

AMSA REGULATORY CONSULTATION

Draft *Marine Order 63 (Vessel reporting systems) 2019* is open for consultation until 30 September 2019.

We invite you to make your comments on this draft Marine Order by using the AMSA Maritime Regulation Database at <http://vcbrintra01/MORreview/MarineOrder/ConsultationIndex?viewType=NavigationalActView>

Who does this Order apply to?

Marine Order 63 sets out the reporting requirements for vessels travelling within Australian designated reporting areas. These are the Modernised Australian Ship Tracking and Reporting System (MASTREP) area and the REEFREP area, which encompasses the Great Barrier Reef and Torres Strait. Within the MASTREP area, the order applies to regulated Australian vessels, and foreign vessels from arrival at their first port in Australia until departure from their final port in Australia. Domestic commercial vessels are encouraged to participate in the system. Within the REEFREP area, the Order applies to vessels 50 metres or more in overall length; all oil tankers, liquefied gas carriers and chemical tankers; vessels involved in towing or pushing one of these vessels; and vessels involved in a towing or pushing operation when the overall length of the tow is 150 metres or more.

What are the key changes?

- The International Maritime Organisation's Maritime Safety Committee, at its 99th session (MSC 99), adopted resolution MSC.436(99), ending Inmarsat's monopoly on the provision of mobile satellite services within the Global Maritime Distress and Safety System (GMDSS). Although Inmarsat is currently the only provider in NAVAREA X, Iridium Communications Inc. has also been acknowledged as having met all of the criteria needed to provide services. It is expected that Iridium GMDSS and Maritime Safety Information (MSI) services will become available with full operating capability within the next three years. Amendments to Chapter IV of SOLAS and consequently, this Marine Order, will replace references to Inmarsat, where appropriate, with 'recognised mobile satellite service' to give effect to MSC.436(99) as of 1 January 2020.
- Consistent with current practice and a desire to reduce the burden on vessel masters, the mandatory reporting requirements have been simplified by removing the designated Mandatory Reporting Points in the REEFREP area. Following the implementation of AIS as the primary source of position reporting in the area, they are no longer required operationally. Position reports must now be sent automatically, using AIS.
- The Pre-Entry Report, prescribed in Schedule 4, is renamed the Entry Report. Consequential amendments to the Order are made where necessary, including a revision of the information required in each report prescribed.

Commencement

It is intended that these amendments are made to the current Order with effect from **1 January 2020**.

The table below compares the current *Marine Order 63 (Vessel reporting systems) 2015* and draft *Marine Order 63 (Vessel reporting systems) 2019* proposed to replace it.

Existing text of <i>Marine Order 63 (Vessel reporting systems) 2015</i>	New text of draft <i>Marine Order 63 (Vessel reporting systems) Order 2019</i>	Notes on changes
<p>4 Definitions</p> <p>INF Code has the same meaning as in Regulation 14 of Chapter VII of the Safety Convention.</p>	<p>INF Code has the same meaning as in Regulation 14 of Chapter VII of SOLAS.</p> <p>recognised mobile satellite service means any service which operates through a satellite system that is for use in the Global Maritime Distress and Safety System (GMDSS) and recognised by the IMO.</p>	<p>Reference to SOLAS rather than the Safety Convention aligns with other Marine Orders.</p> <p>The definition of near has been omitted, as it related to entry/Exit points, which have been removed.</p> <p>New definition, in accordance with IMO resolution MSC.436(99) – <i>Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended</i>.</p>
<p>6 Application</p> <p>(2) This Order applies to the following kinds of vessel in the REEFREP area:</p> <p>(a) a vessel with a length overall of at least 50 metres;</p> <p>(b) an oil tanker;</p> <p>(c) a chemical tanker;</p> <p>(d) a vessel carrying at least 200 m³ of oil, whether the oil is cargo or for use by the vessel;</p> <p>(e) a vessel to which the INF Code applies;</p> <p>(f) a vessel engaged in towing or pushing;</p> <p>(i) if it or the vessel being towed or pushed is a vessel mentioned in paragraph (a), (b), (c), (d) or (e); or</p> <p>(ii) if the length of the tow is at least 150 metres.</p>	<p>6 Application</p> <p>(2) This Order applies to the following kinds of vessel that are in, or in the process of entering, the REEFREP area:</p> <p>(a) a vessel that is 50 metres or longer in length overall;</p> <p>(b) an oil tanker;</p> <p>(c) a chemical tanker;</p> <p>(d) a vessel carrying at least 200 m³ of oil, whether the oil is cargo or for use by the vessel;</p> <p>(e) a vessel to which the INF Code applies;</p> <p>(f) a vessel engaged in towing or pushing if;</p> <p>(i) it or the vessel being towed or pushed is a vessel mentioned in paragraph (a), (b), (c), (d) or (e); or</p> <p>(ii) the length of tow is 150 metres or longer.</p>	<p>Text amended to align with the Navigation Act.</p>
	<p>Division 2 Reporting requirements and other matters</p>	<p>New section heading.</p> <p>No change to text at sections 7, 8 and 9.</p>

