

Work Instructions **Pre-Arrival Information for Ships**

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The following pages include pre-arrival information which is provided to assist the bridge team in planning and preparing for the pilotage in Brisbane.

The correct use of this information will help to ensure the vessel's passage plan is based upon the same information as that used by the Pilot.

Masters should ensure that all navigational references have been properly consulted, tidal and UKC calculations have been made, and that all charts in use are correct and up-to-date.

Masters should ensure the Bridge manning adequately provides for a proper lookout to be maintained for the duration of the Pilotage.

<b>Pre-Arrival and Departure Checklist</b> (to be completed by the bridge team prior to Pilot on board)		
<b>1.</b>	Enter appropriate waypoints from list of recommended routes (see Route Planner - page 3) <i>Note: For operational reasons, vessels with a draft of less than 8m should enter the additional waypoints for route 2 (8-10m)</i>	<input type="checkbox"/>
<b>2</b>	Bridge team to be familiar with Brisbane Marine Pilot's Bridge Resource Management Guidelines on page 2 ( <b>a printed copy should be available for reference by the Bridge Team</b> )	<input type="checkbox"/>
<b>3</b>	Anchors ready for letting go and person(s) available to let go in case of emergency	<input type="checkbox"/>
<b>4</b>	Main engine tested astern	<input type="checkbox"/>
<b>5</b>	Pilot card and ship's particulars available	<input type="checkbox"/>
<b>6</b>	VHF available channels 12 and 16	<input type="checkbox"/>
<b>7</b>	Rig Pilot Ladder in accordance with SOLAS requirements / When using a combination ladder, the accommodation platform should be <b>not less</b> than 6m above the waterline	<input type="checkbox"/>
<b>8</b>	Agent must be advised of any current or relevant historical defects prior to arrival. Defects must be brought to the Pilot's attention	<input type="checkbox"/>

*Additional information can be found at <http://www.brisbanepilots.com.au> under **Passage Planning**.*

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## Bridge Resource Management Guidelines

The following guidelines are intended as a reference for the bridge team to ensure a minimum standard of bridge resource management is executed in support of the pilotage in Brisbane.

- Ensure courses on ship's charts, radar overlay and ECDIS are the same as the agreed recommended route.
- Clearly define navigation and operational tasks and responsibilities.
- Discuss dangers, precautions and contingency plans.
- Continuously monitor vessel's position, speed and heading against the agreed passage plan.
- Inform Pilot of the waypoint beacon and new course when 1 mile (or as required) from each waypoint.
- Monitor **ALL** course alterations until steady on the new course.
- Ensure a proper lookout is maintained and Inform the Pilot of **ANY** visual or radar targets which may pose a risk of collision. *(Note: There is a high risk of interaction with small vessels within the Port. Such vessels can be difficult to detect, in particular from within the backscatter of shore lights. Significant commercial fishing activity occurs seasonally and there is a high level of recreational boating activity. Pilots do not assume the role of lookout.)*
- Inform the Pilot before changing helmsman and OOW. Changeovers should not occur during critical periods of the pilotage.
- Closed loop communication techniques should be used to eliminate any doubt or ambiguity.
- Question the Pilot immediately if in any doubt.
- For arriving vessels, a review of the intended manoeuvre and mooring arrangements is to be undertaken prior to passing the Entrance Beacons.

**Please include this card when changing OOW.**

**Thank you for providing a smoke free working environment for our Pilots.**



## Route Planner

***The Master and bridge team should remember that they are always responsible for, and are in charge of the safe navigation of the ship, even when navigating with a Pilot.***

Route	Draft	Description	Page
1	10m +	Northwest & East Channels - South of Fairway	4
2	8 – 10m	Northwest & East Channels - North of Fairway	5
3	7 – 8m	Northwest & Main Channels - East of Rear Recip.	6
4	< 7m	Direct North West & Main Channels	7
5	< 10m	Passenger Vessels draft less than 10m - controlled turns	8
6		Brisbane River	9

**Note a:** Passenger vessels (less than 10m draft) will normally follow Route 5. Route 5 includes waypoints for the River transit to the Brisbane Cruise Terminal.

