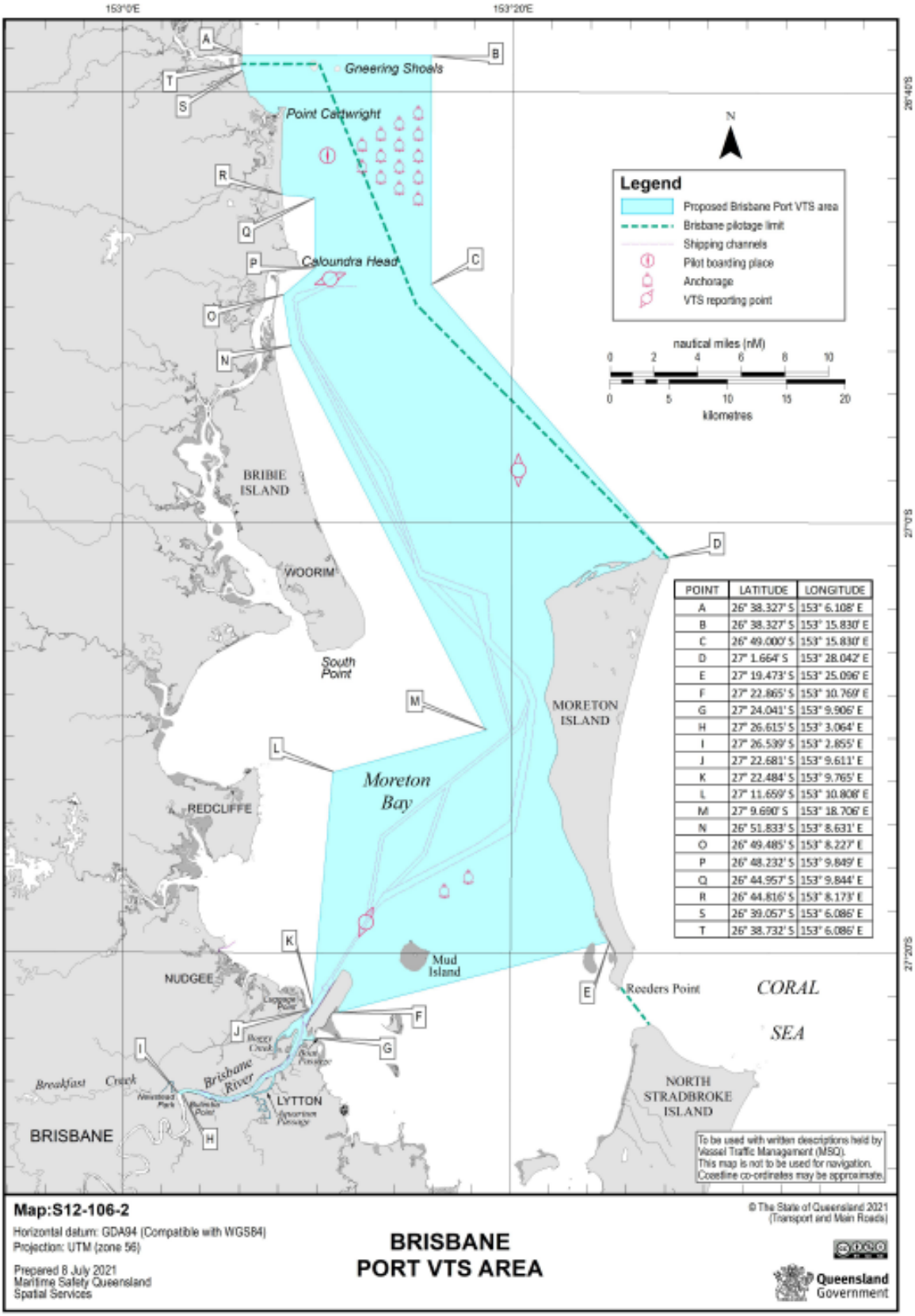
15. Appendices

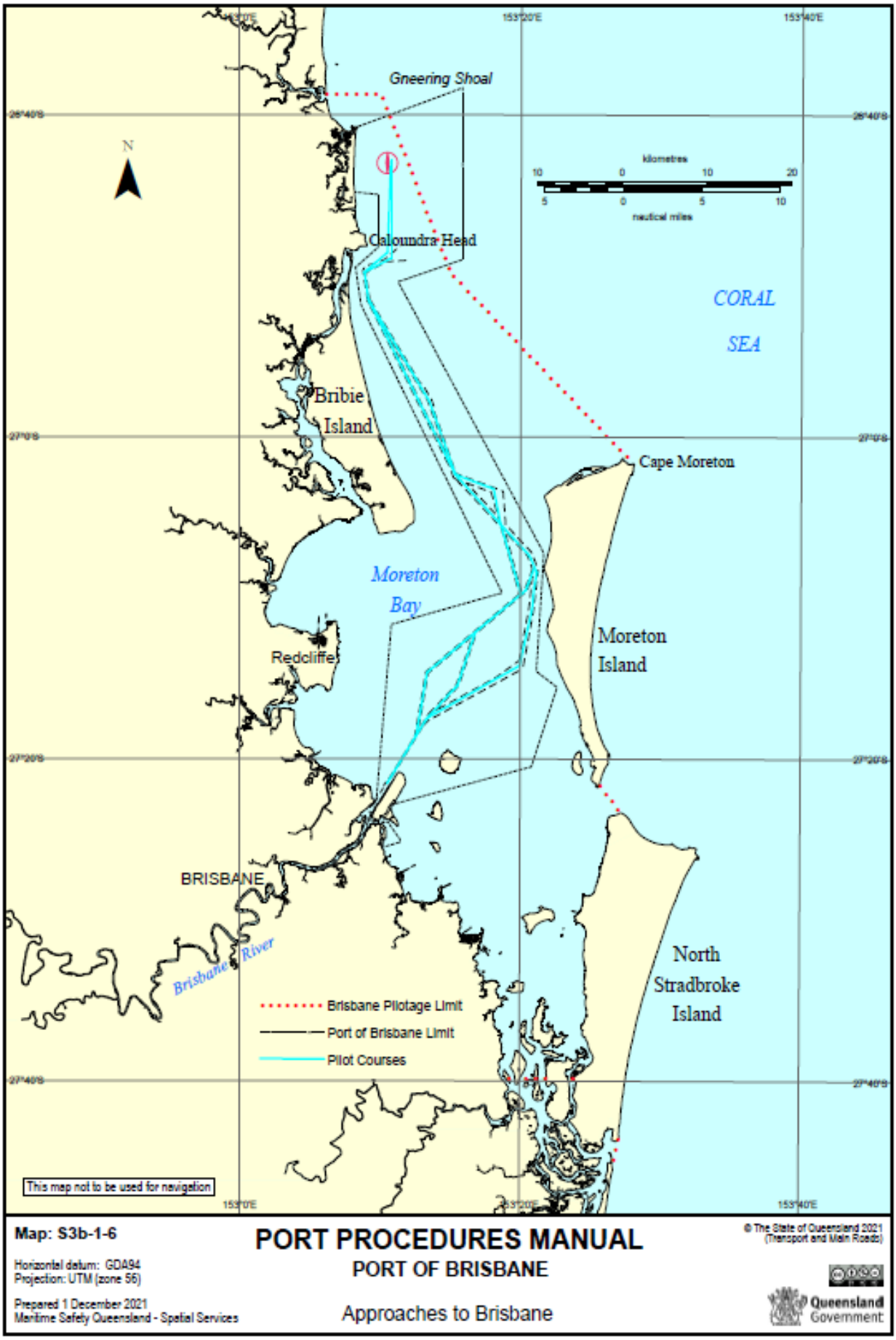
15.1 Brisbane Port, Pilotage and VTS Limits

15.1.1 Brisbane VTS Area

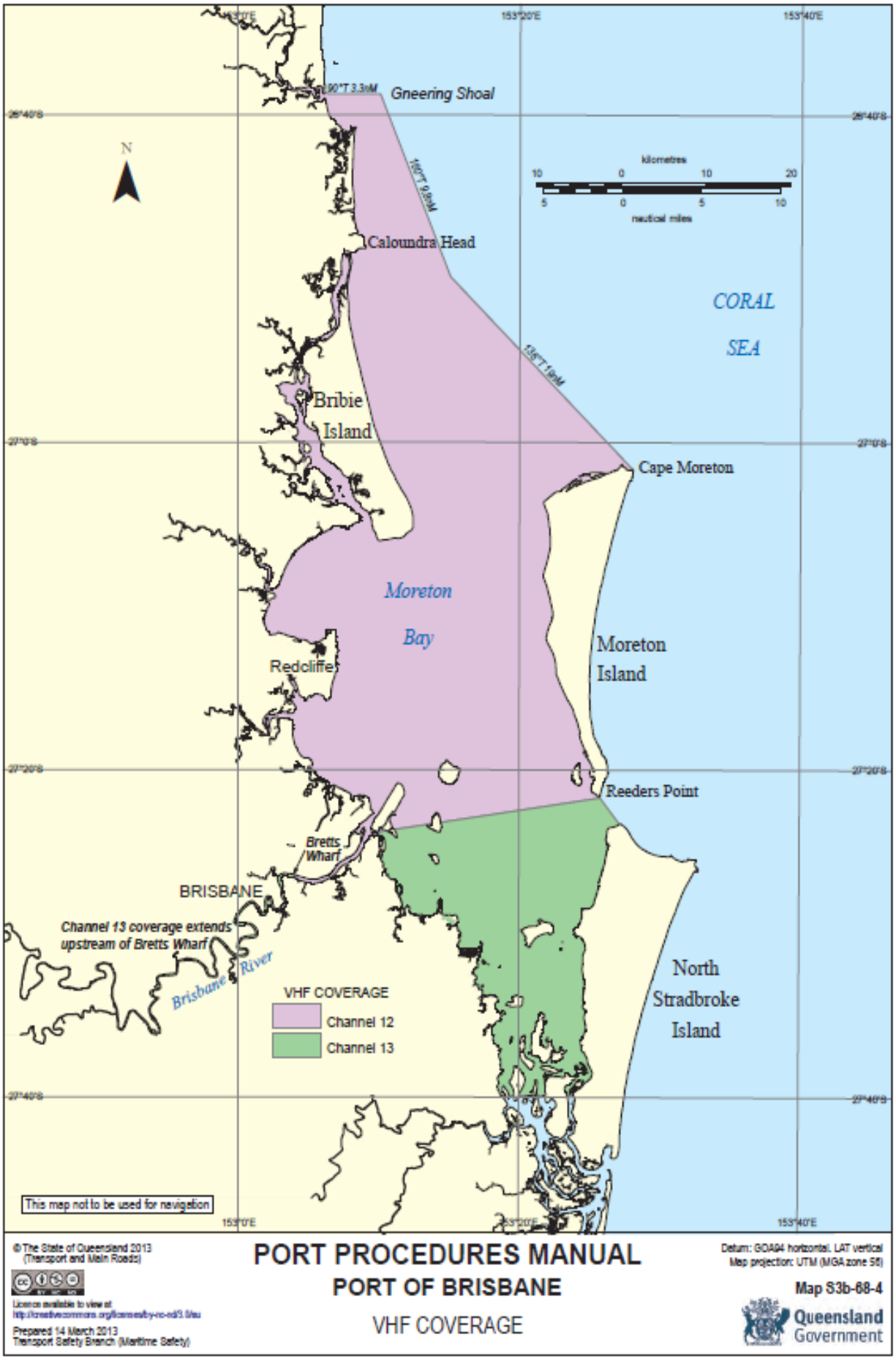


POINT	LATITUDE	LONGITUDE
A	26° 38.327' S	153° 6.108' E
B	26° 38.327' S	153° 15.830' E
C	26° 49.000' S	153° 15.830' E
D	27° 1.664' S	153° 28.042' E
E	27° 19.473' S	153° 25.096' E
F	27° 22.865' S	153° 10.769' E
G	27° 24.041' S	153° 9.906' E
H	27° 26.615' S	153° 3.064' E
I	27° 26.539' S	153° 2.855' E
J	27° 22.681' S	153° 9.611' E
K	27° 22.484' S	153° 9.765' E
L	27° 11.659' S	153° 10.808' E
M	27° 9.690' S	153° 18.706' E
N	26° 51.833' S	153° 8.631' E
O	26° 49.485' S	153° 8.227' E
P	26° 48.232' S	153° 9.849' E
Q	26° 44.957' S	153° 9.844' E
R	26° 44.816' S	153° 8.173' E
S	26° 39.057' S	153° 6.086' E
T	26° 38.732' S	153° 6.086' E