<p>Schedule 3 reports for vessels in MASTREP area</p> <p>Position report</p> <p>1 Information to be included in position report</p> <p>A position report must include the following information about the vessel:</p> <ul style="list-style-type: none"> (a) identity; (b) type; (c) position; (d) course; (e) speed; (f) navigational status; (g) any safety related information. <p><i>Note</i> Regulation 19.2.4 of Chapter V of SOLAS requires AIS to provide this information.</p> <p>2 Position report to be transmitted by AIS</p> <p>(1) A position report must be transmitted by AIS.</p> <p>(2) The AIS must be operated in accordance with Regulation 19.2.4.7 of Chapter V of SOLAS.</p> <p><i>Note</i> Regulation 19.2.4.7 of Chapter V of SOLAS provides that AIS must be operated taking into account guidelines adopted by the IMO. Relevant guidelines are the <i>Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS)</i>, adopted by IMO Resolution A.1106(29), as amended from time to time.</p>	<p>Schedule 3 reports for vessels in MASTREP area</p> <p>Position report</p> <p>1 Information to be included in position report</p> <p>A position report must include the following information about the vessel:</p> <ul style="list-style-type: none"> (a) identity; (b) type; (c) position; (d) course; (e) speed; (f) navigational status; <p><i>Note</i> Regulation 19.2.4 of Chapter V of SOLAS requires AIS to provide this information.</p> <p>2 Position report to be transmitted by AIS</p> <p>(1) A position report must be transmitted by AIS.</p> <p>(2) The AIS must be operated in accordance with Regulation 19.2.4.7 of Chapter V of SOLAS.</p> <p><i>Note</i> Regulation 19.2.4.7 of Chapter V of SOLAS provides that AIS must be operated taking into account guidelines adopted by the IMO. Relevant guidelines are the <i>Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS)</i>, adopted by IMO Resolution A.1106(29), as amended from time to time.</p> <p>(3) However, if the AIS malfunctions or the master of the vessel switches off the AIS for any safety or security reason, the position report must:</p> <ul style="list-style-type: none"> (a) be given manually by: <ul style="list-style-type: none"> (i) VHF Radiotelephone on VHF channels in accordance with the vessel's position and as mentioned in the table to subclause 6(1) of Schedule 4; or (ii) any other means of communication requested by JRCC Australia; and (b) be given hourly or as required by JRCC Australia; and (c) include the following information: 	<p>The requirement for (g) any safety related information has been removed as this is not information that would be routinely broadcast with an AIS position report.</p> <p>Revised provision for reporting requirements in the event of AIS malfunction or deactivation.</p>
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	<ul style="list-style-type: none"> (i) vessel, name, call sign and IMO number; (ii) date and time (in UTC); (iii) current position (latitude and longitude); (iv) speed (vessel's anticipated average speed in knots and tenths of a knot). 	
<p>Schedule 4 Reports for vessels in the REEFREP area</p> <p>1 Pre-Entry Report</p> <p>(1) A Pre-Entry Report must be made at least 1 hour before a vessel:</p> <ul style="list-style-type: none"> (a) enters the REEFREP area; or (b) departs from a port in the REEFREP area. <p>(2) The following information, in the order shown, must be given in the Pre-Entry Report:</p> <ul style="list-style-type: none"> (a) vessel name, call sign and IMO number; (b) if near an Entry/Exit Point when entering the REEFREP area — the name of the Entry/Exit Point and time (in UTC); (c) if not near an Entry/Exit Point — the position (latitude and longitude) and time (in UTC) at the position of vessel's entry to the REEFREP area; (d) if departing from a port in the REEFREP area — name of the port of departure and estimated time (in UTC) of vessel's arrival at a position near the Entry/Exit Point; (e) the last port visited, the next port to be visited and the route being used; (f) speed (vessel's anticipated average speed until next report, in knots and tenths of a knot) or estimated time of arrival (ETA) at next Entry/Exit Point; (g) draught fore, aft and midships (in metres and decimals of metres); (h) name of anticipated final Entry/Exit Point if vessel is near the Entry/Exit Point when exiting the REEFREP area, or position (latitude and longitude) of anticipated exit from the REEFREP area if not exiting near an Entry/Exit Point; 	<p>Schedule 4 Reports for vessels in the REEFREP area</p> <p>1 Entry Report</p> <p>(1) An Entry Report must be made at least 1 hour before a vessel:</p> <ul style="list-style-type: none"> (a) enters the REEFREP area; or (b) departs from a port in the REEFREP area. <p>(2) The following information must be given in the Entry Report:</p> <ul style="list-style-type: none"> (a) vessel name, call sign and IMO number; (b) date and time (in UTC); (c) current position (latitude and longitude); (d) date and estimated time (in UTC) of vessel's entry to the REEFREP area; (e) the last port visited, the next port to be visited and the route being used; (f) speed (vessel's anticipated average speed in knots and tenths of a knot); (g) draught fore and aft (in metres and decimals of metres); (h) position (latitude and longitude) of anticipated exit from the REEFREP area; (i) if the vessel is fitted with recognised mobile satellite service equipment — the primary satellite equipment mobile number, manufacturer and model; (j) the vessel's satellite phone number; (k) cargo information including normal name of the cargo and 	<p>The Pre-Entry Report is renamed Entry Report.</p> <p>Entry/Exit points are no longer prescribed for the REEFREP area, and have been removed from reporting requirements.</p> <p>Reporting content has been revised to take into account operational practice and AIS capability. Consequential amendments throughout the Schedule.</p> <p>Requirement for midships draught has been removed.</p>