**Note b:** For operational reasons, vessels with a draft of less than 8m should also enter the waypoints for Route 2 (draft 8 – 10m).

**Note c:** Vessels transiting the Brisbane River upstream of Pelican Banks buoy should also include Route 6 (Brisbane River)

**Note d:** These Routes are the main shipping routes in the Port but Pilots may vary courses in consultation with the Bridge Team.



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**Route 1  
Inbound, Northwest & East Channels – South of Fairway  
Draft greater than 10m**

Name	Latitude	Longitude	Inbound Course	Outbound Course	Distance	Radius
PBG	26° 42.900' S	153° 10.700' E	170°		5.7 nm	
Fairway Entrance	26° 48.528' S	153° 11.792' E	247°	350°	2.9 nm	1.0 nm
NW2	26° 49.643' S	153° 08.822' E	171°	067°	1.9 nm	0.5 nm
NW4	26° 51.520' S	153° 09.168' E	148°	351°	7.3 nm	1.0 nm
NW3	26° 57.768' S	153° 13.482' E	160°	328°	5.0 nm	1.0 nm
NW12	27° 02.450' S	153° 15.379' E	110°	340°	2.5 nm	0.75 nm
M1	27° 03.322' S	153° 18.059' E	164°	290°	2.3 nm	1.0 nm
M3/M4	27° 05.543' S	153° 18.786' E	136°	344°	2.4 nm	1.0 nm
M5	27° 07.274' S	153° 20.659' E	160°	316°	1.1 nm	1.0 nm
M7	27° 08.307' S	153° 21.091' E	187°	340°	2.4 nm	1.0 nm
E1	27° 10.685' S	153° 20.788' E	191°	007°	3.7 nm	1.0 nm
E5	27° 14.291' S	153° 20.029' E	242°	011°	4.2 nm	1.0 nm
Rear Reciprocal	27° 16.282' S	153° 15.881' E	242°	062°	2.6 nm	1.0 nm
Outer EB	27° 17.505' S	153° 13.329' E	212°	062°	1.3 nm	1.0 nm
Entrance Beacons	27° 18.621' S	153° 12.551' E	212°	032°	3.0 nm	
Inner Bar	27° 21.143' S	153° 10.786' E	212°	032°	1.9 nm	
Luggage Point	27° 22.779' S	153° 09.646' E		032°		



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**Route 2  
Inbound, Northwest and East Channels – North of Fairway  
Draft 8 to 10m**

Name	Latitude	Longitude	Inbound Course	Outbound Course	Distance	Radius
PBG	26° 42.900' S	153° 10.700' E	180°		5.6 nm	
NW Fairway (North)	26° 48.478' S	153° 10.688' E	235°	000°	2.0 nm	1.0 nm
NW2	26° 49.643' S	153° 08.822' E	171°	055°	1.9 nm	0.5 nm
NW4	26° 51.520' S	153° 09.168' E	148°	351°	7.3 nm	1.0 nm
NW3	26° 57.768' S	153° 13.482' E	160°	328°	5.0 nm	1.0 nm
NW12	27° 02.450' S	153° 15.379' E	110°	340°	2.5 nm	0.75 nm
M1	27° 03.322' S	153° 18.059' E	164°	290°	2.3 nm	1.0 nm
M3/M4	27° 05.543' S	153° 18.786' E	136°	344°	2.4 nm	1.0 nm
M5	27° 07.274' S	153° 20.659' E	160°	316°	1.1 nm	1.0 nm
M7	27° 08.307' S	153° 21.091' E	187°	340°	2.4 nm	1.0 nm
E1	27° 10.685' S	153° 20.788' E	191°	007°	3.7 nm	1.0 nm
E5	27° 14.291' S	153° 20.029' E	242°	011°	4.2 nm	1.0 nm
Rear Reciprocal	27° 16.282' S	153° 15.881' E	242°	062°	2.6 nm	1.0 nm
Outer EB	27° 17.505' S	153° 13.329' E	212°	062°	1.3 nm	1.0 nm
Entrance Beacons	27° 18.621' S	153° 12.551' E	212°	032°	3.0 nm	
Inner Bar	27° 21.143' S	153° 10.786' E	212°	032°	1.9 nm	
Luggage Point	27° 22.779' S	153° 09.646' E		032°		



