

4. Port Description

Brisbane is one of Australia's most diverse ports and Queensland's largest general cargo port. The Port of Brisbane Pty Ltd, manages and develops the port, under a 99 year lease from the Queensland Government. There are currently 28 operating berths, with over 7.5km of quay line.

4.1 Geographical Areas

4.1.1 Pilotage area

The Brisbane pilotage area is described in Schedule 2 of the [Transport Operations \(Marine Safety\) Regulation 2016](#) and depicted in appendix 16.1.3 Brisbane Port and Pilotage Limits (Refer [15.1.2 Brisbane Port and Pilotage Limits](#))

4.1.2 Port of Brisbane area

(Refer [15.1.2 Brisbane Port and Pilotage Limits](#))

4.1.3 Brisbane VTS area

(Refer [15.1.1 Brisbane VTS area](#))

4.2 Load lines

Brisbane is in the summer load line zone.

4.3 Maximum vessel size

Please refer to [5.7](#) for vessel size limitations.

4.4 Time zone

All Queensland ports: UTC + ten hours throughout the year.

4.5 Working hours

- port service providers are usually available 24 hours per day, seven days per week
- normal business office hours are Monday to Friday, 0900 to 1700 hours
- refer to stevedoring companies' for the availability of their labour force.

4.6 Official Navigation Resources

For navigation in pilotage areas, masters should refer to the nautical charts and publications produced by the Australian Hydrographic Office.

4.6.1 Recommended Paper Charts

- AUS 236 Moreton Bay
- AUS 237 Brisbane River

- AUS 814 Point Danger to Cape Moreton
- AUS 815 Cape Moreton to Double Island Point
- AUS 4602 Tasman and Coral Seas – Australia to Northern New Zealand and Fiji
- AUS 4060 Australasia and adjacent waters

4.6.2 Recommended Publications

- NP15 Admiralty Sailing Directions (Australian Pilot Volume III)
- AHP11 Australian National Tide Tables
- AHP20 Seafarers Handbook for Australian Waters

4.7 Shipping announcements

4.7.1 Notices to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties in the form of Queensland [Notices to Mariners and Advice to Mariners](#), which advise of:

- navigation warnings and hazards (such as aids to navigation which may have been destroyed, missing or unlit)
- changes to the uniform buoyage system (which assists with the correction and updating of marine charts)
- navigation depths (necessary when navigating in channels with depth restrictions)
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

[Australian Notices to Mariners](#) are produced by the Australian Hydrographic Service.

4.8 Brisbane berth information

For complete information on berths at Fisherman Islands and berths on the Brisbane River please refer to [15.3 Wharf and berth information](#) and the [Port of Brisbane Pty Ltd](#) website.

4.9 Wharf cranes and loaders

Quay cranes and bulk loaders should be positioned at the mid length of the proposed berthing position or at the designed securing site for that equipment, the vessel will not be berthed or moved until this condition is complied with.

If a pilot considers that a quay crane is parked in an unsafe position it is to be immediately moved otherwise the ship will be directed to an anchorage until such time as the vessel can berth safely; the additional movement will be charged as a separate pilotage removal.

When a berth is unoccupied and a crane or gantry is lowered such that it protrudes outside the wharf line, the operator must notify VTS. The obstruction caused by the equipment must be adequately lit at night.

For the most up to date information on Cranes and Loaders, including their dimensions, operating limitations and position, please contact the terminal operator, listed in Section [15.3 Wharf and berth information](#).

4.10 Anchorage areas

The following anchorages apply in the Port of Brisbane:

4.10.1 Point Cartwright

Vessels awaiting pilot or those directed to anchor off the port are advised to anchor in the area outside of an arc taken as five nautical miles due east of Point Cartwright to five nautical miles south/east of Point Cartwright. Vessels are not to anchor inside of this line, or to the north or south of the bearings lines from Point Cartwright. (Refer [15.2.1 Pilot Boarding Ground and Fairway Approach](#))

4.10.2 Moreton Bay (Brisbane Roads)

Moreton Bay is a marine park and every effort will be made by Maritime Safety Queensland to reduce the risk of ship sourced pollution in Moreton Bay. In general, anchoring will only be permitted for those vessels expected to work within the port, for example awaiting a berth or suitable tide and weather conditions.

Cruise ships may be scheduled to anchor at Tangalooma. The anchorage on the eastern side of the shipping channel is limited for cruise ships up to 270m LOA and where westerly winds are not forecasted. If the winds are forecasted from the west the anchorage on the western side of the shipping channel is to be used.

Anchorage locations as follows;

- Mooloolaba – 26°40.0'S, 153°08.3'E
- Tangalooma East – 27°10.1677'S 153°21.2641'E
- Tangalooma West – 27°10.2'S 153°20.3'E

Ship to ship transfers of liquefied gas product has been identified as an operation that is conducted periodically in the following locations:

- STS 1 – 27°17.1682'S 153°16.5684'E
- STS 2 – STS2 27°16.5078'S 153°17.7965'E

Both anchorages are marked on chart AUS 236 and have depths over 15 metres.