<p>(i) if the vessel is fitted with Inmarsat C equipment — the primary Inmarsat C terminal details consisting of Inmarsat Mobile Number (IMN), manufacturer and model;</p> <p>(j) the vessel’s satellite phone number;</p> <p>(k) cargo information including normal name of the cargo and whether cargo is classified as hazardous;</p> <p>(l) any of the matters required to be reported in accordance with clause 4;</p> <p>(m) vessel details including vessel type, length (metres) and gross tonnage;</p> <p>(n) other information for the navigational safety of shipping in the REEFREP area.</p> <p>(3) For paragraph (2)(e):</p> <p>(a) a standard route plan must be nominated; and</p> <p>(b) any planned deviation from the standard route must be identified.</p> <p><i>Note</i> Standard route plans are set out in the REEFVTS User Guide available at the AMSA website: http://www.amsa.gov.au and the Maritime Safety Queensland website: http://www.msg.qld.gov.au/Shipping. Standard route plans have been developed to enable vessels to communicate their intended route through the REEFREP area. They are based on Entry/Exit Points and vessel draught.</p> <p>2 Route Deviation Report</p> <p>(1) If there is a deviation from the route mentioned in the Pre-Entry Report, a Route Deviation Report must be made to REEFVTS within 15 minutes after the deviation takes place.</p> <p><i>Note</i> The Route Deviation Report should be made before the deviation occurs, if possible.</p> <p>(2) The Route Deviation Report must contain the information mentioned in paragraphs 1(2)(a) to (g).</p> <p>(3) For paragraph 221(2)(e) of the Navigation Act, a deviation occurs if a vessel uses a leg that is different to a leg of the route stated in the Pre-Entry Report.</p>	<p>whether cargo is classified as hazardous;</p> <p>(l) any of the matters required to be reported in accordance with clause 4;</p> <p>(m) vessel details including vessel type, length (metres) and gross tonnage.</p> <p>(3) For paragraph 2(e):</p> <p>(a) a standard route plan must be nominated; and</p> <p>(b) any planned deviation from the standard route must be identified.</p> <p><i>Note</i> Standard route plans are set out in the REEFVTS User Guide available at the Maritime Safety Queensland website: http://www.msg.qld.gov.au/Shipping. Standard route plans have been developed to enable vessels to communicate their intended route through the REEFREP area.</p> <p>2 Route Deviation Report</p> <p>(1) If there is a deviation from the route mentioned in the Entry Report, a Route Deviation Report must be made to REEFVTS within 15 minutes after the deviation takes place.</p> <p><i>Note</i> The Route Deviation Report should be made before the deviation occurs, if possible.</p> <p>(2) The Route Deviation Report must contain the following information:</p> <p>(a) vessel name, call sign and IMO number;</p> <p>(b) date and time (in UTC);</p> <p>(c) next port to be visited and route being used;</p> <p>(d) draught fore and aft (in metres and decimals of metres).</p> <p>(3) For paragraph 221(2)(e) of the Navigation Act, a deviation occurs if a vessel uses a leg that is different to a leg of the route stated in the Entry Report.</p>	<p>Note revised to omit reference to Entry/Exit points.</p> <p>Deviation Report requirements have been simplified and specified.</p>
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3 Intermediate Position Reports