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**Route 3  
Northwest & Main Channels – East of Rear Reciprocals  
Draft 7 to 8m**

Name	Latitude	Longitude	Inbound Course	Outbound Course	Distance	Radius
PBG	26° 42.900' S	153° 10.700' E	180°		5.6 nm	
NW Fairway (North)	26° 48.478' S	153° 10.688' E	235°	000°	2.0 nm	0.5 nm
NW2	26° 49.643' S	153° 08.822' E	171°	055°	1.9 nm	0.5 nm
NW4	26° 51.520' S	153° 09.168' E	148°	351°	7.3 nm	0.5 nm
NW3	26° 57.768' S	153° 13.482' E	160°	328°	5.0 nm	0.5 nm
NW12	27° 02.450' S	153° 15.379' E	110°	340°	2.5 nm	0.5 nm
M1	27° 03.322' S	153° 18.059' E	164°	290°	2.3 nm	0.5 nm
M3/M4	27° 05.543' S	153° 18.786' E	143°	344°	3.4 nm	0.5 nm
M7	27° 08.307' S	153° 21.091' E	207°	323°	1.5 nm	0.5 nm
M9	27° 09.600' S	153° 20.350' E	232°	027°	3.8 nm	0.5 nm
M8	27° 11.919' S	153° 17.004' E	199°	052°	3.6 nm	0.5 nm
East of RR	27° 15.278' S	153° 15.734' E	224°	019°	3.1 nm	0.5 nm
Outer EB	27° 17.505' S	153° 13.329' E	212°	044°	1.3 nm	0.5 nm
Entrance Beacons	27° 18.621' S	153° 12.551' E	212°	032°	3.0 nm	
Inner Bar	27° 21.143' S	153° 10.786' E	212°	032°	1.9 nm	
Luggage Point	27° 22.779' S	153° 09.646' E		032°		



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### **Route 4 Direct Northwest and Main Channels Draft less than 7m**

<b>Name</b>	<b>Latitude</b>	<b>Longitude</b>	<b>Inbound Course</b>	<b>Outbound Course</b>	<b>Distance</b>	<b>Radius</b>
PBG	26° 42.900' S	153° 10.700' E	180°		5.6 nm	
NW Fairway (North)	26° 48.478' S	153° 10.688' E	235°	000°	2.0 nm	0.5 nm
NW2	26° 49.643' S	153° 08.822' E	171°	055°	1.9 nm	0.5 nm
NW4	26° 51.520' S	153° 09.168' E	153°	351°	12.3 nm	0.5 nm
NW12	27° 02.450' S	153° 15.379' E	110°	333°	2.5 nm	0.5 nm
M1	27° 03.322' S	153° 18.059' E	164°	290°	2.3 nm	0.5 nm
M3/M4	27° 05.543' S	153° 18.786' E	143°	344°	3.4 nm	0.5 nm
M7	27° 08.307' S	153° 21.091' E	207°	323°	1.5 nm	0.5 nm
M9	27° 09.600' S	153° 20.350' E	232°	027°	3.8 nm	0.5 nm
M8	27° 11.919' S	153° 17.004' E	199°	052°	3.6 nm	0.5 nm
East of RR	27° 15.278' S	153° 15.734' E	224°	019°	3.1 nm	0.5 nm
Outer EB	27° 17.505' S	153° 13.329' E	212°	044°	1.3 nm	0.5 nm
Entrance Beacons	27° 18.621' S	153° 12.551' E	212°	032°	3.0 nm	
Inner Bar	27° 21.143' S	153° 10.786' E	212°	032°	1.9 nm	
Luggage Point	27° 22.779' S	153° 09.646' E		032°		



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**Route 5  
Passenger Vessels draft less than 10m – controlled turns  
Draft less than 10m**

