

Standard for Cruise Ship Navigation

Hervey Bay to Kingfisher Bay Resort

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Document control options

Departmental approvals

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

Date	Name	Position	Action required (Review/endorse/approve)	Due
30/08/17	J. FALLON	RHM Gladstone	Approve	

Contents

1.	General	1
2.	Requirements	2
2.1	Risk Assessment	2
2.2	'Competent Person'	2
2.3	Electronic Chart System (ECS)	2
2.4	VTS Reporting	2
2.5	Minimum UKC	3
	Appendix A – Maryborough Pilotage Area	4
	Appendix B – Hervey Bay to Kingfisher Bay Passage Plan	5

1. General

This Standard applies to all ships over 50m LOA entering and departing Kingfisher Bay via Hervey Bay. The aim of this Standard is to ensure the safe navigation of ships in this restricted waterway. While this shipping lane is not within a Compulsory Pilotage Area, it is located within the Maryborough Pilotage Area and the following requirements in Section 2 are mandatory. Upgraded aids to navigation have recently been installed to assist arrivals and departures and to permit access during hours of darkness (refer to chartlet at Appendix B).

Nothing in this Standard is to be read to conflict with any State or Commonwealth laws. In the event of any conflict, State and Commonwealth law prevail over this Standard to the extent of the inconsistency.

Master of all ships are to be familiar with, and comply with the requirements of the:

- *Transport Operations (Marine Safety) Act 1994*;
<https://www.legislation.qld.gov.au/view/pdf/inforce/current/act-1994-014>
- *Transport Operations (Marine Safety) Regulation 2016*;
<https://www.legislation.qld.gov.au/view/pdf/inforce/current/sl-2016-0154>
- *Transport Operations (Marine Pollution) Act 1995*;
<https://www.legislation.qld.gov.au/view/whole/pdf/inforce/current/act-1995-002>
- *Transport Operations (Marine Pollution) Regulation 2008*;
<https://www.legislation.qld.gov.au/view/pdf/inforce/current/sl-2008-0254>
- *Navigation Act 2012 (Cth)*;
<http://www.comlaw.gov.au/Details/C2014C00430>
- *International Regulations for Prevention of Collisions at Sea 1972 (COLREGs)*
<http://www.comlaw.gov.au/Details/F2009L03712>

2. Requirements

2.1 Risk Assessment

A formal risk assessment documenting all risks and control measures associated with entering and departing Kingfisher Bay via Hervey Bay is to be submitted by the master and provided to the Regional Harbour Master (RHM) Gladstone for consideration and comment. Refer to Appendix A for Passage Plan.

2.2 'Competent Person'

Vessels greater than 50m operating in a Compulsory Pilotage Area, including tug and tow combinations with total combined ship length greater than 50m, require the services of a pilot OR, the master must be a pilot exempt master. While these waters are not a Compulsory Pilotage Area, they are a designated Pilotage Area (Appendix A) and transiting them in a large vessel presents risks due primarily to the shoaling at the Urangan Bar. For this reason, Maritime Safety Queensland (MSQ) require that the services of a 'competent person', with recognised training, navigational skills and local area knowledge, be engaged to assist the Masters of all vessels over 50m LOA operating in this channel

The approval of competent persons will be in writing and at the discretion of the RHM Gladstone after sufficient observations and mentored and check trips, the number of which is deemed appropriate by the RHM Gladstone.

Note that this competent person is NOT acting in the capacity of a licensed marine pilot under the *Transport Operations (Marine Safety) Act 1994*.

2.3 Electronic Chart System (ECS)

Ship masters must ensure they use the latest edition charts and that the datum of the charts used by the ECS and the electronic position fixing system used by the AIS transceiver are both set to WGS-84. Automatic Identification System (AIS) and Electronic Chart Systems (ECS) are to be utilised to enhance situational awareness and aid collision avoidance. The performance and effectiveness of AIS and ECS as aids to masters and VTS operators is heavily dependent on the correct configuration and operation of these units. The equipment prescribed in this Standard is to improve situational awareness and collision avoidance and does not replace navigational equipment mandated by relevant state, national, or international legislation.