Note Intermediate Position Reports are also known as En Route position Reports.

(1) If a vessel is transiting the REEFREP area, Intermediate Position Reports must be given to REEFVTS.

(2) Intermediate Position Reports may be given automatically using:

- (a) AIS; or
- (b) Inmarsat C.

(3) If AIS is used, the AIS must be operated in accordance with Regulation 19.2.4.7 of Chapter V of SOLAS.

Note Regulation 19.2.4.7 of Chapter V of SOLAS provides that AIS must be operated taking into account guidelines adopted by the IMO. Relevant guidelines are mentioned in Schedule 3.

(4) If Inmarsat C is used and the vessel is fitted with an Inmarsat C terminal that does not support remote programming, the master of the vessel must program the terminal on board so that Intermediate Position Reports are sent automatically.

Note Instructions for programming terminals that do not support remote programming can be obtained from REEFVTS. For vessels with Inmarsat C terminals that support remote programming, REEFVTS will normally carry this out remotely without any action required by seafarers on the vessel.

(5) If Intermediate Position Reports are not given automatically, they must:

- (a) be given manually by:
 - (i) VHF Radiotelephone on VHF channels in accordance with the vessel's position and as mentioned in the table to subclause 6(1); or
 - (ii) any other means of communication required by REEFVTS; and
- (b) be given hourly or as required by REEFVTS; and

3 Position Reports

(1) If a vessel is transiting the REEFREP area, Position Reports must be given to REEFVTS.

(2) Position Reports must be given using AIS in accordance with Regulation 19.2.4.7 of Chapter V of SOLAS.

Note Regulation 19.2.4.7 of Chapter V of SOLAS provides that AIS must be operated taking into account guidelines adopted by the IMO. Relevant guidelines are mentioned in Schedule 3.

(3) The following information must be given in the Position Report:

(a) vessel name, call sign and IMO number;

(b) vessel type;

(c) current position (latitude and longitude);

(d) course;

(e) speed (vessel's anticipated average speed in knots and tenths of a knot);

(f) navigational status.

(4) However, if the AIS malfunctions or the master of the vessel switches off the AIS for any safety or security reason, the position report must:

- (a) be given manually by:
 - (i) VHF Radiotelephone on VHF channels in accordance with the vessel's position and as mentioned in the table to subclause 6(1); or
 - (ii) any other means of communication requested by REEFVTS; and
- (b) be given hourly or as required by REEFVTS; and
- (c) include the following information:

Intermediate Position Report renamed Position Report.

Position Reports must now be sent automatically, using AIS.

Revised provision for reporting requirements in the event of AIS malfunction or deactivation.