Name	Latitude	Longitude	Inbound Course	Outbound Course	Distance	XTE	Radius
PBG	26° 42.900' S	153° 10.700' E	180°		5.6 nm	0.5 nm	
NW Fairway	26° 48.478' S	153° 10.688' E	237°	000°	2.0 nm	120m	1.50
NW2	26° 49.600' S	153° 08.780' E	170°	057°	1.9 nm	120m	0.75
NW4	26° 51.520' S	153° 09.168' E	148°	350°	7.4 nm	120m	1.50
NW3	26° 57.768' S	153° 13.482' E	161°	328°	5.0 nm	120m	1.50
NW12	27° 02.510' S	153° 15.300' E	105°	341°	2.7 nm	0.10 nm	1.25
M1	27° 03.170' S	153° 18.010' E	164°	285°	2.4 nm	0.1 nm	1.25
M3/M4	27° 05.543' S	153° 18.786' E	136°	344°	3.2 nm	0.1 nm	1.50
M5-M7	27° 07.740' S	153° 21.167' E	187°	316°	3.0 nm	0.1 nm	1.50
E1	27° 10.685' S	153° 20.788' E	191°	007°	3.7 nm	0.1 nm	1.50
E5	27° 14.291' S	153° 20.029' E	242°	011°	6.8 nm	0.1 nm	1.50
Outer EB	27° 17.505' S	153° 13.329' E	212°	062°	1.3 nm	60 m	1.50
Entrance Beacons	27° 18.621' S	153° 12.551' E	212°	032°	4.9 nm	60 m	
Luggage Point	27° 22.779' S	153° 09.646' E	212°	032°	0.6 nm	60 m	
Lower Pelican	27° 23.265' S	153° 09.308' E	186°	032°	0.5 nm	30 m	1.00
Upper Pelican	27° 23.765' S	153° 09.253' E	199°	006°	0.7 nm	30 m	1.00
Caltex Products	27° 24.419' S	153° 08.995' E	209°	019°	0.6 nm	30 m	1.00
CAB	27° 24.989' S	153° 08.645' E	218°	029°	0.3 nm	30 m	1.00
BP Products	27° 25.250' S	153° 08.419' E	246°	038°	0.6 nm	30 m	0.50
Incitec North	27° 25.505' S	153° 07.773' E	237°	066°	0.6 nm	30 m	1.00
Pinkenba Sarus	27° 25.853' S	153° 07.178' E	216°	057°	0.8 nm	30 m	0.75
Power Station	27° 26.478' S	153° 06.660' E	242°	036°	0.4 nm	30 m	1.00
Gateway Bridge	27° 26.690' S	153° 06.216' E	256°	062°	0.8 nm	30 m	1.00
Mobil Colmslie	27° 26.898' S	153° 05.301' E	288°	076°	0.8 nm	30 m	0.75
Hamilton Swing	27° 26.638' S	153° 04.392' E		108°			





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**Route 6  
Brisbane River**

Name	Latitude	Longitude	Inbound Course	Outbound Course	Distance	Radius
Luggage Point	27° 22.779' S	153° 09.646' E	212°	032°	0.6 nm	
Lower Pelican	27° 23.265' S	153° 09.308' E	186°	032°	0.5 nm	0.75 nm
Upper Pelican	27° 23.765' S	153° 09.253' E	199°	006°	0.7 nm	0.75 nm
Caltex Products	27° 24.419' S	153° 08.995' E	209°	019°	0.6 nm	0.75 nm
CAB	27° 24.989' S	153° 08.645' E	218°	029°	0.3 nm	0.75 nm
BP Products	27° 25.250' S	153° 08.419' E	246°	038°	0.6 nm	0.50 nm
Incitec North	27° 25.505' S	153° 07.773' E	237°	066°	0.6 nm	0.75 nm
Pinkenba Sarus	27° 25.853' S	153° 07.178' E	216°	057°	0.8 nm	0.75 nm
Power Station	27° 26.478' S	153° 06.660' E	242°	036°	0.4 nm	0.75 nm
Gateway Bridge	27° 26.690' S	153° 06.216' E	256°	062°	0.8 nm	0.75 nm
Mobil Colmslie	27° 26.898' S	153° 05.301' E	288°	076°	0.8 nm	0.75 nm
Hamilton Swing Basin	27° 26.638' S	153° 04.392' E		108°		