SAILING DIRECTIONS CORRECTIONS

PUB 127 6 Ed 2000 LAST NM 11/02

Page 137—Table; replace with below:

New table titled **"PILOT CONTACTS"** from back of this Subsection.

(Aus Annual Notice No. 22A of 2002) 13/02

Page 138—Line 43/L; insert after:

c. ships engaged in towing or pushing where the towing or pushing vessel or the towed or pushed vessel is a vessel prescribed within the categories in paragraphs "a" or "b" or where the length of the tow, measured from the stern of the towing vessel to the after end of the tow, exceeds 150m.

(Aus Annual Notice No. 22A of 2002) 13/02

Page 138—Line 7/R; insert after:

Purpose.—The purpose of the SRS is to enhance navigational safety, thereby minimizing the risk of a maritime accident and consequental pollution and major damage to the marine environment. The areas covered by the SRS are internationally recognized as being of outstanding environmental and social importance.

(Aus Annual Notice No. 22A of 2002) 13/02

Page 138—Lines 41 to 43/R; read:

Information required in REEFREP.—Alphabetical listings refer to IMO message format fields:

Field	Meaning
A	Name, call sign, and IMO/Lloyd's number.
C	Name of Mandatory Reporting Point (MRP) at which they are reporting or the position in latitude and longitude if not at or in the vicinity of an MRP.
E	Name of next MRP or course if not tracking between MRPs.
F	ETA and next MRP or speed.
J	Whether Coastal Pilot on board ("Yes" or "No") and Pilot details.
L	Name of final MRP at which ship is expected to leave the SRS Area.
O	Draft.
P	Type of cargo being carried and whether it is classed as hazardous ("Yes" or "No").
Q	Any damage, defects, deficiencies, or other limitations affecting the ship when it enters the SRS Area or which arise while the ship is in the area.
R	In the event of a Dangerous Goods (DG) incident, a Harmful Substances (HS) incident, or Marine Pollutants (MP) incident, the ship is required to report details.
U	Ship details comprising ship type, length, and gross tonnage.
X	Any additional information considered relavent to navigational safety in the SRS Area.

AUSREP/REEFREP Interface.—A two-way data

(Aus Annual Notice No. 22A of 2002) 13/02

Page 139—Line 25/L; insert after:

Communications.—Ships reporting into the SRS are to use voice on VHF channels 5, 18, or 19 with REEFCENTRE.

Masters who are concerned as to the security of providing cargo details over VHF can provide this information separately from the voice message by other means, such as telephone, prior to the first REEFREP report if so desired.

When, for any reason, communication is not possible, ships are to pass the required report in a timely manner by alternative means employing one of the following methods:

a. INMARSAT-C, through Perth LES, using special access code (SAC) 43.

b. HF radio through any Australian Coast Radio Station.

c. INMARSAT-A, B or M.

d. Commercial VHF coastal network.

e. Telephone: 61 (0)7 4956 3581.

f. Facsimile: 61 (0)7 4956 3367.

g. Telex: AA 46483.

(Aus Annual Notice No. 22A of 2002) 13/02

Page 151—Line 31/L to Line 36/R; read:

7.34 The port of Townsville, the principal port in northern Queensland, includes all of Cleveland Bay as well as Magnetic Island. The port is relatively small but remains fairly busy, with a rather high volume of merchant traffic. The harbor for the port is located at the city of Townsville, on the SW side of Cleveland Bay, about 11.5 miles WSW of Cape Cleveland. The main approach is made through Cleveland Bay from the NE, but light draft vessels from the N may use West Channel.

Winds—Weather.—The climate is dry and tropical. The region has a high summer rainfall, with an average annual total of 1,134mm. July is the coolest month, with an average temperature of 20 ˚C, while January is the warmest month, with an average temperature of 28˚ C.

Tides—Currents.—The tidal rise at the wharves is 2.9m at MHWS, and 1.9m at MHWN. The currents in the vicinity do not appear to be a hindrance. Flood currents generally run WSW, in the direction of Palm Passage, shifting to the S between Magnetic Island and the Great Barrier Reef. Ebb

currents flow opposite, running N to Palm Passage, then turning ENE through the passage. During the flood tide, it has been reported that there is a strong set to the W upon exiting the Eastern Breakwater.

Depths—Limitations.—Sea Reach Channel, the first leg of the approach fairway, is entered 0.7 mile SE of Bremner Point. Platypus Channel only allows traffic in one direction at a time. Both Sea Reach Channel and Platypus Channel are extremely well marked with large channel markers. The deepest water lies in the centers of the channels and therefore critical for deep draft vessels to use the fixed ranges (leads) to keep within the center of the channels.

Approach depths (2001) are, as follows:

Sea Reach Channel	11.7m
Platypus Channel	11.7m
Outer Harbor Arrival Channel	8.2m
Outer Harbor Departure Channel	11.6m

West Channel, which lies between the shore bank extending NE and NNW from Cape Pallarenda and the dangers fringing the SW side of Magnetic Island, trends SE into Cleveland Bay. The channel is about 1.2 miles wide between these dangers. Middle Reef, marked by lighted beacons, lies about in the middle of the inner end of this channel. The channel has depths of 3.6 to 6.1m and is suitable only for shallow-draft vessels. It should not be used at night without local knowledge.

Ross River Channel, which runs parallel to the W breakwater, trends SW from the harbor entrance and over a rocky bar into the mouth of Ross Creek. The channel is marked, and had a least depth of 1.4m in 2001. After heavy rains, a considerable amount of silt may be deposited in this channel.

The harbor complex offers nine berths, with the facilities to handle a variety of cargo types.

Townsville Port Facilities (December 2001)

Berth	Length	Depth	Max. Length	Remarks
1	250m	12.1m	238m	Outer end of E breakwater. Bulk petroleum products.
2	281m	12.1m	238m	General cargo.
3	283m	11.6m	238m	Containers and ro-ro.
4	220m	10.6m	238m	Ro-ro. Molasses.
6	122m	—	—	Condemned. Not in use.
7	183m	11.2m	195m	West side of E pier. Bulk ores.
8	213m	10.2m	220m	East side of W pier. Freezer.
9	230m	12.2m	228m	West side of W pier. Bulk sugar.
10	160m	9.7m	152m	Ro-ro.
11	240m	12.1m	195m	Bulk ores.

Note.—The following underkeel clearances are required:

1. All vessel movements—0.9m.
2. Alongside all berths—0.6m.

(PUBS 005, 006/2002) 13/02

PILOT CONTACTS	
Brisbane Head Office	
Fax:	61(0)7 3262 5633
Telephone:	61(0)7 3262 4600
E-mail:	arp@powerup.com.au
Internet:	http://www.4BTorres.com.au
Mackay Pilot Station	
Fax:	61(0)7 4953 0736
Telephone:	61(0)7 4957 4877
E-mail:	hydropil@tpgi.com.au
Cairns Pilot Station	
Fax:	61(0)7 4055 7828
Telephone:	61(0)7 4055 8311
Thursday Island Pilot Station	
Fax:	61(0)7 4055 1812
Telephone:	61(0)7 4055 1570
Note.—The VHF call sign for all of the above is REEFPILOTS.	