4.10.3 Small craft anchoring

The following applies to small craft anchoring.

4.10.3.1 Whyte Island Boat Passage

The Port of Brisbane Pty Ltd has declared the area of the Boat Passage between Fisherman Islands and Whyte Island a port operational zone. This is the area of waterway to the west of the Boat Passage Bridge up to the Brisbane River and on the east of the bridge for a distance of approximately 600 metres. Vessels must not remain in or be anchored or moored in this zone for a continuous period exceeding 48 hours.

4.10.3.2 Colmslie Anchorage

To ensure safety of recreational traffic and large foreign trading vessels operating in close proximity in Hamilton and Quarries reaches of the Brisbane River, anchoring of small craft is restricted. Anchorage is only permitted in the regulated area indicated by special mark buoys (light characteristic Fl.Y.2.5s) and shown on chartlets [15.2.15](#), [15.2.16](#) and [15.2.17](#)

4.11 Leading Lights

4.11.1 Moreton Bay

Lead	Channel	Direction	Characteristics	
			Front	Rear
North West	North West Channel	328.3/148.3	Q.Bu (F Day) & Q.G	Iso.Bu.2s (FY Day)
Spitfire	Spitfire Channel	290/110	Q (F Day)	Iso.2s (F Day)
Cowan	Main	W 048 - 055 W 132 - 141	Fl.WRG.2s	

Table 6 – Moreton Bay leading lights

4.11.2 Outer Bar Reach reciprocal leads

Lead	Reach	Direction	Characteristics	
			Front	Rear
Reciprocal	Outer Bar	211.9/031.9	Dir.Q.Bu & LFl.10s	Dir.Iso.Bu.2s & Mo(A).6s

Table 7 – Outer Bar Reach reciprocal leads

4.11.3 Below Pelican Banks

Lead	Reach	Direction	Characteristics	
			Front	Rear
1	Inner Bar	211.9/031.9	Q.Bu (F Day)	Iso.Bu.2s (FY Day)
1S			F.R (F Day)	F.R (FY Day)
1N			F.G (F Day)	F.G (FY Day)
Fl Berthing Leads	Inner Bar	211.9/031.9	Q.Y	Iso.Y.2s
Fl Swing Leads (BC08 & BC 10)	Inner Bar	211.9/031.9	Iso.R.4s	Iso.R.4s

Table 8 – Below Pelican Banks - leading lights

4.11.4 Above Pelican Banks

Lead	Reach	Direction	Characteristics	
			Front	Rear
2	Lytton Rocks	199.3/019.3	Q.Bu & Fl.R.2.5s	Iso.Bu.2s
3	Pelican Banks	185.7/005.7	Q.Bu (Q. Day)	Iso.Bu.2s (Iso 2s Day)
4	Pelican Banks	185.7/005.7	Q.Bu (Q Day)	Iso.Bu.2s (Iso.2s Day)
5	Lytton Rocks	199.3/019.3	Q.Bu (Q. Day)	Iso.Bu.2s (Iso.2s Day)
6	Upper Lytton	246.3/066.3	Q.Bu (F Day)	F.Bu & Iso.Bu.2s (FY Day)
7	Lytton & Quarantine	216.6/036.6	Q.Bu (F Day)	Iso Bu.2s (F Day)
8	Pinkenba	236.7/056.7	Q.Bu (Q Day)	Iso.Bu.2s (Iso.2s Day)
9	Parker Island	241.8/061.8	F.WRG & Q.Bu	
10	Quarries	255.7/075.7	Q.Bu (F Day)	F.Bu.(F Day)
10S			F.R (FY Day)	F.R (FY Day)

Lead	Reach	Direction	Characteristics	
			Front	Rear
10N			Q.G (F Day)	FG & Iso.G.2s (FY Day)
11	Eagle Farm Flats	216.6/036.6	F.WRG & Q.Bu	
12	Parker Island	241.8/061.8	F.Bu & Q.Bu (FY Day)	F.Bu & Iso.Bu.2s (FY Day)
13	Hamilton	287.8/107.8	F.Bu & Q.Bu (FY Day)	F.Bu & Iso.Bu.2s (FY Day)
13S			Q.R (F Day)	Iso. R 2s (FY Day)
14	Quarries	255.7/075.7	Q.Bu (Q Day)	Iso.Bu.2s (Iso.2s Day)
14S			Q.R (Q Day)	Iso.R.2s (Iso.2s Day)
14N			Q.G (Q Day)	Iso.G.2s (Iso.2s Day)
15	Hamilton	287.8/107.8	F.Bu (F Day) & Fl.G.3s	F.Bu (FY Day)

Table 9 – Above Pelican Banks – leading lights

4.11.5 Bridge Clearance Lights

Gateway Bridge Clearance Lights: The centre line of Quarries Reach leads is marked on the arch of the Gateway Bridge by lights F Bu. The edges of the channel cutting are marked by lights F.G to the north and F.R to the south.

Story Bridge Clearance Light: The centre line of the bridge is marked with F.Bu lights on both sides of the bridge.