15.1.2 Brisbane Port and Pilotage Limits

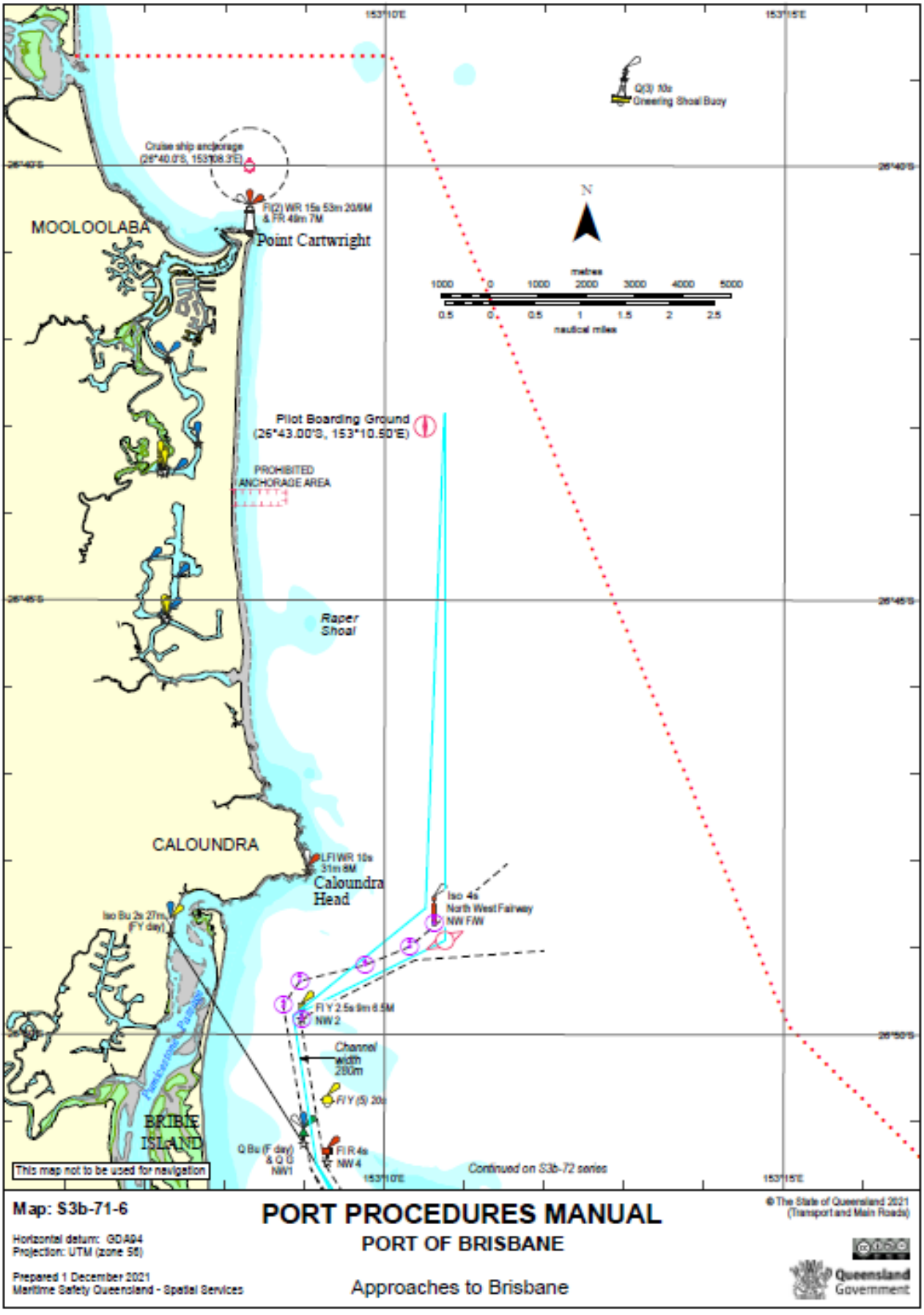


15.1.3 Brisbane VHF Coverage



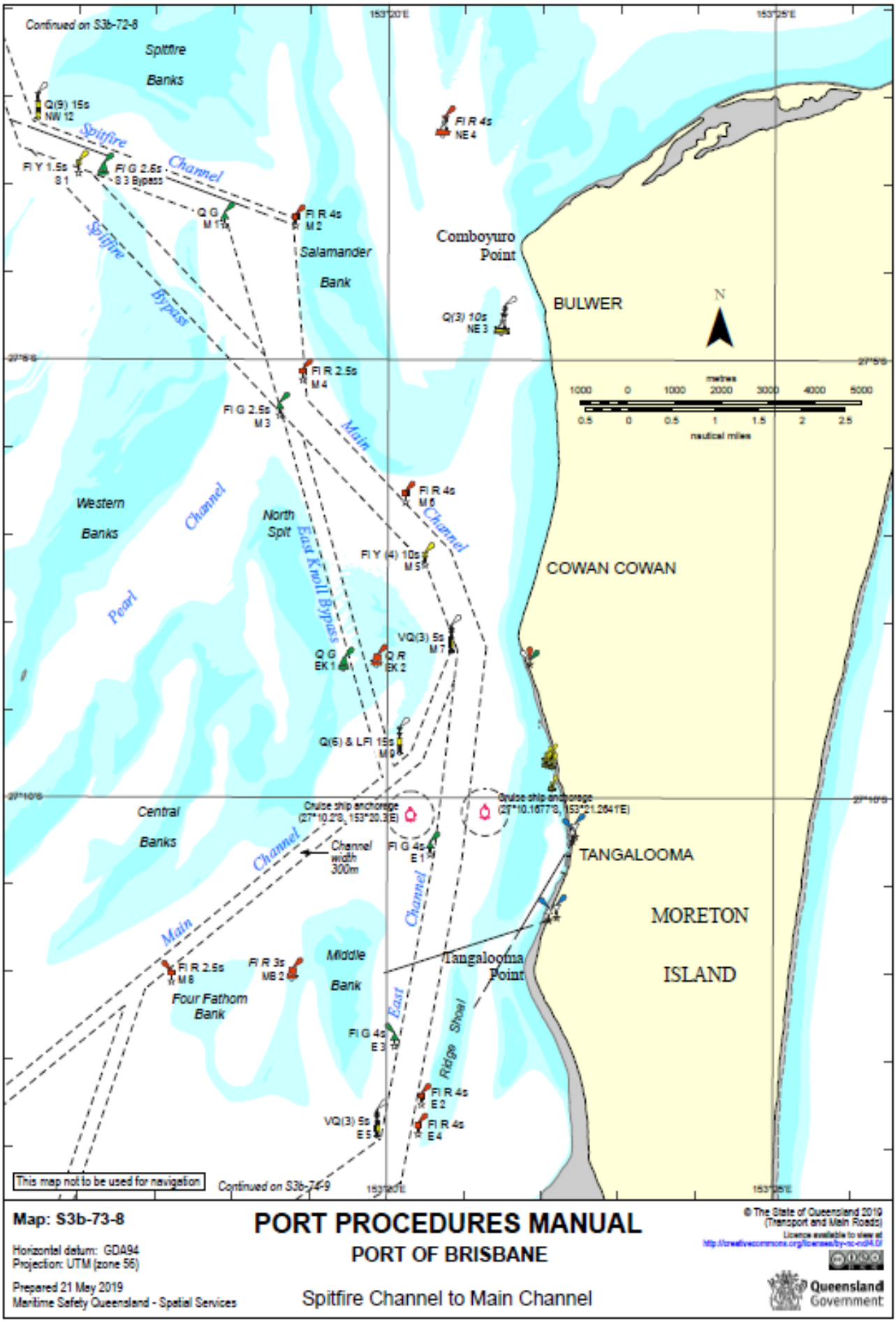
15.2 Chartlets – Main Shipping Channels

15.2.1 Pilot Boarding Ground and Fairway Approach

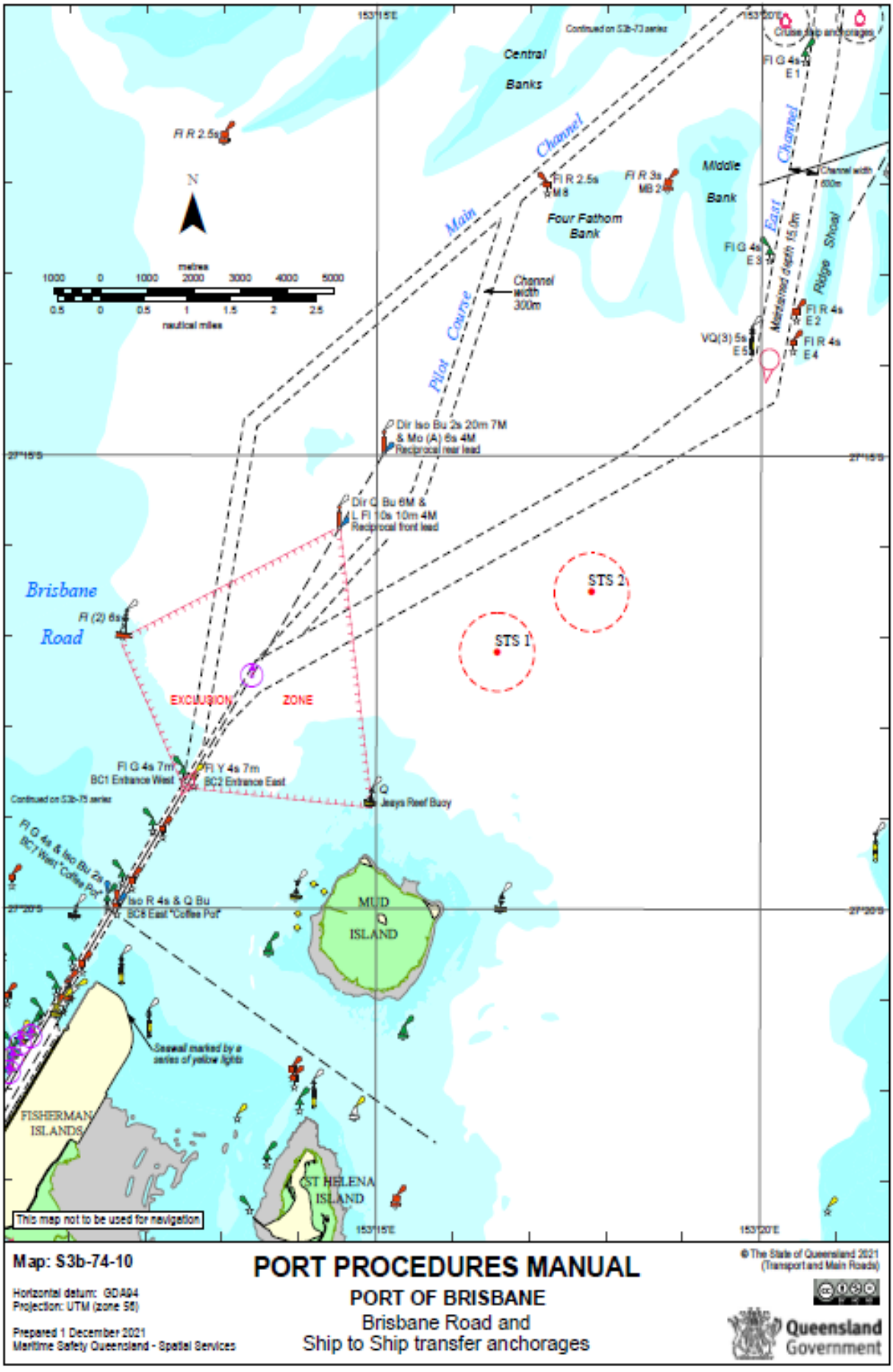


15.2.2 North West Channel to Spitfire Channel

15.2.3 Spitfire Channel to Main Channel

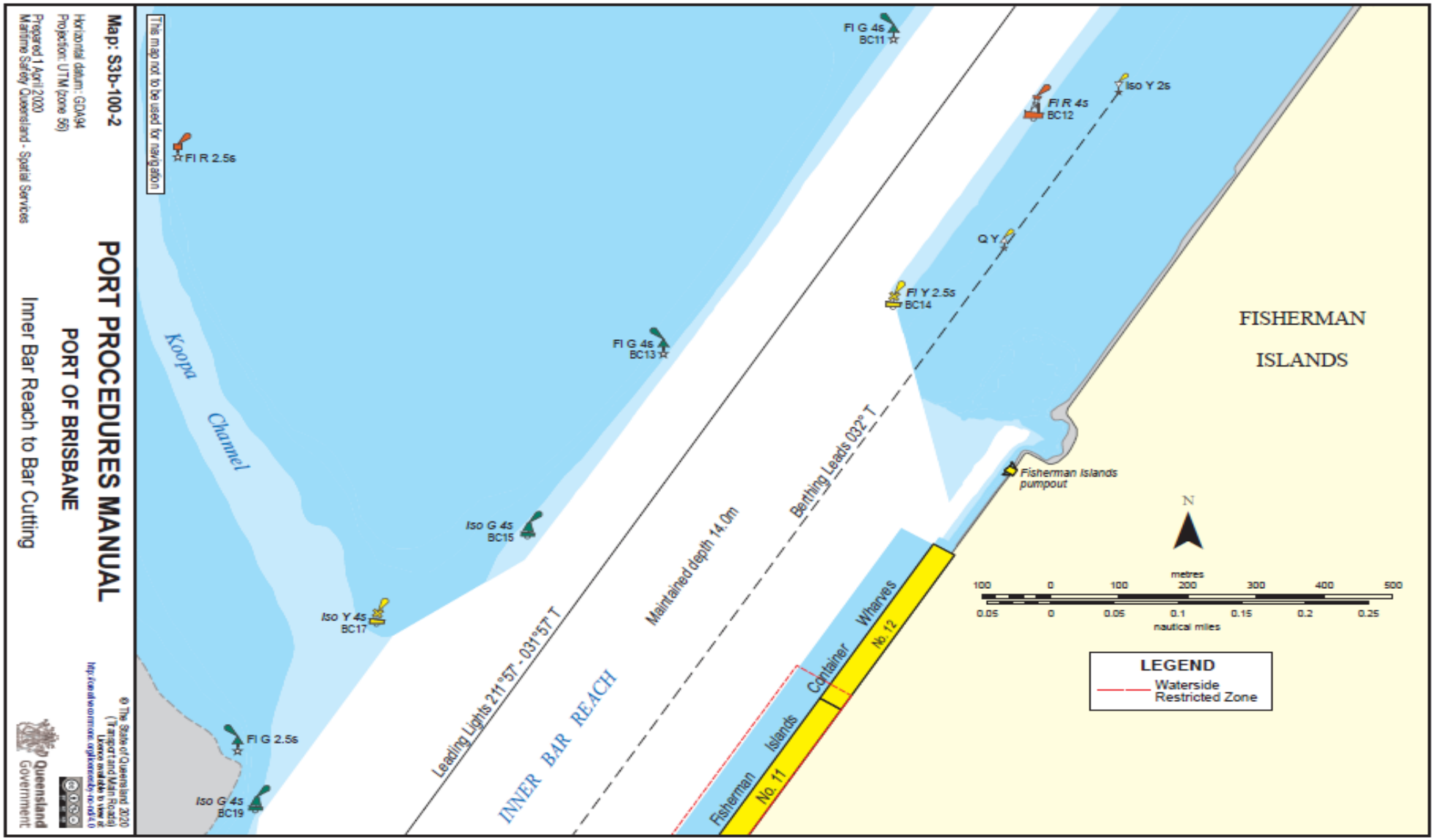


15.2.4 Brisbane Roads and Ship to Ship transfer anchorages

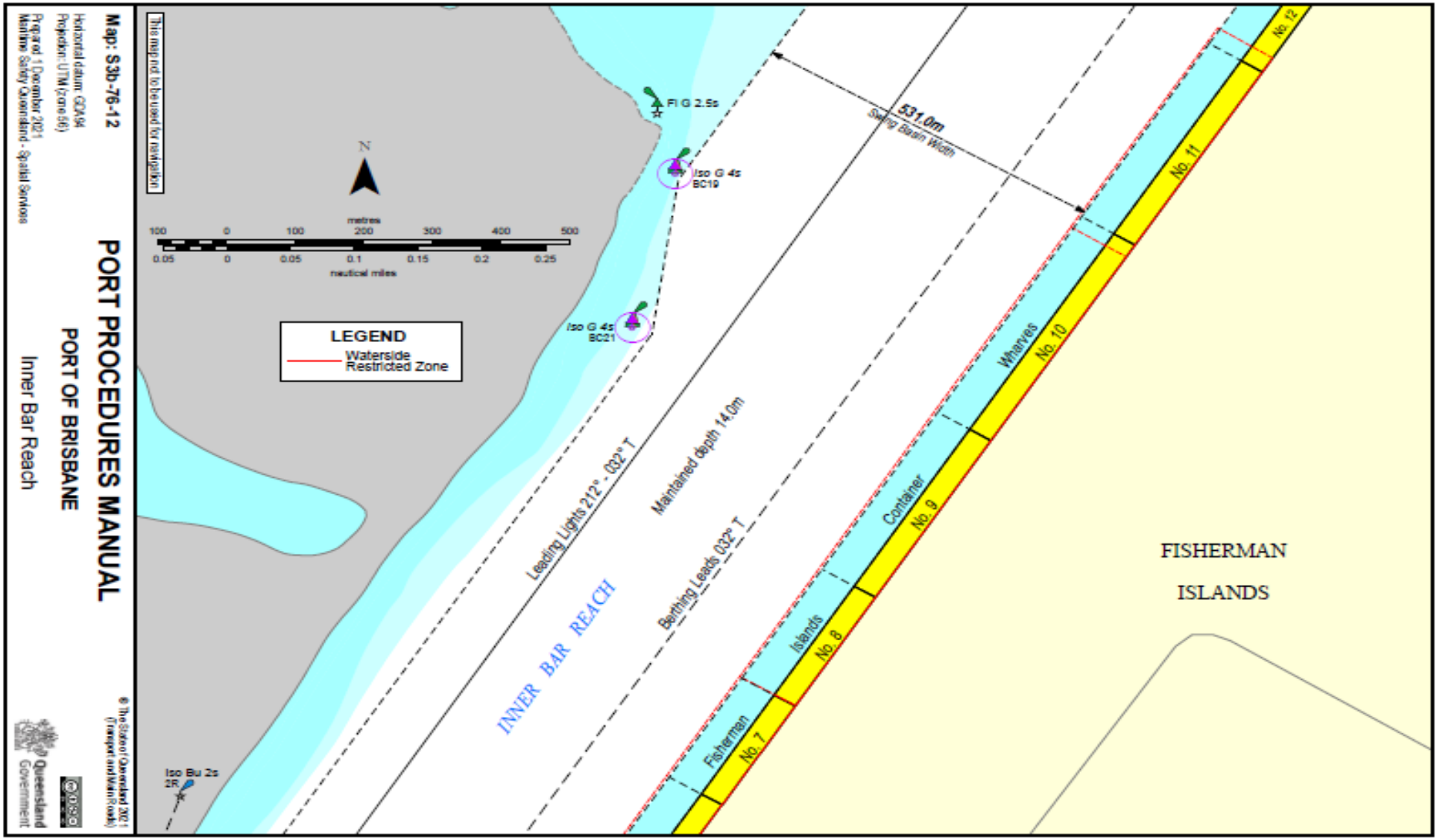


15.2.5 Bar Cutting

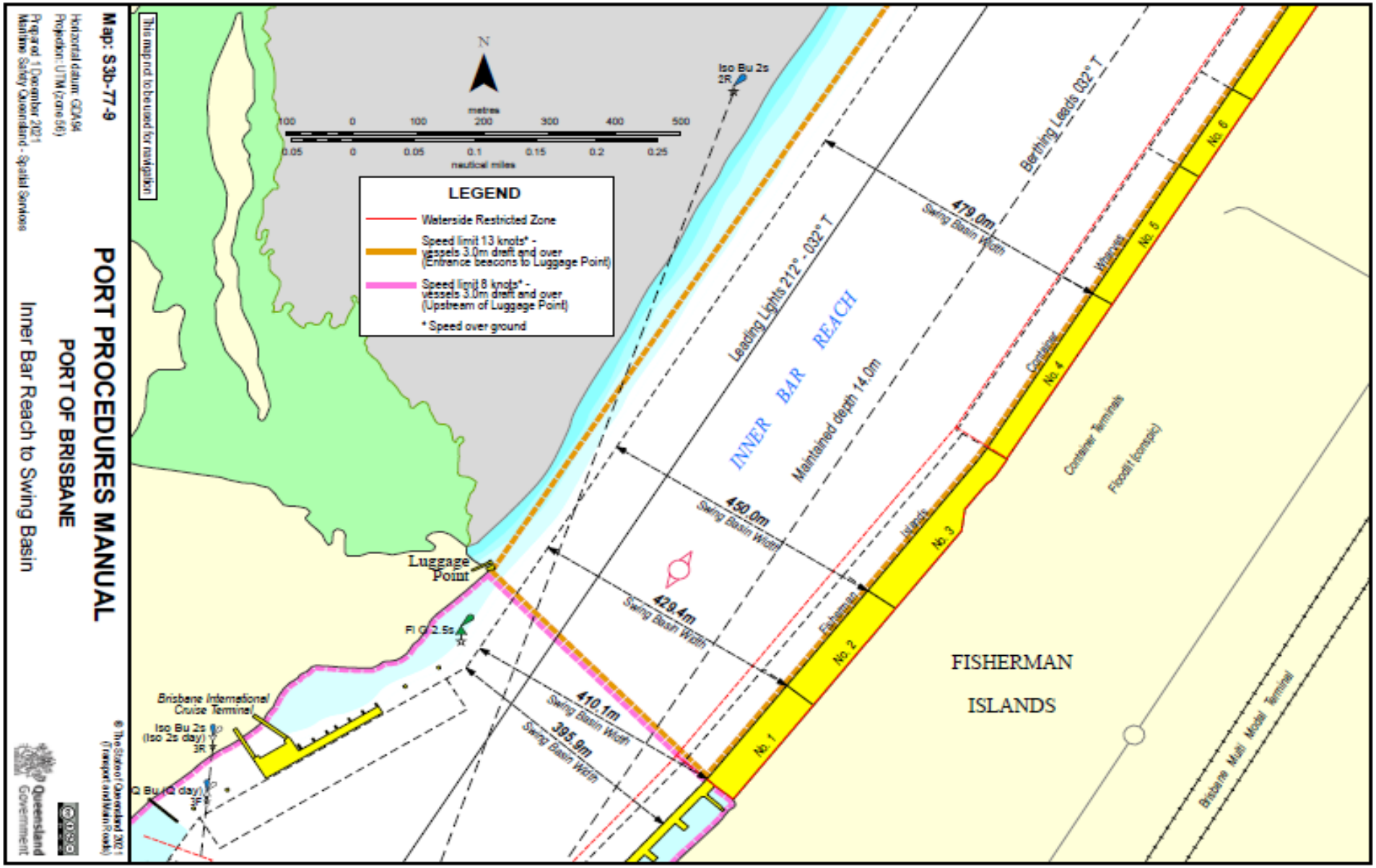
15.2.6 Outer Bar to Inner Bar Reach



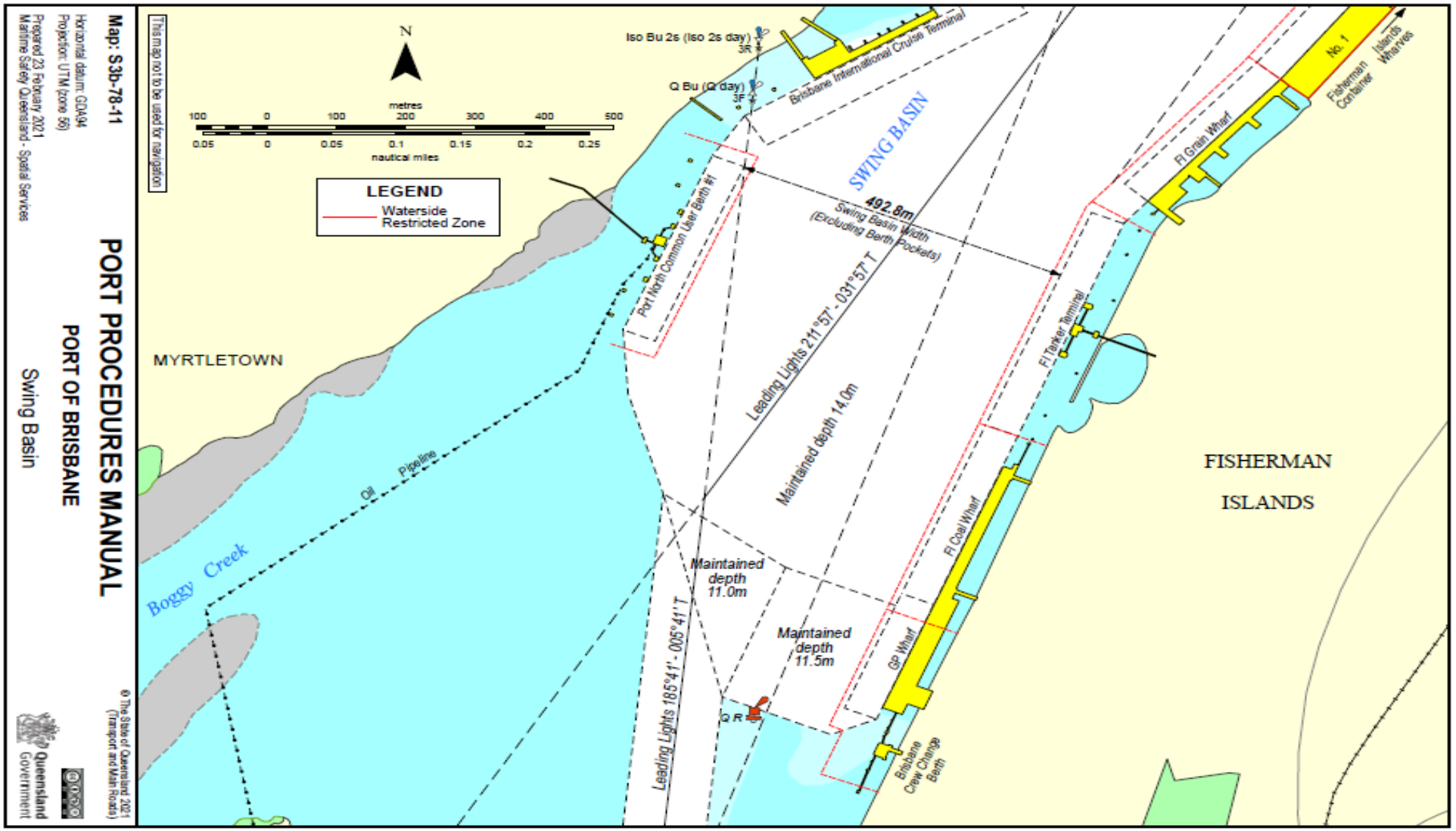
15.2.7 Inner Bar Reach



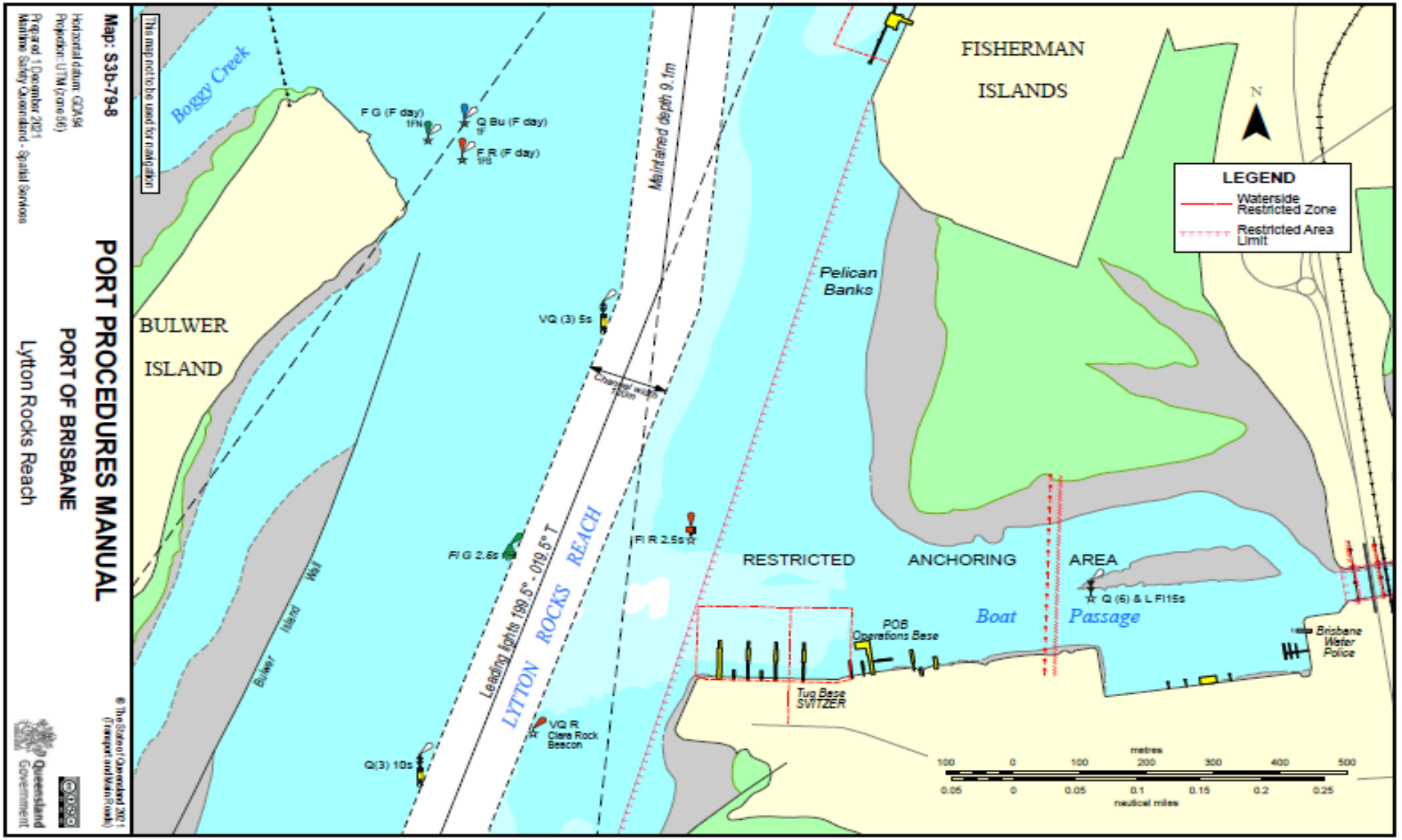
15.2.8 Inner Bar Reach to Swing Basin



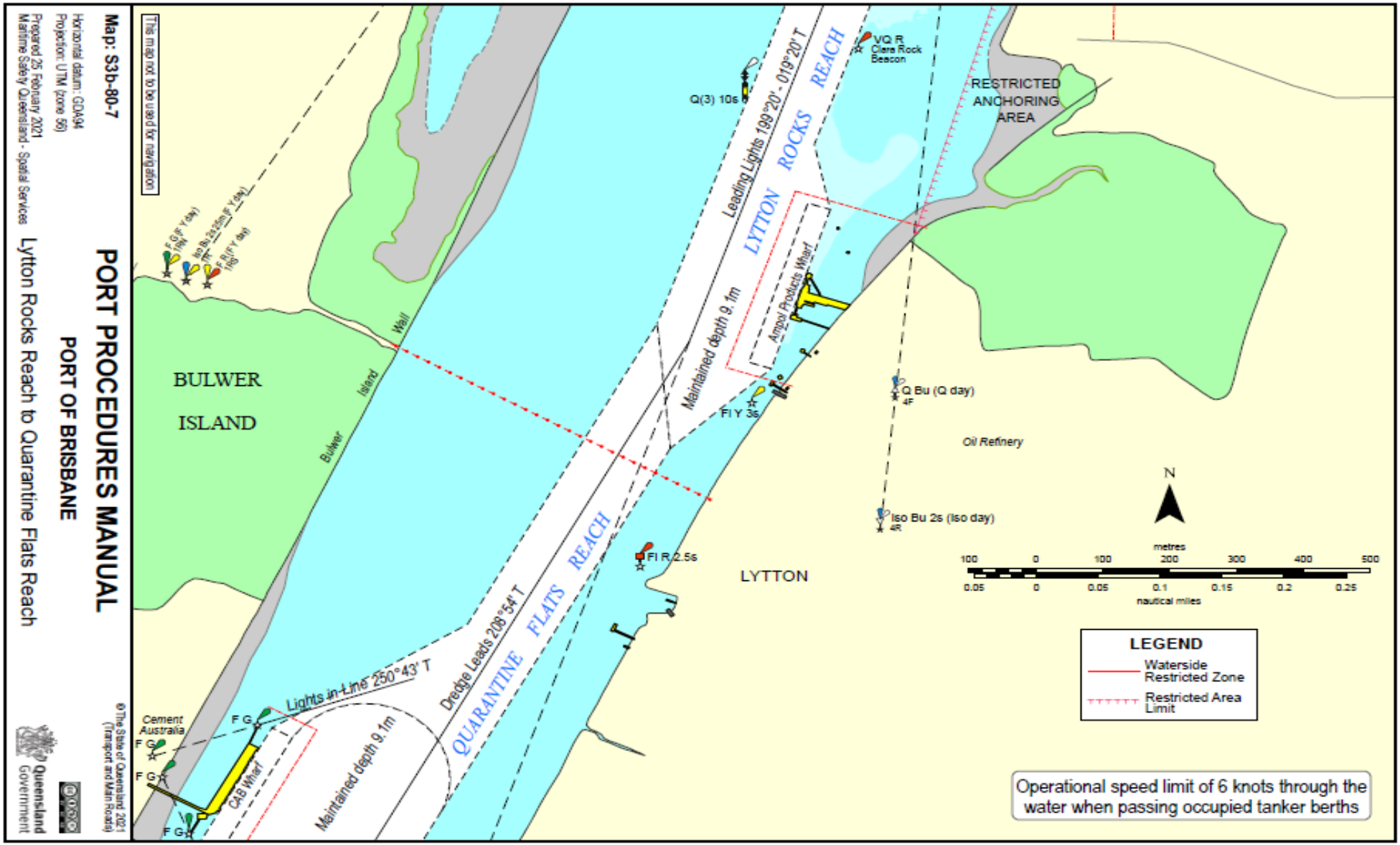
15.2.9 Fisherman Islands Swing Basin



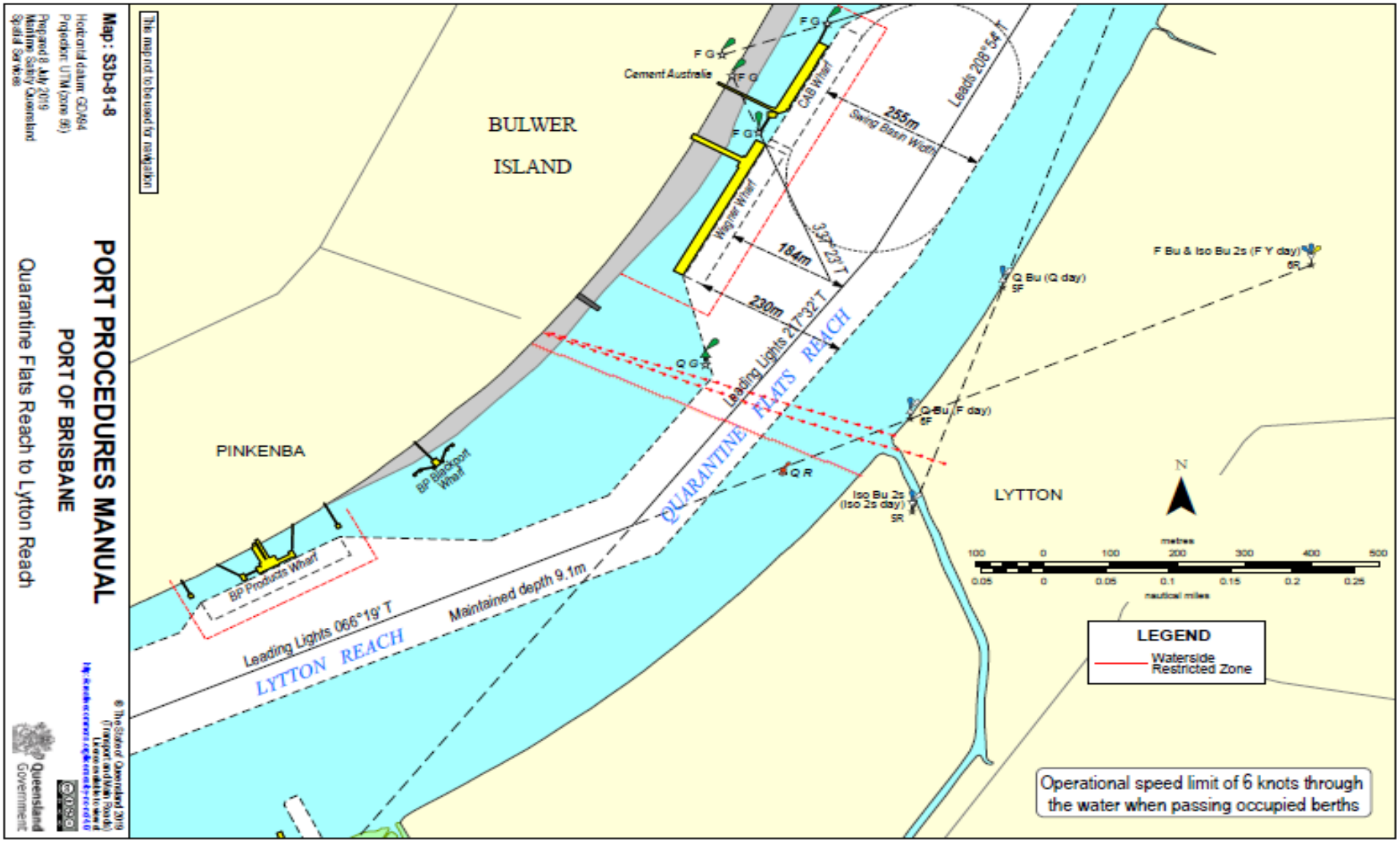
15.2.10 Lytton Rocks Reach



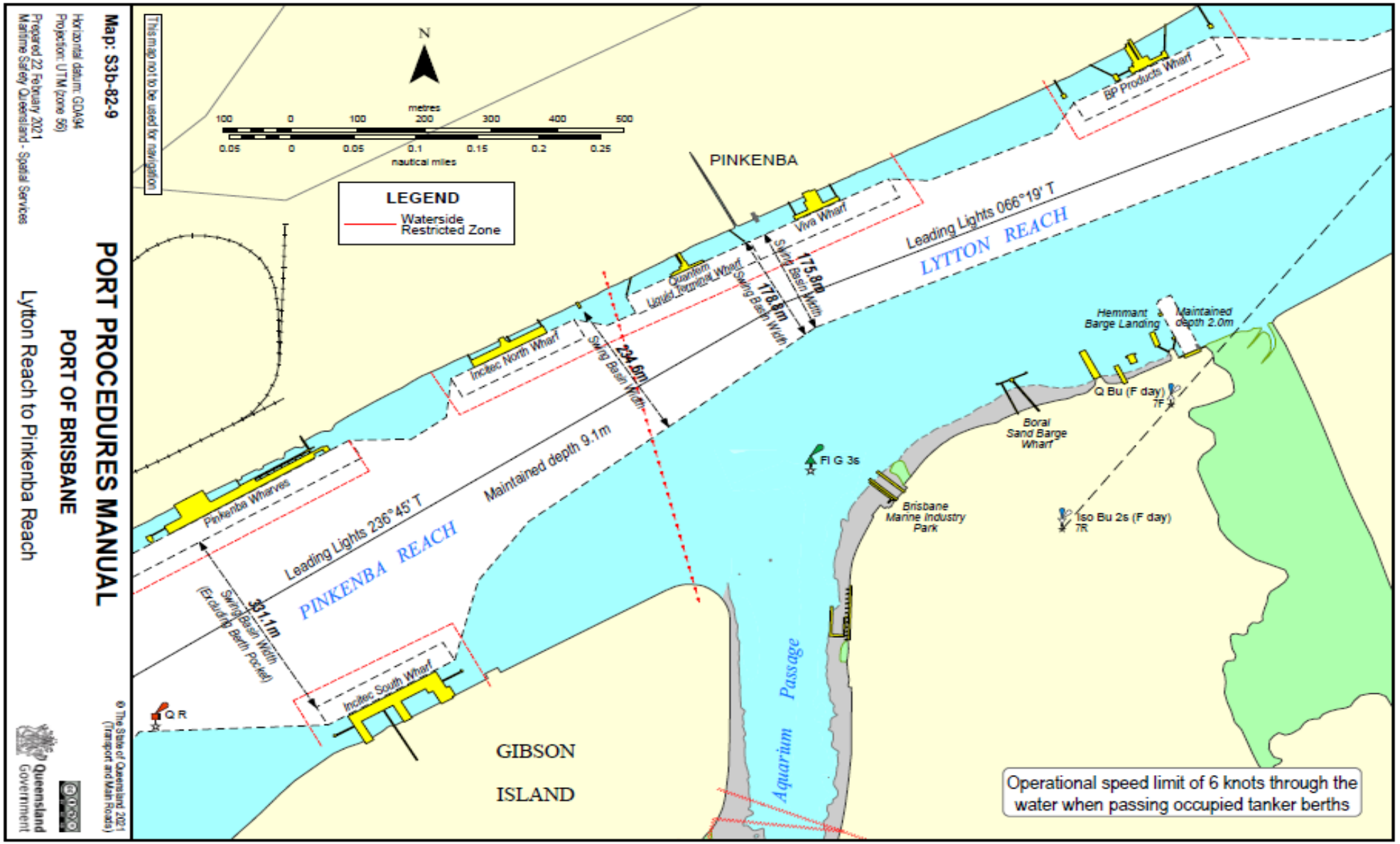
15.2.11 Lytton Rocks Reach to Quarantine Flats Reach



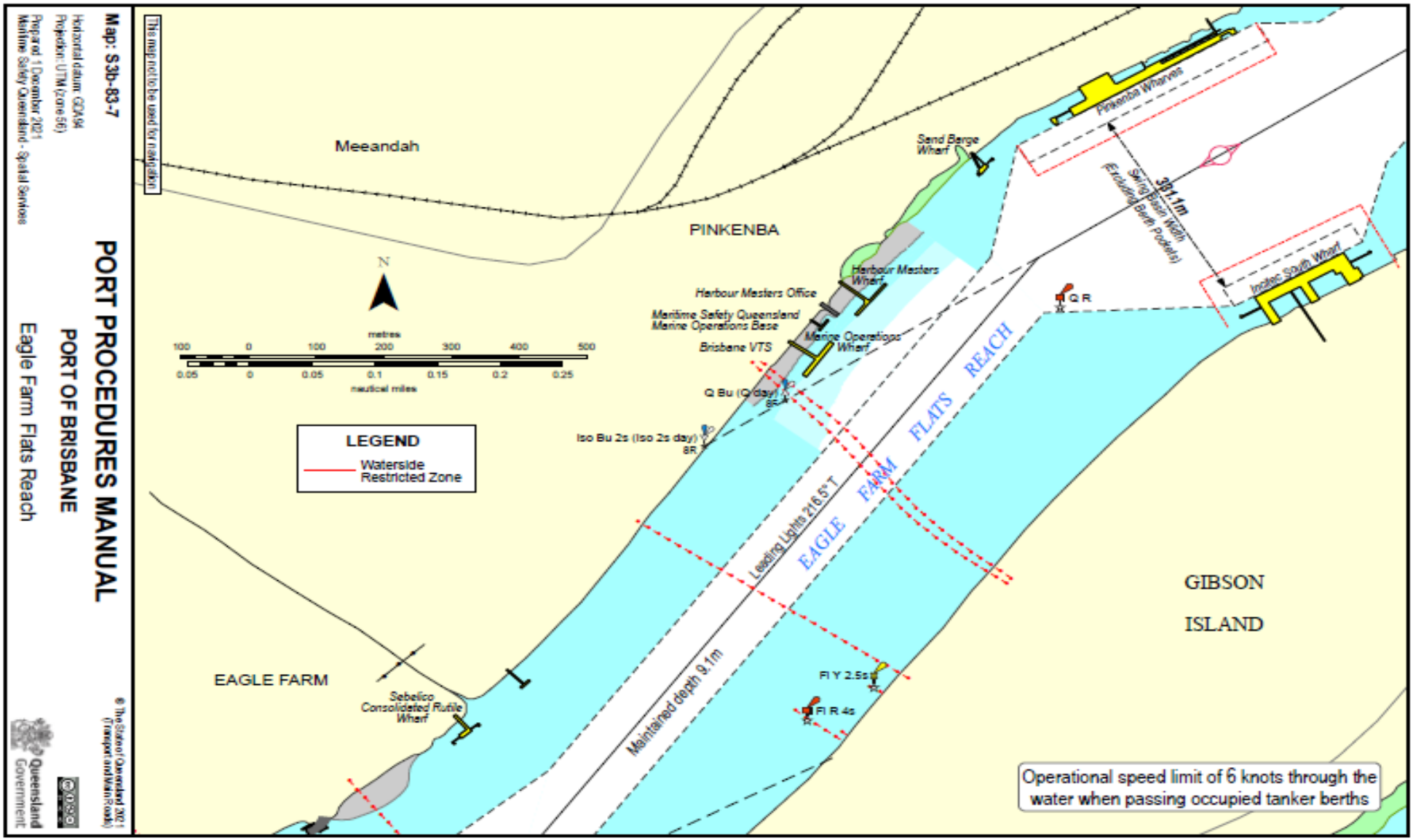
15.2.12 Quarantine Flats Reach to Lytton Reach



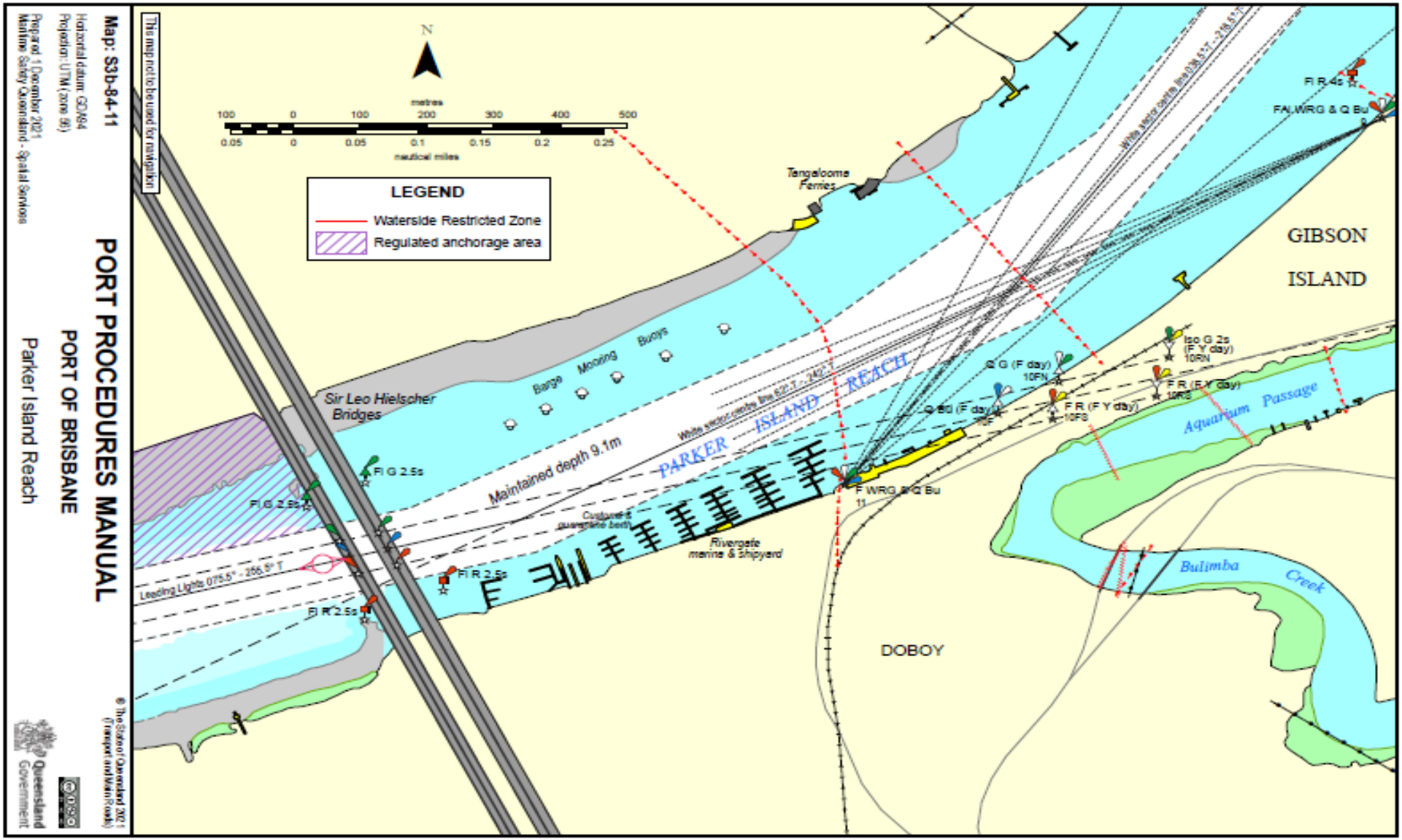
15.2.13 Lytton Reach to Pinkenba Reach



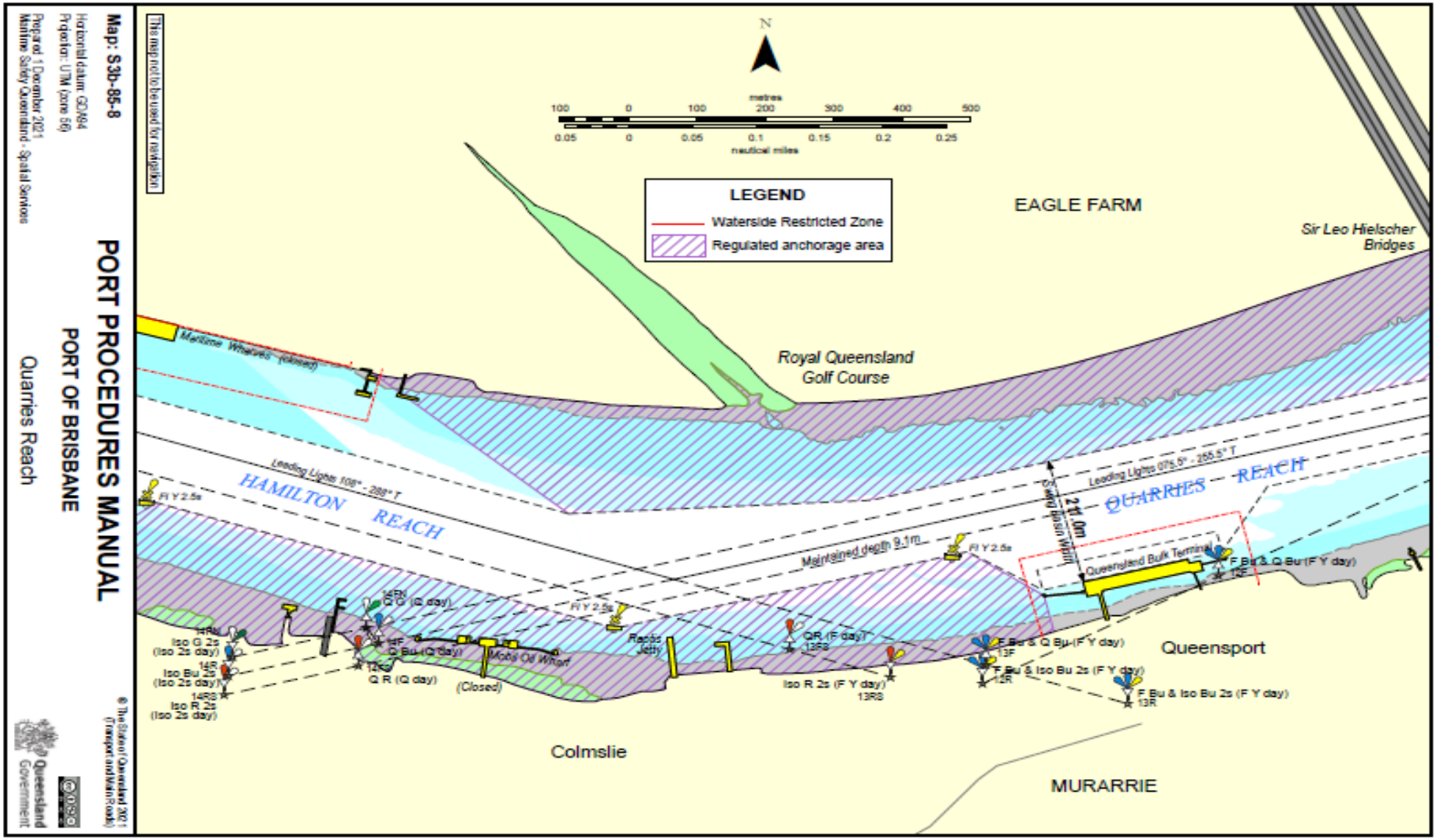
15.2.14 Eagle Farm Flats Reach



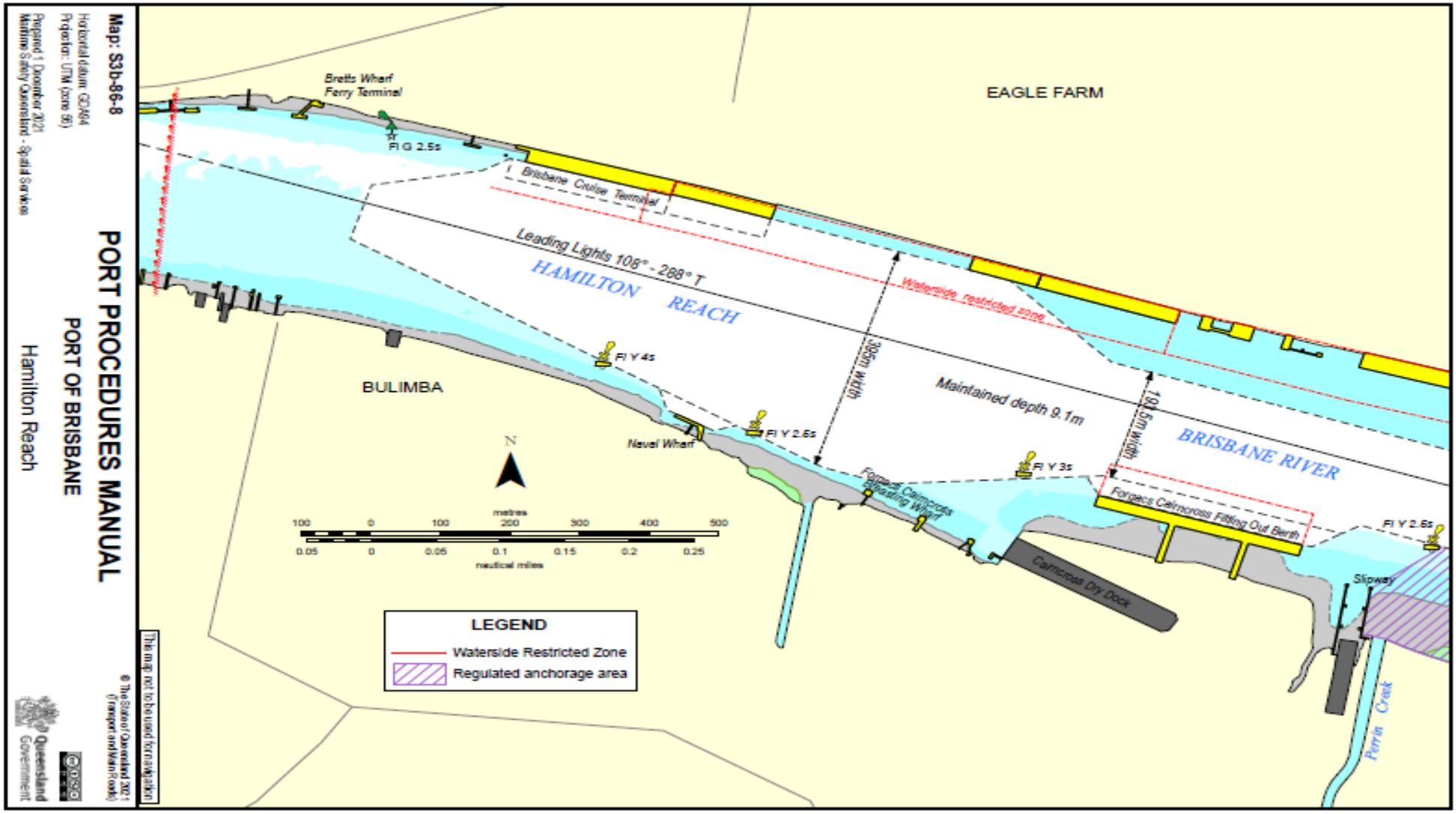
15.2.15 Parker Island Reach



15.2.16 Quarries Reach



15.2.17 Hamilton Reach



15.3 Wharf and berth information

Wharf / berth name latitude &longitude	Distance from Entrance Beacon (Nautical Miles)	Wharf owner* operator #	* length of berth # length of wharf H height above LAT (m)	Berth pocket Design width & depth at LAT (m)	Services E = electricity DO = diesel oil FO = fuel oil T = telephone W = water	Useage (Refer to Port of Brisbane Shipping Handbook for details of cargo equipment and facilities)
Fishermans Islands No 12 27° 21.50' S 153° 10.82' E	3.25	* PBPL #Hutchison Ports BCT	* 310m # 310m H 6.05	55m 14.0m	E -T - W	Containers
Fishermans Islands No 11 27° 21.64' S 153° 10.72' E	3.43	* PBPL #Hutchison Ports BCT	* 350m # 350m H 6.05m	55m 14.0	E -T - W	Containers
Fishermans Islands No 10 27° 21.82' S 153° 10.60' E	3.63	* PBPL # Patrick Terminal	* 395.5m # 395.5m H 5.70 – 6.05m	55m 14.0m	E -T - W	Containers
Fishermans Islands No 9 27° 21.98' S 153° 10.48' E	3.82	* PBPL # Patrick Terminal	* 317.2m # 317.2m H 5.07 - 5.70m	55m 14.0m	E -T - W	Containers
Fishermans Islands No 8 27° 22.11' S 153° 10.39' E	3.96	* PBPL # Patrick Terminal	* 220.3m # 220.3m H 4.65– 5.07m	55m 14.0m	E -T - W	Containers
Fishermans Islands No 7 27° 22.20'S 153° 10.33' E	4.08	* PBPL # DP World Brisbane	* 200m # 200m H 4.23 – 4.65m	55m 14.0m	E –T – W	Containers
Fishermans Islands No 6 27° 22.28' S 153° 10.27' E	4.17	* PBPL # DP World Brisbane	* 150m # 150m H 4.00 - 4.23m	55m 14.0m	E - W	Containers
Fishermans Islands No 5 27° 22.38' S 153° 10.21' E	4.28	* PBPL # DP World Brisbane	* 250m # 250m H 4.00m	55m 14.0m	E - W	Containers
Fishermans Islands No 4 27° 22.50' S 153° 10.11' E	4.43	* PBPL # DP World Brisbane	* 301.5m # 301.5m H 4.00m	55m 14.0m	E -T - W	Containers,
Fishermans Islands No 3 27° 22.64' S 153° 10.02' E	4.59	* PBPL # AAT	* 298.7m # 298.7m H 4.00m	45m 14.0m	E -T - W	Containers, Ro/Ro, motor vehicles and general cargo
Fishermans Islands No 2 27° 22.74' S 153° 09.92' E	4.72	* PBPL # AAT	* 200m # 200m H 4.00m	45m 14.0m	E -T - W	Containers, Ro/Ro, motor vehicles and general cargo
Fishermans Islands No 1 27° 22.83' S 153° 09.85' E	4.83	* PBPL # AAT	* 197m #197m H 4.00m	45m 14.0m	E -W	Containers, Ro/Ro, motor vehicles and general cargo

Wharf / berth name latitude &longitude	Distance from Entrance Beacon (Nautical Miles)	Wharf owner* operator #	* length of berth # length of wharf H height above LAT (m)	Berth pocket Design width & depth at LAT (m)	Services E = electricity DO = diesel oil FO = fuel oil T = telephone W = water	Useage (Refer to Port of Brisbane Shipping Handbook for details of cargo equipment and facilities)
Fishermans Islands Grain 27° 22.93' S 153° 09.75'E	5.0	* PBPL # Graincorp	* 285m # 285m H 4.00m	45m 14.0m	E -T - W	Grain, woodchip, cotton seed and motor vehicles
Fishermans Islands Tanker Terminal 27° 23.11' S 153° 09.63'E	5.2	PBPL	* 400m # 100.2m dolphin to dolphin H 5.3m	50m 14.3m	E -FO - W	Crude and product oil discharge
Brisbane International Cruise Terminal 27° 22.85' S 153° 09.46'E	5.2	PBPL	*440m #208m H 4.25m	60m 14.0m		Passenger Vessels
Port North Common User Berth #1 27° 23.02' S 153° 09.28'E	5.3	*PBPL #ATOM	* 329m # 135.7m dolphin to dolphin H 5.64m	50m 14.3m	W	Crude oil discharge, load/discharg e petroleum products
Fishermans Islands Coal 27° 23.29' S 153° 09.55' E	5.4	* PBPL # Queensland Bulk Handling	*317m #240m H 4.00m	50m 14.0m	E -T - W	Bulk coal, bulk clinker, gypsum slag
Fishermans Islands General Purpose 27° 23.42' S 153° 09.48' E	5.5	* PBPL	* 215m #213m H 4.00m	50m 11.5m	E - W	Dry bulk and break bulk
Ampol Products Wharf 27° 24.39' S 153° 09.09' E	6.6	Ampol Refineries Ltd	* 285m # 82.2m dolphin to dolphin H 4.98	35m 10.3m	DO – FO - E - W	Petroleum Products
Cement Australia Wharf 27° 24.84' S 153° 08.57'E	7.2	Cement Australia Ltd	* 220m # 128m H 5.0m	35m 9.7m	E -T - W	Bulk clinker, fly ash, gypsum
Wagners Wharf 27° 24.97' S 153° 08.49'E	7.3	Wagners Holding Company Ltd	* 254.8m # 254.8m H 5.75m	32m 10.3m		Bulk clinker, fly ash, gypsum
BP Products Wharf 27° 25.29' S 153° 08.09'E	7.9	*BP Oil Australia #ATOM	* 235m # 89.5m dolphin to dolphin H 5.18m	35m 10.9m	DO - W	Petroleum Products and discharge LPG
Hemmant Barge Landing	81		Barge landing	35m		Small ship facility
Viva Energy Wharf	8.2	Viva Energy	* 234m	35m	E	Petroleum

Wharf / berth name latitude &longitude	Distance from Entrance Beacon (Nautical Miles)	Wharf owner* operator #	* length of berth # length of wharf H height above LAT (m)	Berth pocket Design width & depth at LAT (m)	Services E = electricity DO = diesel oil FO = fuel oil T = telephone W = water	Useage (Refer to Port of Brisbane Shipping Handbook for details of cargo equipment and facilities)
27° 25.42' S 153° 07.80'E		Australia	# 75.2m H 5.18m	10.9m		Products
Quantem Liquids Terminal 27° 25.48' S 153° 07.68'E	8.3	Quantem	* 208m # 55m H 5.18m	35m 10.5m	W	Bulk flammable liquids
Incitec North Wharf 27° 25.55' S 153° 07.52' E	8.5	Incitec Ltd	* 210m #123.5m dolphin to dolphin H 4.47m	35m 10.0m	E - W	Bulk liquid and dry bulk fertiliser
Incitec South Wharf 27° 25.87' S 153° 07.41' E	8.7	Incitec Ltd	* 220m # 152.2m H 4.57m	35m 10.4m	E - T - W	Bulk liquid and dry bulk cargoes,
Pinkenba Wharf 27° 25.69' S 153° 07.26'E	8.7	*#PBPL # Graincorp # Puma Energy	* 407m # 314m dolphin to dolphin H 5.18m	10.4m	E - T - W	Dry bulk, general, petroleum products
Pacific Tug Base	9.6	Pacific Tug Group				Small ship facility
Bhagwan	9.8	Bhagwan Marine PTY LTD				Small ship facility
Queensland Bulk Terminal 27° 26.89' S 153° 05.71'E	10.6	Wilmar Gavilon	* 270m # 158m H 5.0m	35m 10.0m	E - T - W	Bulk cargoes
Forgacs Cairncross Fitting Out Wharf 27° 26.80' S 153° 04.64' E	11.5	LendLease	* 320m H 5.4m	Consult VTS for latest depth	E -T - W	Ship repair
Hamilton 4 Wharf 27° 26.59' S 153° 04.54' E (closed)	11.7	*EDQ #QUBE Logistics	* 240m # 240m H 5.18m	35m 10.3m	E -T - W	General Cargo, Containers, Bulk Cargo
Brisbane Cruise Terminal (Portside) Hamilton 1 Wharf 27° 26.47' S 153° 04.10' E	12.1	Brisbane Cruise Terminal	* 387m # 237m H 5.18m	35m 8.8m	E -T - W	Passenger vessels

15.4 Swing basin and swing areas Brisbane River

Area	Minimum depth	Minimum diameter	Without berth pocket	With berth pocket	Include opposite berth
			Maximum LOA		
Hamilton Reach Swing Basin	**9·1**	**397·7**	**227**	**-**	
Fitting Out Berth	9·1	252·6	158	180	202
Queensland Bulk Terminal	9·1	211·0	–	132	
Pinkenba Swing Basin	**9·1**	**331·1**	**207**	**229**	**-**
Incitec South	9·1	331·1	207	229	-
Incitec North	9·1	234·6	–	147	
Quantem Liquids Terminal	9·1	178·8	–	112	
Viva	9·1	175·8	–	110	
BP Products	9·1	196·9	–	123	
Cement Australia Swing Basin†	**9·1**	**255·1**	**166**	**186**	
Wagner†	9.1	230.0	-	166	
Ampol Products	9·1	183·7		115	
Fisherman Islands Swing Basin	**14·0**	**492·8**	**308††**	**-**	**-**
Fisherman Islands Grain Terminal	14·0	395·9	–	247	
Fisherman Islands No 1	14·0	410·1		256	
Fisherman Islands No 2	14·0	429·4		268	
Fisherman Islands No 3	14·0	450·0	–	281	
Fisherman Islands No 4	14·0	479·0	–	300	
Fisherman Islands No 5	14·0	479·0	–	300	
Fisherman Islands No 6	14·0	479·0	–	300	
Fisherman Islands No 7	14·0	479·0	–	300	
Fisherman Islands No 8	14·0	479·0	–	300	
Fisherman Islands No 9	14·0	479·0		300	
Koopa Swing Basin	**14.0**	**531m**	**350**	**-**	**-**
Fisherman Islands No 10	14·0	479·0		300	
Fisherman Islands No 11	14.0	479.0		300	
Fisherman Islands No 12	14.0	479.0		300	

* **Passenger vessels accepted to 270m LOA on a case by case basis providing no vessel beyond BCT and HAM4 berths.**

† **This LOA will be determined on a case by case basis by the Regional Harbour Master.**

†† **Due to high risk with NGF tanker alongside this LOA will be determined by the Regional Harbour Master on a case by case basis.**

\# **This LOA will require further investigation.**

15.5 Air draft/bridge heights

Bridge/power lines	Height above highest astronomical tide (HAT)
Sir Leo Hielscher Bridges Known as *Gateway Bridge (see note)*	57.4 metres (centre) 54 metres (edge of navigation envelope)
Bulimba power lines	41.4 metres
Story Bridge	30 metres
Captain Cook Bridge	12·7 metres
Goodwill Bridge	13·25 metres
Victoria Bridge	11·4 metres
Kurilpa Bridge	11·4 metres
William Jolly Bridge	12 metres
Merivale Railway Bridge	11·5 metres
GoBetween Bridge (Hale Street)	11·4 metres

Table 17 – Air draft/bridge heights

15.5.1 Sir Leo Hielscher Bridges

Vessels with an air draft >48 metres are required to obtain permission from the Regional Harbour Master. Vessels with air drafts between 53.5 metre and 56.4 metre will be subject to tidal and transit restrictions.

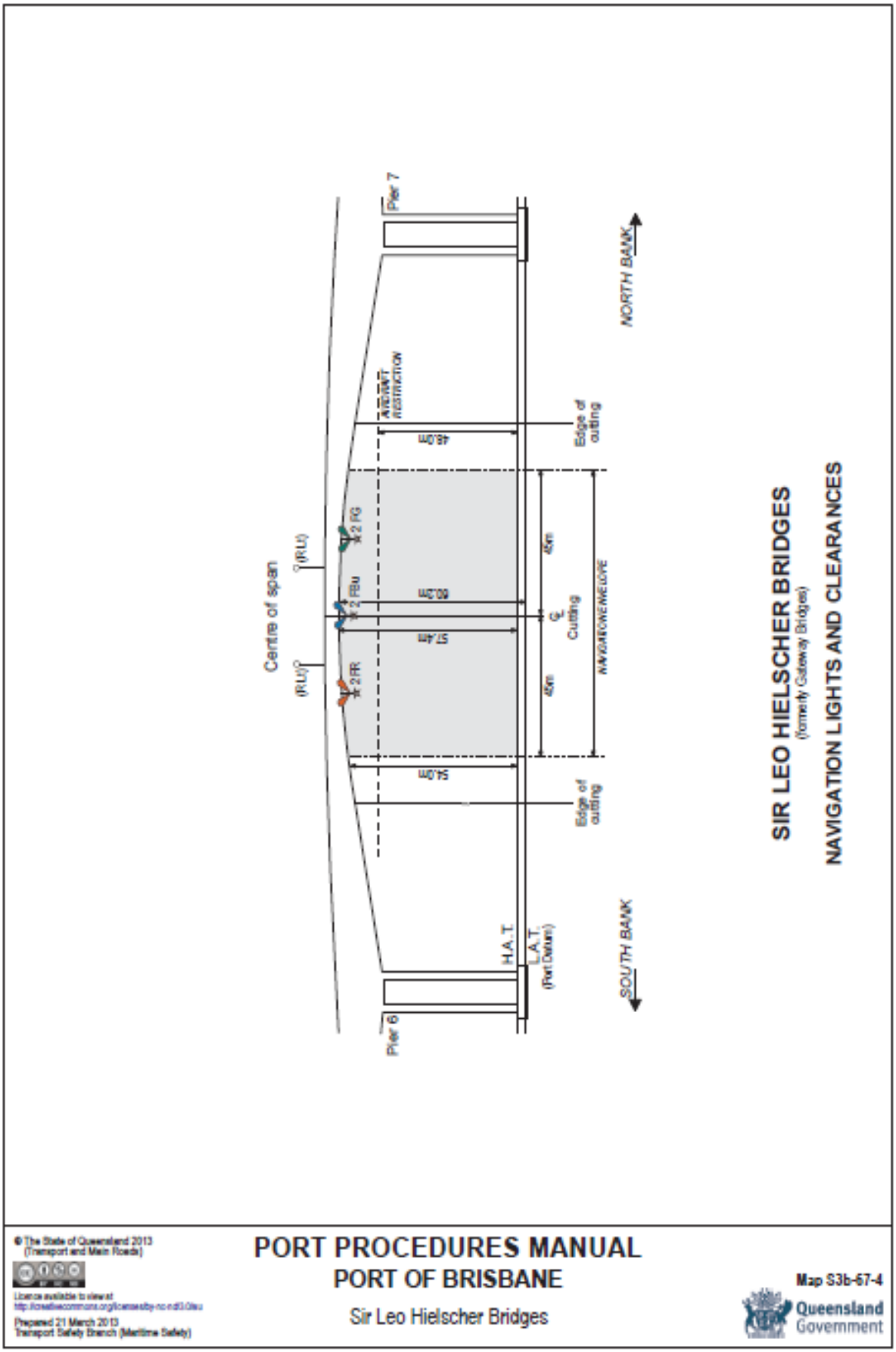
15.5.2 Bulimba power lines

The height under the Energex wires at Bulimba is 47.9 metres less the electricity authority safety allowance of 4.6 metres. Masters of ships with air draft >38 metres must obtain written permission from the Manager (Vessel Traffic Management) before proceeding.

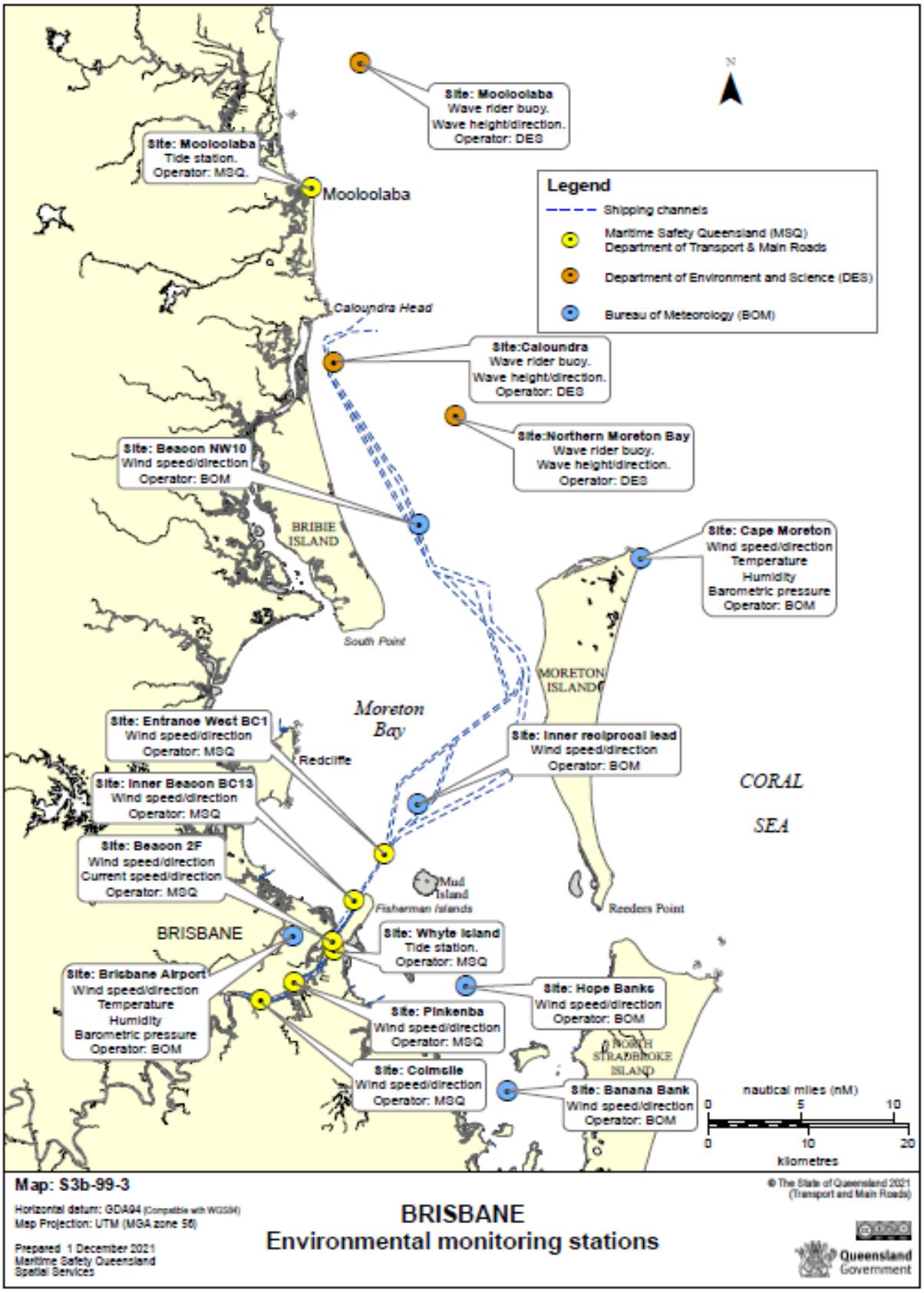
15.5.3 Story Bridge

Vessels with an air draft >28 metres are required to obtain permission from the Regional Harbour Master.

15.5.4 Sir Leo Hielscher Bridges – Navigational Lights & Clearances



15.6 Weather Stations



15.7 Static Under Keel Clearances Requirements

15.7.1 Moreton Bay and Brisbane River

Channel	North West			North West Bypass	Spitfire		Spitfire Bypass	East		East Knoll Bypass	Main M9–M8	Bar Cutting	River
	NW Fwy	NW 2–3	NW 3–12		NW1 2	M2		E1	E5			EBCN	Above Pelican Banks
Depth @ LAT	15.0[1]	15.0	15.0	9.2	15.0[2]	15.0[2]	12.0	15.0	15.0[3]	6.0	10.0	14.0	9.10
UKC	1.8	2.30	2.1	1.6	1.5	1.5	1.4	1.5	1.5	1.4	1.8	1.46	0.60

[1] NW Channel depth 15 metres – width 280 metres
[2] Spitfire Channel depth 15 metres – width 600 metres
[3] Western half of the East Channel depth 15 metres – width 300 metres

Table 18 – UKC Moreton Bay and Brisbane River

15.7.2 Tides – UKC required for Brisbane River

Draft	UKC	Tide height required	Draft	UKC	Tide height required	Draft	UKC	Tide height required
8.50	0.60	0.00	9.74	0.61	1.25	10.20	0.81	1.91
8.60	0.60	0.10	9.78	0.62	1.30	10.24	0.82	1.96
8.70	0.60	0.20	9.82	0.64	1.36	10.28	0.82	2.00
8.80	0.60	0.30	9.86	0.66	1.42	10.32	0.83	2.05
8.90	0.60	0.40	9.89	0.68	1.47	10.36	0.84	2.10
9.00	0.60	0.50	9.91	0.69	1.50	10.41	0.85	2.16
9.10	0.60	0.60	9.94	0.72	1.56	10.45	0.86	2.21
9.20	0.60	0.70	9.97	0.72	1.59	10.49	0.87	2.26
9.30	0.60	0.80	10.01	0.74	1.65	10.53	0.87	2.30
9.40	0.60	0.90	10.05	0.75	1.70	10.57	0.88	2.35
9.50	0.60	1.00	10.09	0.77	1.76	10.61	0.89	2.40
9.60	0.60	1.10	10.12	0.78	1.80	10.65	0.91	2.46
9.70	0.60	1.20	10.16	0.79	1.85	10.69	0.91	2.50

UKC required – all berths – 0·30 metre Note – Valid NCOS windows override SUKC requirements

Table 19 – Tides UKC for Brisbane River

15.8 Wind Limits

15.8.1 How to use the Table

1. This table is to be read in conjunction with Section 5 and Section 8 of the Port Procedures Manual. Where there is a discrepancy or conflict between the table below and respective PPM section, the PPM section takes precedence, with any issue highlighted to the RHM at the earliest opportunity.
2. When reading the table, the follow colours and outcomes are listed below.

	Standard operating parameters
	Heightened Risk with additional assessment required
	Movement not normally conducted – refer to VTS/DHM

3. To ensure a balanced and supportive approach to assessment for areas of heightened risk, the following responsibilities are outlined.
    a) For scheduling purposes, VTS is responsible for assessment, using the BOM forecast, in conjunction with the agent and supported by the RHM.
    b) For pilotage planning and execution process, based on the BoM Forecast and real-time weather, the Pilot and Master are responsible for assessment and supported by VTS/RHM
4. When conducting the additional assessment for heightened risk, the following should be considered.
    a) Environmental Conditions: wind gusts vs steady value / current strength and direction
    b) Vessel Characteristics: Propulsion, steering and thruster system characteristics / Mooring and anchoring systems / Defects, crew competency
    c) Port Resources: Towage resources
    d) Manoeuvre Characteristics: Windage / loaded condition / berthing direction / draft / UKC / size of vessel relative to available manoeuvring space
    e) Commercial / operational considerations

15.8.2 Below Pelican Banks, including Fisherman Island Precinct

Vessel	Wind Range Steady	Tugs	Remarks
All vessels <105m	->20	0	
	20 ->	1	No BT substitution
	35+		
All vessels 105- 150m	->20	1	Efficient BT can substitute for tug
	20 ->	2	No BT substitution
	35+		
Container and General Purpose Vessels 150-300m	->20	2	Efficient BT can substitute for tug if:<80K displacement, 12m daft, 280m LOA
	25 ->	2	No BT substitution
	35+		
Container 300-350m	20	2 / 3 (swing)	Swing at slack water Max 1 kt current for favourable direction berthing / unberthing. No BT substitution
Tankers and Bulk carriers 200m +	->20	2 / 3	No BT substitution Berthing direction - loaded condition and current dependant (normally swing in lighter condition). Suez Max / UKC restricted to berth at slack water.
	20 ->	2 / 3	
	30+		
Tankers and Bulk carriers 150 -200m	-> 20	2	Efficient BT can substitute for tug
	20 ->	2	
	30+		
Vehicle carriers	->20	2	Efficient BT can substitute for tug >230m Min 1500HP BT
	20 ->	2	No BT substitution
	30+		

Cruise Ships (with enhanced manoeuvring systems)	->25	+308m swing at KSB or HU arrival 1 tug (unless both tanker berths unoccupied and can swing at FISB 2 tugs) <308m swinging at FISB minimum 1 tug All sizes – no tug for HD departure
	25 ->	Assessment of manoeuvring systems (Azipod vs twin screw and so on), Consider benefit of additional tug vs environmental conditions
	35+	

Table 24 **– Wind Limits Below Pelican Banks, including Fisherman Island Precinct**

15.8.2.1 FI – relevant wind sources

1. Inner Bar, FISB and KSB - BC13 and 2F.
2. Entrance Channel - BC13 and BC1.
3. Planning of towage allocation / BT Replacement - BOM Moreton Bay forecast / wind maps and NCOS FI Wind (high res).

15.8.3 Above Pelican Banks

Vessel	Wind Range Steady	Tugs	Remarks
All vessels <105m	->20	0	
	20 ->	1	No BT substitution
	30+		
All vessels 105-150m	->20	1	Efficient BT can substitute for tug
	20 ->	2	No BT substitution
	30+		
All vessels 150 -200m	->20	2	
	20 ->	2	No BT substitution
	30+		
Vehicle carriers / high windage (limited to 200m LOA)	->15	2*	No BT substitution
	20 ->	2*	
	25+		
Bulk carriers / tankers 200-230m (LR1 to Pinkenba and Panamax to QBT)	->15	2/3*	No BT substitution QBT – HDI and swing at Hamilton - Depart daylight and slack water at Pelican Banks. PNK – HUI at slack water - Depart slack water 3 tugs if draft exceeds 10.0m
	20 ->	2 / 3*	(* 2 Tugs must escort from / to Luggage Point) Gusts not to exceed 25 knots
	25+		

25 **– Wind Limits Above Pelican Banks**

15.8.3.1 Upstream of FI – relevant wind sources

1. Downstream of Gateway – Pinkenba and 2F.
2. Upstream of Gateway – Colmslie, Pinkenba and 2F.
3. Planning of towage allocation / BT Replacement - BOM Moreton Bay forecast / wind maps and NCOS FI Wind (high res).

15.8.3.2 Berth Specific Operational Limitations

1. AMPOL Products – Refer to PPM 5.9.1 for berthing direction, current and draft manoeuvring restrictions.
2. WAGNER – Refer to PPM 5.9.2 for berthing direction, current and draft manoeuvring restrictions.

15.9 Vessel Traffic Management Forms

15.9.1 VTIS A1 – Booking Form

Link to fillable PDF

Queensland Government

Booking Request

Port code | **Port name**

Arrival

Ship's name | LOA | Voyage number

Please choose from the following:

Is a Pilot required? ☐

Do you have a Pilot exempt certificate? ☐ Please complete Exempt Master and Exempt Master's name below

IMO number | Exempt Master | Exempt Master's name

Invoicing body | Agency | Agent | Contact

Reason for visit | Ship's defects

ISPS Code - security level | ISSC number provided to ACS

Last port | Next port

Berth code | Direction | Pilot on arrival

Pilot Boarding Ground

Date / / | Time

Pilot to board: ETA berth:

Date / / | Time | Date / / | Time

Tug(s) request number | Thrusters: Bow | Stern | Dual

Tug company

Draft Fwd | Draft Aft | Air Draft

Linesmen request:

Company name

Launch request number | Company name

Dangerous Goods: Yes ☐ No ☐

Tanker NGF: | Tanker GF:

continued page 2...

Departure

ETD:

Berth code | Direction | Date | Time

/ /

Please choose from the following:

Is a Pilot required? ☐

Do you have a Pilot exempt certificate? ☐ ▶ Please complete Exempt Master and Exempt Master's name below

Exempt Master | Exempt Master's name

Tug(s) request number | Tug company

Draft Fwd | Draft Aft | Air Draft

Launch request number | Company name

Dangerous Goods: Yes ☐ No ☐

Tanker NGF: | Tanker GF:

Permit(s)

	Date/Time from:	Date/Time to:
Hot work:	/ /	/ /
Immobilise:	/ /	/ /
Overside work:	/ /	/ /
Boat drills:	/ /	/ /
Tank wash:	/ /	/ /
Engine trials:	/ /	/ /
Bulk liquid transfer:	/ /	/ /

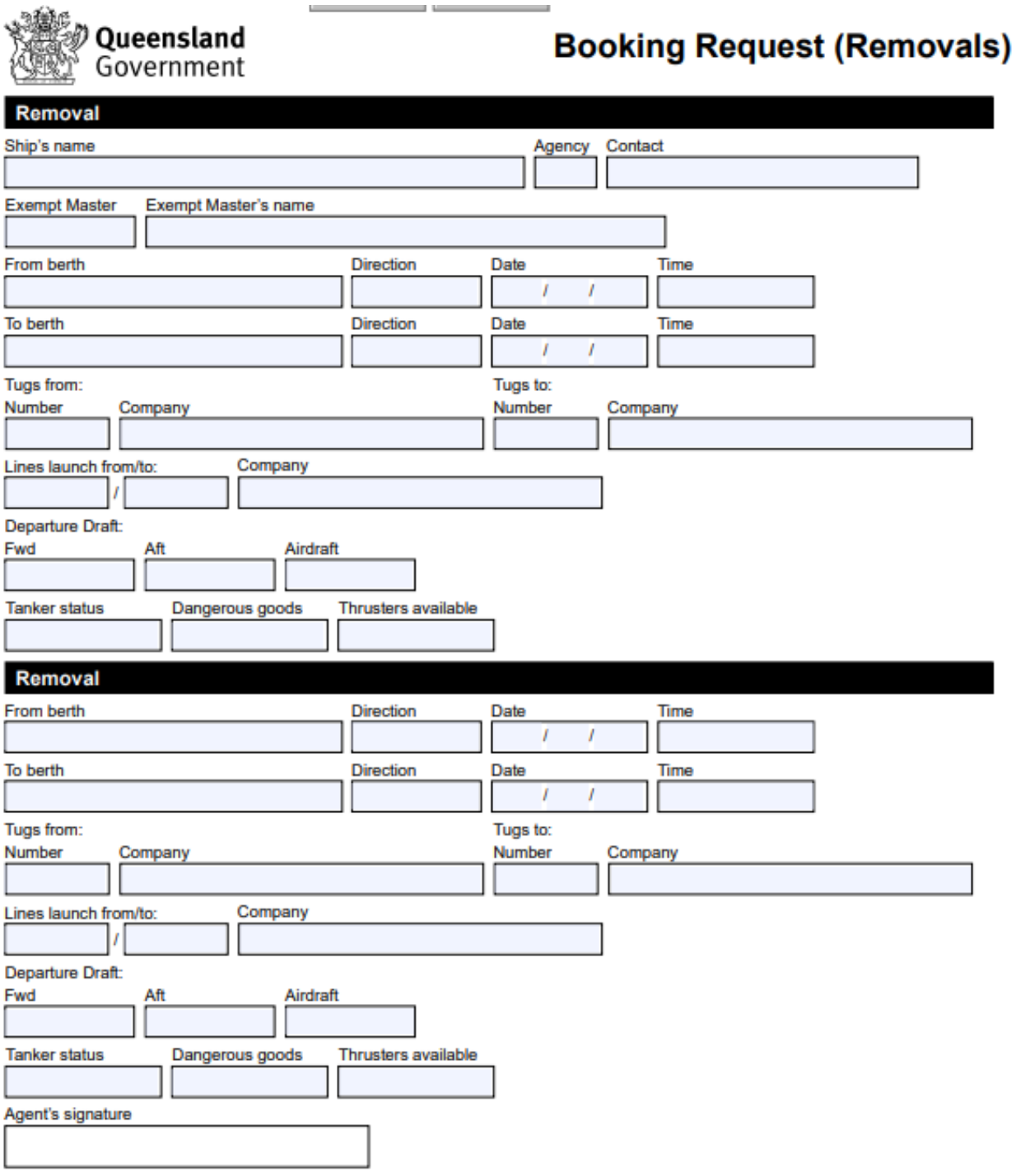
Agent only checklist:

VTIS A1 | VTIS A2 | VTIS A3 | GF Certificate

Agent's signature

15.9.2 VTIS A2 Vessel details form VTIS A2 – Booking form (Removals)

Link to fillable PDF



Queensland Government

Booking Request (Removals)

Removal

Ship's name | Agency | Contact

Exempt Master | Exempt Master's name

From berth | Direction | Date | Time

To berth | Direction | Date | Time

Tugs from: Number | Company

Tugs to: Number | Company

Lines launch from/to: / | Company

Departure Draft: Fwd | Aft | Airdraft

Tanker status | Dangerous goods | Thrusters available

Removal

From berth | Direction | Date | Time

To berth | Direction | Date | Time

Tugs from: Number | Company

Tugs to: Number | Company

Lines launch from/to: / | Company

Departure Draft: Fwd | Aft | Airdraft

Tanker status | Dangerous goods | Thrusters available

Agent's signature

LTSR Forms Area Form F5361 CFD V02 Mar 2023

15.9.3 VTIS A3 Vessel Details Form

Link to fillable PDF – Please return to VTSBrisbane@msq.qld.gov.au

Queensland Government

Vessel Details

Port Code | **Port Name**

Ship's name | Agency | Agent

ISS

IMO/Lloyd's number | Call sign

Principal agent | MMSI number

Ship type | Flag

GRT | NRT | DWT

LOA | Beam | LBPP

Summer draft | Sea speed | Bow to bridge | Bow to manifold

Thrusters

-TBC kW

Previous name | Other changes

Remarks

Please email completed form to your regional VTS.

LTSR Forms Area F5362 CFD V01 Mar 2023

15.9.4 VTIS A4 Form – Tug and Tow Advice

Link to fillable PDF

Queensland Government

VTS Tug and Tow Booking Request

Port name

Arrival

Ship's name | LOA | Voyage number

IMO Number | Exempt Master

Invoicing body | Contact details | Ship's defects

Pilot to board: Date / / Time | ETA berth: Date / / Time

Last port | Next port

Berth code | Direction

Draft Fwd | Draft Aft

Support Tug(s) Request number | Tug company

Dangerous Goods: Yes ☐ No ☐

Departure

ETD: Date / / Time | Berth code | Voyage number

Exempt Master | Contact details

Support Tug(s) Request number | Tug company

Draft Fwd | Draft Aft

Dangerous Goods: Yes ☐ No ☐

Barge details

Name

LOA | Beam | Type

Draft Fwd | Draft Aft

Length of tow: Sea | Shortened up

continued page 2...

VTS Tug and Tow Booking Request continued... page 2 of 2

Remarks

Other information

15.9.5 UKC® Vessel particulars request

Link to fillable PDF

NCOS Vessel Particulars

It is requested the master of this vessel completes this form with the following information basis the vessel's deep arrival/ departure at Brisbane.

Once this information is received we will forward this to the Harbour Master to assess and calculate your berthing/ sailing window.

Thank you for your co-operation.

Name of vessel

IMO

Hull type:

Bulk carrier ☐ Tanker ☐ Container ☐

Beam (m)

LBP (m)

LOA (m)

Owner/Line

Summer Draft

DWT for transit (t)

Displacement for transit

Draft:

Fore (m) Mid (m) Aft (m)

GM:

Centre of Gravity to Metacentre

Solid, GM(s) (m)

with corrected figure applied

Corrected GM(f) (m)

KG:

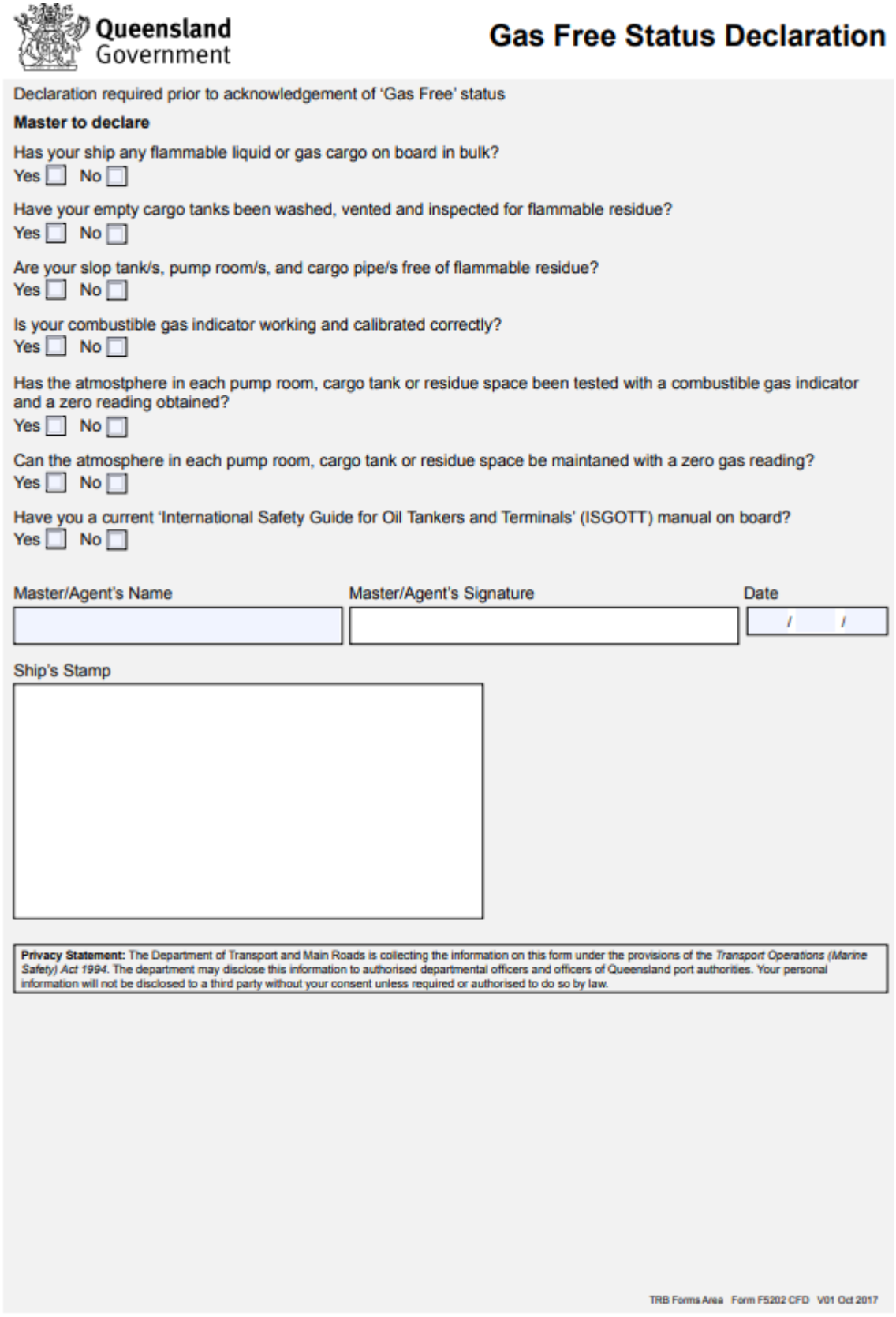
Keel to Centre of Gravity (m)

KM:

Keel to Metacentre (m)

15.9.6 Gas Free Status Declaration

Link to fillable PDF



Queensland Government

Gas Free Status Declaration

Declaration required prior to acknowledgement of 'Gas Free' status

Master to declare

Has your ship any flammable liquid or gas cargo on board in bulk?
Yes ☐ No ☐

Have your empty cargo tanks been washed, vented and inspected for flammable residue?
Yes ☐ No ☐

Are your slop tank/s, pump room/s, and cargo pipe/s free of flammable residue?
Yes ☐ No ☐

Is your combustible gas indicator working and calibrated correctly?
Yes ☐ No ☐

Has the atmostphere in each pump room, cargo tank or residue space been tested with a combustible gas indicator and a zero reading obtained?
Yes ☐ No ☐

Can the atmosphere in each pump room, cargo tank or residue space be maintaned with a zero gas reading?
Yes ☐ No ☐

Have you a current 'International Safety Guide for Oil Tankers and Terminals' (ISGOTT) manual on board?
Yes ☐ No ☐

Master/Agent's Name | Master/Agent's Signature | Date / /

Ship's Stamp

Privacy Statement: The Department of Transport and Main Roads is collecting the information on this form under the provisions of the *Transport Operations (Marine Safety) Act 1994*. The department may disclose this information to authorised departmental officers and officers of Queensland port authorities. Your personal information will not be disclosed to a third party without your consent unless required or authorised to do so by law.

TRB Forms Area Form F5202 CFD V01 Oct 2017

Master / Agent

To be lodged to the VTS Centre at least 48 hours prior to ship's ETA pilotage area.

15.9.7 'Permission to Immobilise Main Engines' – Sample

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme.

Port of Brisbane Queensland Government

Immobilise Engines

Ship Name:	MV QSHIPS II	IMO:	9000111	Call Sign:	ICANCU
Agency:	Maritime Safety Queensland (Brisbane)			Agent:	James Dean
Location:	Fisherman Island No 10 (Berth)	Start:	05/12/2014 15:00	End:	05/12/2014 22:00
Permit Issued:	05/12/2014	By:	System Administrator	Permit#:	3749

Activity description:

1. The ship's crew is required to cal Brisbane VTS on VHF Channel 12 prior to the commencement of and following the completion of the engine(s) immobilisation.
2. The ship is to fly signal flags "R" over "Y"
3. The master of the ship complies with the berth operators requirements.
4. The ship's moorings are to be tended at all times.
5. The engine(s) are to be mobilised at least one (1) hour prior to the scheduled departure of the ship.
6. The engine(s) may only be immobilised during favourable weather conditions.
7. Vessel at anchorage, anchored position is to be monitored at all times.
8. Monitor the weather conditions.

Local weather forecasts and marine warnings can be obtained at any time from the following numbers:

SE Queensland Marine Forecast1300 360 428
Marine Warnings1300 360 427

15.9.8 'Permission to Conduct Lifeboat Drills' – Sample

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme.

Port of Brisbane Queensland Government

Lifeboat Drills

Ship Name:	MV QSHIPS II	IMO:	9000111	Call Sign:	ICANCU
Agency:	Maritime Safety Queensland (Brisbane)			Agent:	James Dean
Location:	Fisherman Island No 10 (Berth)	Start:	05/12/2014 14:00	End:	05/12/2014 15:00
Permit Issued:	05/12/2014	By:	System Administrator	Permit#:	3747

Activity description:

1. Maritime Safety Queensland acknowledges the request for this activity to occur however it is the responsibility of the ship's agent to obtain the necessary approvals from the Australian Customs Service before the activity can proceed.

2. Application to the Australian Customs Service must be lodged on FORM 44 which is available on their website via the below address:

http://www.customs.gov.au/site/page4288.asp

3. The ship is to contact Brisbane VTS on VHF channel 12 prior to the commencement of the drill and at the completion of the drill once the lifeboat is secured back on board.

4. Any conditions imposed by the Australian Customs Service are adhered to.

15.9.9 'Permission to hold Main Engine Trials' - Sample

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme.

Port of Brisbane

Queensland Government

Main Engine Trials

Ship Name:	MV QSHIPS II	IMO:	9000111	Call Sign:	ICANCU
Agency:	Maritime Safety Queensland (Brisbane)			Agent:	James Dean
Location:	Fisherman Island No 10 (Berth)	Start:	05/12/2014 10:00	End:	05/12/2014 12:00
Permit Issued:	05/12/2014	By:	System Administrator	Permit#:	3746
Activity description:					

1. The ship's crew is required to cal Brisbane VTS on VHF Channel 12 prior to the commencement of and following the completion of the activity.
2. The ship is to fly signal flags "R" over "Y".
3. All cargo work is to cease.
4. All moorings are to be tended and manned.
5. The gangway is to be raised and manned.
6. The ship is to have personnel on the wharf to tend lines if required.
7. The activity is conducted in favourable weather conditions.
8. Ship/s berthed ahead/astern are to be advised of the activity.

15.9.10 'Permission to tank/crude oil wash' – Sample

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme.

Port of Brisbane Queensland Government

Tank Wash

Ship Name:	MV QSHIPS II	IMO:	9000111	Call Sign:	ICANCU
Agency:	Maritime Safety Queensland (Brisbane)			Agent:	James Dean
Location:	Caltex Fisherman Island (Berth)	Start:	04/12/2014 23:00	End:	05/12/2014 11:00
Permit Issued:	05/12/2014	By:	System Administrator	Permit#:	3745

Activity description:

Open Sea Valves: No

1. Maritime Safety Queensland acknowledges the request for this activity to occur however it is the responsibility of the ship's agent to obtain the necessary approvals from the Port of Brisbane Pty Ltd (PBPL) before it can proceed.

2. Australian Standard AS 3846-2005 (attention is drawn to paragraph 8.2.9) and ISGOTT requirements are complied with.

3. All requirements stated in the PBPL permit for the activity and the requirements of the berth operator are adhered to.

4. The ship's master is aware of and understands the safety requirements and procedures contained in the PBPL Port Notice with regard to the opening of sea valves. This may be accessed online via the web address below:

http://www.portbris.com.au/ShippingOperations/PortNotices

6. The ship is required to call Brisbane VTS on VHF Channel 12 prior to the commencement of and following the completion of the tank wash activity.

15.9.11 'Gateway Bridge Clearance form' – Sample

Applications for approval by the Regional Harbour Master must be submitted via the QSHIPS programme.

Port of Brisbane Queensland Government

Gateway Bridge Clearance permit

Ship Info					
Name:	MV QSHIPS II	IMO:	9000111	Call Sign:	ICANCU
DWT:	40248	LOA:	176	BEAM:	31
Permit Info:					
Issued:	11/12/2014 10:18	By:	System Administrator	#:	2905
General Info:					
ETA:	25/12/2014 14:00	ETD:	25/12/2014 10:00		
Managing Body:	Maritime Safety Queensland (Brisbane)				
Agent:	James Dean				
Address:					

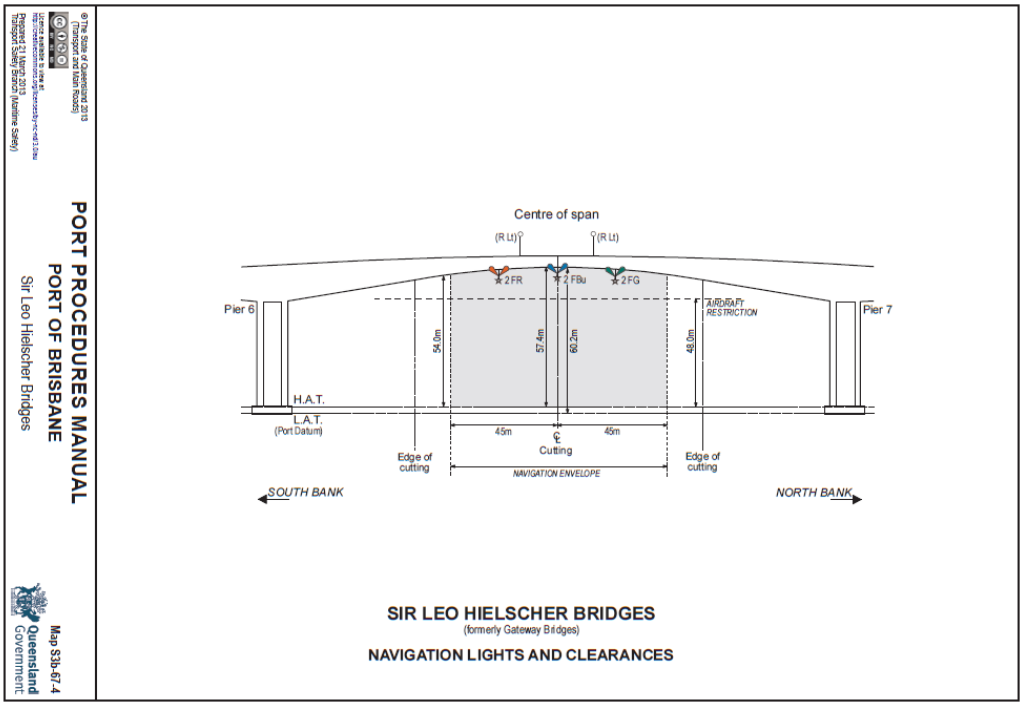
Movement description

Arrive to: Brisbane Cruise Terminal [at: Dec 25 2014 2:00PM]

The ship is permitted to transit the Gateway Bridge to and from "Brisbane Cruise Terminal" under the following conditions:
Air draft not to exceed 48 metres.

It is the responsibility of the ship's agent to ensure the Master and marine pilot are aware of the conditions imposed in this permit.

(Note - this permit is issued for the arrival movement but the prescribed conditions are also valid for the departure movement).



15.10 Navigation Data

15.10.1 Moreton Bay Distance Tables

Moreton Bay Distance Tables

Via East Channel

	EB	E5	E3	E1	M7	M5	M4	M1	NW12	NW10	NW3	NW8	NW6	NW4	NW2	FWBY	BG
EB																	
E5	8.40																
E3	9.50	1.10															
E1	11.74	3.34	2.24														
M7	14.09	5.69	4.59	2.35													
M5	15.29	6.89	5.79	3.55	1.20												
M4	17.81	9.41	8.31	6.07	3.72	2.52											
M1	20.11	11.71	10.61	8.37	6.02	4.82	2.30										
NW12	22.46	14.06	12.96	10.72	8.37	7.17	4.65	2.35									
NW10	24.91	16.51	15.41	13.17	10.82	9.62	7.19	4.80	2.45								
NW3	27.41	19.01	17.91	15.67	13.32	12.12	9.60	7.30	4.95	2.50							
NW8	29.76	21.36	20.26	18.02	15.67	14.47	11.95	9.65	7.30	4.85	2.35						
NW6	32.21	23.81	22.71	20.47	18.12	16.92	14.40	12.10	9.75	7.30	48.0	2.45					
NW4	34.61	26.21	25.11	22.87	20.52	19.32	16.80	14.50	12.15	9.70	7.20	4.85	2.40				
NW2	36.32	27.92	26.82	24.58	22.23	21.03	18.51	16.21	13.86	11.41	8.91	6.56	4.11	1.71			
FWBY	38.52	30.12	29.02	26.78	24.43	23.23	20.71	18.41	16.06	13.61	11.11	8.76	6.31	3.91	2.20		
BG	44.52	35.12	35.02	32.78	32.78	29.23	26.71	24.41	22.06	19.61	17.11	14.76	12.31	9.91	8.20	6.00	

Via Main Channel

	EB	Rr/Ld	M8	M9	M7	M5
Rr/Ld	4.25					
M8	7.75	3.50				
M9	11.36	7.10	3.60			
M7	12.90	8.65	5.15	1.55		
M5	14.10	9.85	6.35	2.75	1.20	

Via East Knoll ByPass

	EB	Rr/Ld	M8	M9	EK2	M5
Rr/Ld	4.25					
M8	7.75	3.50				
M9	11.05	6.80	3.30			
EK2	12.15	7.90	4.40	1.10		
M5	13.25	9.00	5.50	2.20	1.10	

EB – BG via East Channel = 44.52
EB – BG via Main Channel = 43.33
EB – BG via East Knoll Bypass = 42.11

15.10.2 Moreton Bay steaming times

Leg	Distance	Speed in knots						
		8	10	12	14	16	18	20
PBG–FWBY	6	45	36	30	26	22	20	18
FWBY–NW2	2.2	17	13	11	9	8	7	6
NW2–NW4	1.71	13	10	9	7	6	6	5
NW4–NW6	2.4	18	14	12	10	9	8	7
NW6–NW8	2.45	18	15	12	10	9	8	7
NW8–NW3	2.35	18	14	12	10	9	8	7
NW3–NW10	2.50	19	15	13	11	9	8	8
NW10–NW12	2.45	18	15	12	11	9	8	7
NW Bypass	12.2	92	73	61	52	46	41	37
NW12–M1	2.35	18	14	12	10	9	8	7
M1–M4	2.30	17	14	12	10	9	8	7
Spitfire Bypass	4.37	33	26	22	19	16	15	13
M4–M5	2.52	19	15	13	11	9	8	8
M5–M7	1.20	9	7	6	5	5	4	4
M7–E1 (TLMA)	2.35	18	14	12	10	9	8	7
E1–E3	2.24	17	13	11	10	8	7	7
E3–E5	1.10	8	7	6	5	4	4	3
EAST E5–EB	8.82	66	53	44	38	33	29	26
M7–M9	1.55	11	9	8	7	6	5	5
M9–M8	3.60	27	22	18	15	14	12	11
M8–Rr/Ld	3.50	26	21	18	15	13	12	11
Rr/Ld–EB	4.40	33	26	22	19	17	15	13
M4–EK2	2.93	8	7	5	5	4	4	3
EK2–M9	1.10	8	7	5	5	4	4	3
PBG to EB via FWY (sth), NW, Spitfire, Main and East (Draft +10m)	47.44	5^h55^m	4^h44^m	3^h57^m	3^h23^m	2^h57^m	2^h38^m	2^h22^m
PBG to EB via FWY(nth), NW, Spitfire, Main and East (Draft 8-10m)	46.06	5^h45^m	4^h36^m	3^h50^m	3^h17^m	2^h52^m	2^h33^m	2^h18^m
PBG to EB via FWY(nth), NWD, Spitfire and Main (Draft 5-8m)	43.53	5^h26^m	4^h21^m	3^h37^m	3^h06^m	2^h43^m	2^h25^m	2^h10^m
PBG to EB via FWY(nth), NWD, Spitfire Bypass and East Knoll Bypass (Draft <5m)	42.01	5^h15^m	4^h12^m	3^h30^m	3^h00^m	2^h37^m	2^h20^m	2^h06^m

Table 20 –Moreton Bay steaming times

15.10.3 Pilotage – Brisbane River removal distances

The table below shows removal distances in nautical miles from Outer Bar Reach Entrance Beacons to berth/anchorage. Distances to BR^ anchorage to be taken from the Outer Bar Beacons to the actual anchorage position at the time

To calculate distances between berths, deduct smaller from larger figure.

Position	QSHIPS Code	Distance
Ship to Ship Transfer #2	STS2	5.30
Ship to Ship Transfer #1	STS1	4.80
Entrance Beacons	EB	0
Fisherman Island Pump Out	FIPO	2.84
Fishermans Island 12	FI12	3.25
Fishermans Island 11	FI11	3.43
Koopa Swing Basin	KSB	3.56
Fishermans Island 10	FI10	3.63
Fishermans Island 9	FI9	3.82
Fishermans Island 8	FI8	3.96
Fishermans Island 7	FI7	4.08
Fishermans Island 6	FI6	4.17
Fishermans Island 5	FI5	4.28
Fishermans Island 4	FI4	4.43
Fishermans Island 3	FI3	4.59
Fishermans Island 2	FI2	4.72
Fishermans Island 1	FI1	4.83
Fishermans Island Grain Terminal	FIGR	5.00
Brisbane Int Cruise Terminal	BICT	5.05
Fishermans Island Tanker	FITA	5.20
Port North Common User Berth 1	PNCUB1	5.30
Fisherman Island Swing Basin	FISB	5.30
Fishermans Island Coal	FIC	5.40
Fishermans Island GP Berth	FIGP	5.50
Brisbane Crew Change Berth	BCCB	5.67
Whyte Island Tug Base	WITB	6.40
Ampol Products	AMPR	6.60
Cement Australia	CAB	7.20
Cement Australia Swing Basin	CSB	7.20

Position	QSHIPS Code	Distance
Wagner	WAG	7.36
BP Bunker Berth	BPBB	7.73
BP Products	BPPR	7.90
Hemmant Barge Landing	HBL	8.10
Boral	BORL	8.20
Viva Energy	VIVA	8.20
Quantem Liquid Terminal	QLT	8.30
Aquarium Boat Passage	ABP	8.36
Brisbane Ship Lifts (The Yard)	BSL	8.38
Incitec North	INCN	8.50
Incitec South	INCS	8.70
Pinkenba 1	PNK1	8.80
Pinkenba 2	PNK2	8.80
Pinkenba Swing Basin	PSB	8.80
Maritime Safety Queensland	MSQ	9.01
Queensport	QNPT	9.85
Pacific Tug Base	PTB	9.71
Bhagwan Marine Base	BMB	9.83
Holt Street	HOLT ST	9.85
Rivergate Marina	RYM	10.08
Queensland Bulk Terminal	QBT	10.63
Raptis	RAP	10.99
Austral (Brisbane Service Centre)	BSE	11.43
Hamilton Swing Basin	HSB	11.8
HMAS Moreton	BNWF	11.96
Riverside (Newstead)	RTB	14.4
Dockside Marine	DSM	16.6
Town Reach	CITY	18.14
SouthBank	CITY	19.06

Table 21 – Brisbane River removal distances

15.10.4 Passage Planning

Passage through Moreton Bay, from the Pilot Boarding Ground to the Entrance Beacons (Beacons BC1 and BC2), can take a number of different routes.

The available depth of water various across numerous channels, with a summary provided below.

Channel	Design Depth	North Entry	South Entry	Remarks
Fairway	15.0m	Fairway Beacon 26°48.8501'S 153°10.7759'E	NW Front Lead 26°51.5515'S 153°09.1943'E	Port Approaches
North West Channel	15.0m	NW Front Lead 26°51.5515'S 153°09.1943'E	Beacon NW12 27°02.4445'S 153°15.3421'E	Primary Deepwater Route
North West Bypass Channel	9.2m	NW Front Lead 26°51.5515'S 153°09.1943'E	Beacon NW12 27°02.4445'S 153°15.3421'E	Secondary Route Bypass channel for shallow draft vessels. Infrequently surveyed
Spitfire Channel	15.0m	Beacon NW12 27°02.4445'S 153°15.3421'E	Beacon M1 27°03.3352'S 153°18.0588'E	Primary Deepwater Route
Main Channel (Primary)	15.0m	Beacon M1 27°03.3352'S 153°18.0588'E	Beacon M7 27°08.3052'S 153°21.0775'E	Primary Deepwater Route
Spitfire Bypass Channel	12.0m	Beacon S1 27°02.9606'S 153°15.8825'E	Beacon M3 27°05.5706'S 153°18.7952'E	Secondary Route Bypass channel for shallow draft vessels. Infrequently surveyed
Main Channel (Secondary)	10.0m	Beacon M9 27°10.0092'S 153°19.8135'E	Beacon M8 27°12.0342'S 153°16.6618'E	Secondary Route Bypass channel for shallow draft vessels. Infrequently surveyed
East Knoll Bypass Channel	6.0m	Beacon M4-M6 (AIS) 27°06.0608'S 153°19.3414'E	Beacon M9 27°10.0092'S 153°19.8135'E	Secondary Route Bypass channel for shallow draft vessels. Infrequently surveyed
North East Channel	3.0m	Buoy NE2 26°57.0500'S 153°20.2250'E	Beacon M7 27°08.3052'S 153°21.0775'E	Entry with local knowledge only
East Channel	15.0m	Beacon M7 27°08.3052'S 153°21.0775'E	Beacon E5 27°13.8940'S 153°20.1438'E	Primary Deepwater Route

Brisbane Roads	14.7m	Beacon E5 27°13.8940'S 153°20.1438'E	Beacon BC1 27°18.6195'S 153°12.5493'E	Primary Deepwater Route

Table 22 – Passage Planning

The actual depth of channels can differ due to changes in the environmental conditions. Channels are regularly surveyed, though at different frequencies, depending on use. VTS can be contacted for the most up to date information or the Port of Brisbane for specific survey data.

It is the responsibility of the Master to ensure that the vessel is safe navigationally, including the use of the appropriate channels for their vessels draft.