2.4 VTS Reporting

The waters of Hervey Bay are covered by the Maryborough Pilotage Area. As such, Section 171 of the *Transport Operations (Marine Safety) Regulation 2016* requires:

171 Entering pilotage area

The master of a ship that is underway and entering, or about to enter, a pilotage area must report to the area VTS by VHF radio the following particulars for the ship -

- (a) the ship's name;
- (b) the ship's position with reference to the closest aid to navigation;
- (c) the place in the pilotage area to which the ship is navigating;
- (d) the name and quantity of all dangerous cargo (if any) the ship is carrying;

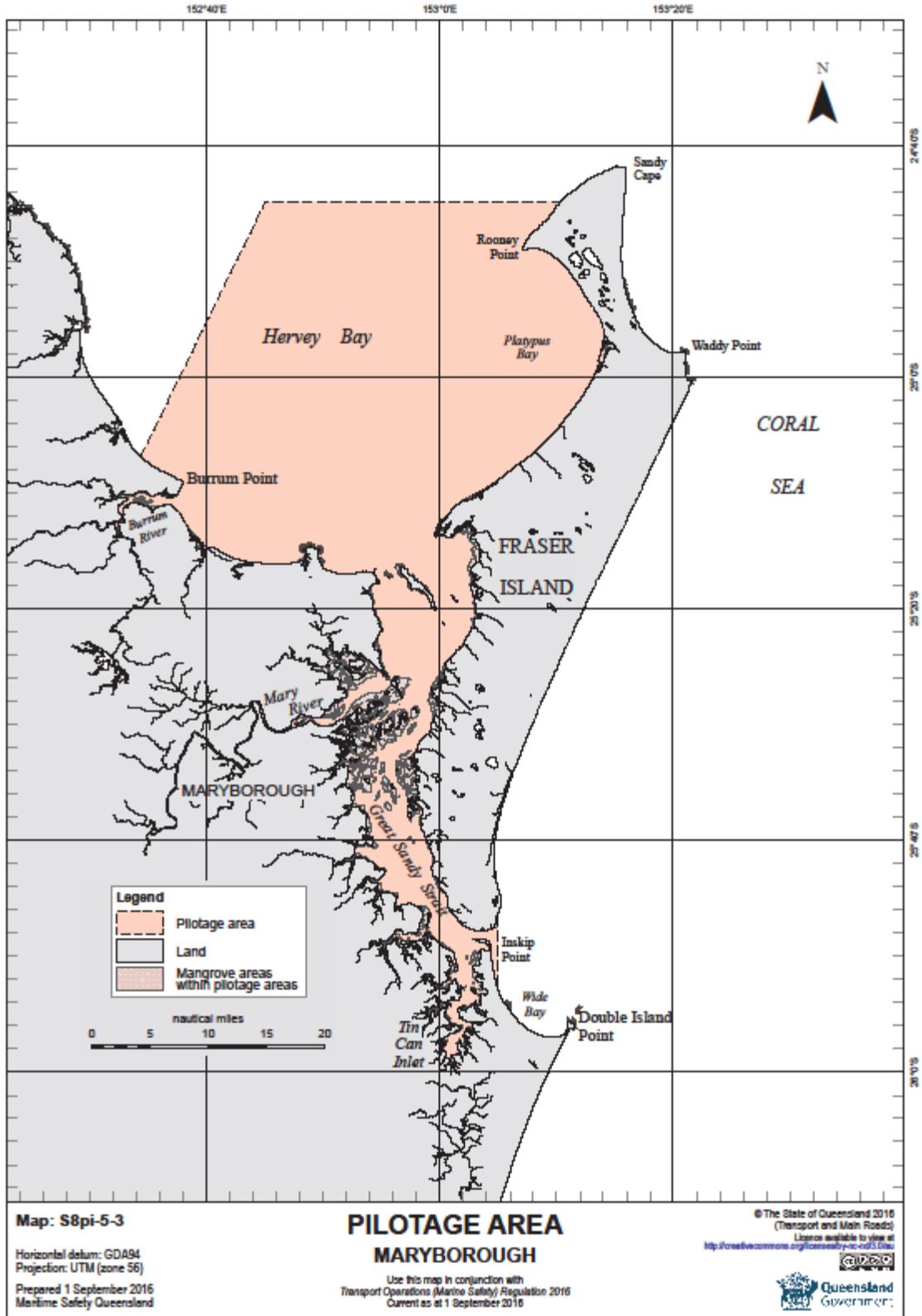
- (e) details of damage to, and defects and deficiencies in, the ship that could affect the safety of the ship, a person or the environment;
- (f) if requested by a harbour master for the pilotage area -
 - (i) the ship's draught fore and aft; and
 - (ii) the expected arrival time of the ship at the place to which the ship is navigating.

Maximum penalty - 100 penalty units.

2.5 Minimum UKC

The minimum acceptable UKC for vessels over 50 metres LOA operating in the Maryborough Pilotage Area is 10% of the vessels deepest draft at the time of the passage.

Appendix A – Maryborough Pilotage Area



Appendix B – Hervey Bay to Kingfisher Bay Passage Plan