<p>(c) include the following information:</p> <ul style="list-style-type: none"> (i) vessel name, call sign and IMO number; (ii) date and time (in UTC); (iii) latitude and longitude of the vessel; (iv) speed (vessel's anticipated average speed in knots and tenths of a knot). <p>4 Defect Report</p> <p>(1) A Defect Report that includes the information mentioned in subclause (2) must be given to REEFVTS if a vessel in the REEFREP area:</p> <ul style="list-style-type: none"> (a) suffers damage, failure or breakdown affecting the safety of the vessel; or (b) deviates because of damage, failure or breakdown; or (c) is required, under the Navigation Act or the <i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i>, to report: <ul style="list-style-type: none"> (i) safety related information; or (ii) an incident involving dangerous goods, harmful substances or marine pollutants. <p>(2) The information is the following:</p> <ul style="list-style-type: none"> (a) vessel name, call sign and IMO number; (b) position (latitude and longitude) and time of reporting (in UTC); (c) course; (d) speed (vessel's anticipated average speed until next report, in knots and tenths of a knot); (e) description and details of any damage, failure or breakdown suffered, including: <ul style="list-style-type: none"> (i) collision, grounding, fire, explosion, structural failure, flooding or cargo shifting; and (ii) failure or breakdown of steering gear, propulsion plant, electrical generating system or essential shipborne navigational aids; 	<ul style="list-style-type: none"> (i) vessel name, call sign and IMO number; (ii) date and time (in UTC); (iii) current position (latitude and longitude); (iv) speed (vessel's anticipated average speed in knots and tenths of a knot). <p>Note See subparagraph 4(2)(d)(ii) for defect reporting requirements if AIS malfunctions.</p> <p>4 Defect Report</p> <p>(1) A Defect Report that includes the information mentioned in subclause (2) must be given to REEFVTS if a vessel in the REEFREP area:</p> <ul style="list-style-type: none"> (a) suffers damage, failure or breakdown affecting the safety of the vessel; or (b) deviates because of damage, failure or breakdown; or (c) is required, under the Navigation Act or the <i>Protection of the Sea (Prevention of Pollution from Ships) Act 1983</i>, to report: <ul style="list-style-type: none"> (i) safety related information; or (ii) an incident involving dangerous goods, harmful substances or marine pollutants. <p>(2) The information is the following:</p> <ul style="list-style-type: none"> (a) vessel name, call sign and IMO number; (b) current position (latitude and longitude) and date and time (in UTC); (c) speed (vessel's anticipated average speed until next report, in knots and tenths of a knot); (d) description and details of any damage, failure or breakdown suffered, including: <ul style="list-style-type: none"> (i) collision, grounding, fire, explosion, structural failure, flooding or cargo shifting; and 	<p>A malfunction of the AIS is considered a defect.</p>
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<p>(f) details, using recognised IMO reporting formats, of:</p> <p>(i) safety messages including on matters such as navigational safety, abnormal weather or unserviceable aids to navigation; and</p> <p>(ii) incident reports involving dangerous goods, harmful substances or marine pollutants.</p> <p><i>Note</i> Clause 3 of Schedule 3 requires vessels to which that Schedule applies to report any malfunction or deactivation of the AIS to JRCC Australia.</p> <p>5 Final Report</p> <p>(1) A Final Report must be given to REEFVTS when a vessel is:</p> <p>(a) exiting the REEFREP area; and</p> <p>(b) arriving at a port in the REEFREP area.</p> <p>(2) The Final Report must include the following information:</p> <p>(a) vessel name, call sign and IMO number;</p> <p>(b) if near an Entry/Exit Point when exiting the REEFREP area — the name of the Entry/Exit Point and time (in UTC);</p> <p>(c) if not near an Entry/Exit Point — the position (latitude and longitude) and time (in UTC) of vessel's exit from the REEFREP area;</p> <p>(d) if arriving at a port in the REEFREP area:</p> <p>(i) the name of an Entry/Exit Point if the vessel is near an Entry/Exit Point, or</p> <p>(ii) the position (latitude and longitude) and time (in UTC) of arrival at the port;</p> <p>(e) other information for the navigational safety of shipping in the REEFREP area.</p> <p>6 Reporting method</p> <p>(1) A report mentioned in this Schedule must be made by one of the following methods:</p> <p>(a) AIS;</p>	<p>(ii) failure or breakdown of steering gear, propulsion plant, electrical generating system or essential shipborne navigational aids;</p> <p>(e) details, using recognised IMO reporting formats, of:</p> <p>(i) safety messages including on matters such as navigational safety, abnormal weather or unserviceable aids to navigation; and</p> <p>(ii) incident reports involving dangerous goods, harmful substances or marine pollutants.</p> <p>5 Final Report</p> <p>(1) A Final Report must be given to REEFVTS when a vessel is:</p> <p>(a) exiting the REEFREP area; and</p> <p>(b) arriving at a port in the REEFREP area.</p> <p>(2) The Final Report must include the following information:</p> <p>(a) name, call sign and IMO number of vessel;</p> <p>(b) the position (latitude and longitude) and date and time (in UTC) of vessel's exit from the REEFREP area;</p> <p>(c) if arriving at a port in the REEFREP area - the position (latitude and longitude) and date and time (in UTC) of arrival at the port;</p> <p>6 Reporting method</p> <p>In this Schedule:</p> <p>(1) A report mentioned in this Schedule must be made by one of The following methods:</p>	<p>Note at end of section 4 has been omitted as there is a new requirement to report malfunction or deliberate deactivation of the AIS in Schedule 4.</p> <p>Consequential amendments to remove Entry/Exit points.</p>
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(b) **Inmarsat C** — through POR LES (212) using special access code (SAC) 861;

(c) **VHF Radiotelephone** — on VHF channels in accordance with the vessel's position and as mentioned in the following table:

Latitude from:	Latitude to:	VHF Channel
9° 00' S	13° 30' S	14
13° 30' S	18° 00' S	11
18° 00' S	20° 00' S	14
20° 00' S	22° 00' S	11
22° 00' S	24° 30' S	14

(d) on telephone number +61 1300 721 293;

(e) on fax number +61 7 4721 0633;

(f) by email: reefvts@vtm.qld.gov.au.

Note for paragraph (b) This service is free of charge.

Note for paragraph (c) REEFVTS is operational 24 hours a day.

(2) However, subclause (1) does not apply to Intermediate Position Reports.

(3) The language to be used for reporting is English, using the IMO *Standard Marine Communications Phrases*.

(4) If failure of a vessel's equipment prevents reporting, an entry must be made:

(a) for radio equipment — in the vessel's radio log book; and

(b) for other equipment — in the vessel's official logbook.

7 Entry/Exit points

In this Schedule:

Entry/Exit Point means 1 of the following points:

Name of reporting point	Designation	Latitude	Longitude
		South	East
Bramble	A	09° 15'	143° 50'
Daru	B	09° 24'	143° 27'

(a) **AIS**;

(b) **recognised mobile satellite service**;

(c) **VHF Radiotelephone** — on VHF channels in accordance with the vessel's position and as mentioned in the following table:

Latitude from:	Latitude to:	VHF Channel
9° 00' S	13° 30' S	14
13° 30' S	18° 00' S	11
18° 00' S	20° 00' S	14
20° 00' S	22° 00' S	11
22° 00' S	24° 30' S	14

(d) on telephone number +61 1300 721 293;

(e) on fax number +61 7 4721 0633;

(f) by email: reefvts@vtm.qld.gov.au.

Note for paragraph (b) Messages sent by Inmarsat-C may use special access code (SAC) 861 through POR LES (212). This service is free of charge.

Note for paragraph (c) REEFVTS is operational 24 hours a day.

(2) However, subclause (1) does not apply to **Position** Reports.

(3) The language to be used for reporting is English, using the IMO *Standard Marine Communications Phrases*.

(4) If failure of a vessel's equipment prevents reporting, an entry must be made:

(a) for radio equipment — in the vessel's radio log book; and

(b) for other equipment — in the vessel's official logbook.

Note amended to provide guidance for vessels utilising an Inmarsat-C terminal.

Entry/Exit points are no longer prescribed, so Schedule 7 has been removed.

Thursday Island	D1	10° 35.5'	142°13.5'
Booby	D	10° 37'	141° 49'
Endeavour	E	10° 49'	142° 15'
Cape Flattery	M1	14° 54'	145° 18'
Grafton Passage	P	16° 40'	146°12.8'
Cairns	P1	16° 48'	145° 51'
Mourilyan	Q1	17° 35'	146° 10'
Palm Passage	R	18° 15'	147° 05'
Lucinda	R1	18° 29'	146° 26'
Townsville (N)	S1	19° 06'	146° 54'
Townsville (S)	S2	19° 08'	146° 57'
Blossom	U	19° 44'	150°25.5'
Abbot Point	T1	19° 48'	148° 04'
Cid Harbour	V1	20° 15'	148°55.7'
Mackay	Y1	21° 08'	149° 22'
Hay Point (NE)	Y3	21°12.45'	149° 30'
Hay Point (S)	Y4	21° 14'	149° 30'
Swain	Z1	21°50'	153°10'
Archer	Z2	22°45'	153°25'
Sandy Cape	Z3	24°30'	153°35'
Port Alma	Z4	23°23'	151°03'
Gladstone (N)	Z5	23°45'	151°31'
Gladstone (E)	Z6	23°54'	151°45'
Bundaberg (W)	Z7	24°30'	152°25'
Bundaberg (E)	Z8	24°30'	152°48'

Note Entry/Exit Points are shown on charts AUS490, AUS4620 and AUS4635 as ship reporting points, with designation and position. They are also listed in the Admiralty List of Radio Signals NP286(4) Volume 6.