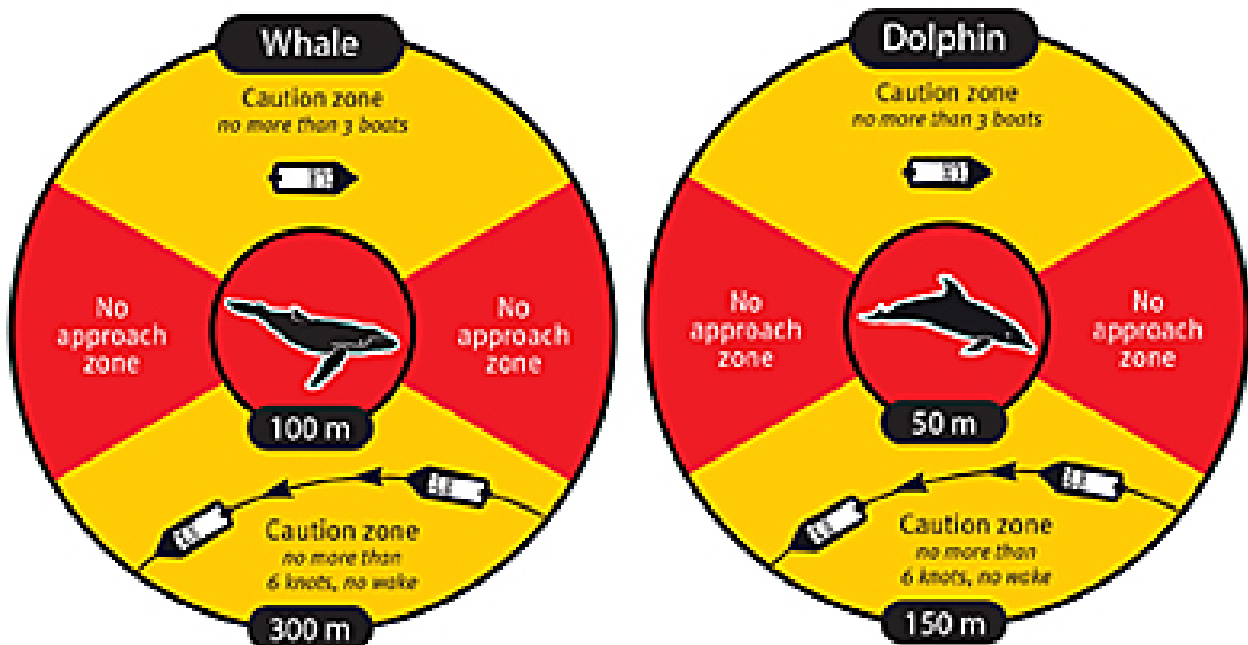
A person in charge of a vessel must not divide, restrict the path, or cause a change of direction of travel of a pod of whales, dolphins or dugongs.

A person using a personal watercraft, hovercraft or motorised diving aids must not bring it any closer than 300m to a whale or dolphin.

A person in water must not move any closer than 100m to a whale and 50m of a dolphin.

A person must not enter water closer than 100m to a whale and 50m of a dolphin.

A person in charge of a vessel must slowly withdraw their vessel from the caution zone if a marine mammal shows signs of distress.



(Department of the Environment and Heritage Protection, 2013)

A person in control of a helicopter must not bring it any closer to a whale than 1km or an altitude of 2000ft.

A person must not do any of the following to a marine mammal in the wild.

- deposit rubbish near a marine mammal
- make a noise that is likely to disturb a marine mammal
- make a noise that is likely to attract a marine mammal
- intentionally feed a marine mammal
- touch a marine mammal.

Action if a marine mammal approaches

Unlike the situation when a whale approaches your boat (and you are required to slow down or withdraw), if a dolphin approaches your boat you can continue travelling as long as any change to speed or direction of travel is done gradually, so that it doesn't disturb or harm the dolphin. You can also slow down or stop to watch the dolphin.

Thank you for visiting the Gold Coast. We hope you enjoy the experience and return soon.

Your Notes: