

4. Port Description

Gladstone is one of the largest coal export ports in Australia, situated 525 kilometres north of Brisbane. The port is managed by the Gladstone Ports Corporation, a statutory Queensland government owned corporation, who provide a pilotage service, maintain the dredging, security, berths, and operations at the port. There are currently twenty operational berths and operates 24 hours a day seven days a week.

4.1 Pilotage Area

The Gladstone pilotage area is described in schedule 2 of the [*Transport Operations \(Marine Safety\) Regulations 2016*](#) as the area of:

- a) Waters bounded by an imaginary line drawn:
- starting at the high-water mark at Connor Bluff on Curtis Island at approximate latitude 23° 42.909' south, longitude 151° 17.660' east
 - then in a south-easterly direction to latitude 23° 49.509' south, longitude 151° 34.660' east
 - then south to latitude 23° 56.509' south, longitude 151° 34.660' east
 - then in a south-westerly direction to the high-water mark at the northern tip of Tiber Point on Hummock Hill Island
 - then west to the high-water mark on Wild Cattle Island
 - then by the high-water mark in a northerly direction along the eastern shoreline of Wild Cattle Island to the northern tip of the island
 - then west to the high-water mark on the eastern shoreline of the mainland
 - then by the high-water mark in a northerly direction along the eastern shoreline of the mainland to latitude 23° 38.409' south
 - then east to the high-water mark of the western shoreline of Curtis Island at latitude 23° 38.409' south
 - then by the high-water mark in a southerly direction along the western shoreline, in an easterly direction along the southern shoreline and in a northerly direction along the eastern shoreline of Curtis Island to the starting point; and
- b) The navigable waters of rivers and creeks flowing, directly or indirectly, into the waters referred to in paragraph a). [Pilotage – Gladstone Port and Pilotage Areas](#)

4.2 Load Lines

Gladstone is in the summer zone except during the seasonal period from 1 April to 30 November each year when signatory flag states to the load line protocol have accepted that vessels may load to tropical marks.

4.3 Maximum Vessel Size

Maximum size vessels for the port are subject to the intended wharf centre and berth for a ship arrival. Maximum size vessels for each wharf centre are found in section '5.1 Gladstone Berth Information', or in section '6 Facilities' of the Gladstone Port Information Handbook (<https://www.gpcl.com.au/operations/port-of-gladstone>). Maximum sailing drafts for all ships are subject to restrictions determined by either Static Under Keel Clearance or Dynamic Under Keel Clearance. See section '7.4 Draft Restrictions' for further information. Subject to weather and tidal conditions, a sailing draft of 17 metres will generally be available on most days from the deep draft export terminals.

4.4 Time Zone

UTC + 10 hours throughout the year (no summertime applies).

4.5 Working Hours

Port service providers are available 24 hours per day, seven days per week.

4.6 Charts and Books

For navigation in pilotage areas, masters should refer to the nautical charts produced by the Australian Hydrographic Office and Admiralty Sailing Directions NP15 (Australian Pilot Volume III / V).

Charts of the area include:

AUS 245	Port of Gladstone (Mandatory for pilotage area)
AUS 246	Approaches to the Port of Gladstone Mandatory for pilotage area)
AUS 817	Great Sandy Strait and Hervey Bay
AUS 818	Sandy Cape to Bustard Head
AUS 819	Bustard Head to North Reef
AUS 4060	Australasia and adjacent waters
AUS 4602	Tasman and Coral Seas – Australia to Northern New Zealand and Fiji

Mariners are advised that if no paper charts held, two (2) fully operational, independently operated and approved ECDIS systems containing the charts listed above are permitted. In addition, mariners should also confirm chart requirements with AMSA and any requirements detailed within SOLAS Regulation V19, which may be more stringent than the requirements listed above.

*The requirement to carry two (2) fully operational, independently operated, and approved ECDIS systems can be relaxed based on the following requirements:

- a. One operational and approved ECDIS system;

- b. The second non-operation ECDIS failed on the current voyage from the last port; and
- c. Repair timetable is in place while the vessel is alongside.

Redundancy for the non-operational ECDIS will be provided by the Pilot's PPU.

Vessels meeting the above requirements can be approved to enter the port of Gladstone.

4.7 Shipping Announcements

4.7.1 Notices to Mariners and Advice to Mariners

Maritime Safety Queensland circulates marine safety information to mariners, organisations and other interested parties, in the form of Notices to Mariners and Advice Notices.

Notices to Mariners 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); and
- any other works which may affect the safe navigation of vessels in Queensland coastal waters and ports (such as dredging operations and construction works).

Advice Notices will cover short term navigation and may include information on fireworks displays, aquatic events or similar.