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 30 – 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.