

Port of Hobart

Port Map



Harbour limits

The port of Hobart consists of all waters of the Derwent estuary, from a line drawn from shore to shore 450 metres north of and parallel to the Bowen Bridge, to a line extending from Kellys Point on the northern extremity of Bruny Island 092° true to the southern tip of Betsy Island, and thence a line drawn 026° true to Cape Contrariety. Including all waters of the D'Entrecasteaux Channel to a line drawn from Partridge Island 223° true, to Southport Island.

Hobart Zone A

- (a) Is bounded to the south by an imaginary line east/west along the parallel of latitude 42°55.5'S across the width of the River Derwent; and
- (b) To the north by an imaginary line drawn from the diamond shaped beacons, orange in colour, located approximately 450 metres south of the Tasman Bridge in the western shore to another pair of diamond shaped beacons, orange in colour, similarly located on the eastern shore.

Hobart Zone B

- (a) Is bounded to the south by an imaginary line drawn from the diamond shaped beacons, orange in colour, locate approximately 450 metres south of Tasman Bridge on the western shore to another pair of diamond shaped beacons, orange in colour, similarly located on the eastern shore; and
- (b) To the north by an imaginary line bearing 082° true from Dowsing Point to the eastern bank of the River Derwent.

Port Huon, Zone C

- (a) The Hobart Zone C pilotage limit is bounded to the south by an imaginary line bearing 223° true from the southern end of Partridge Island to Southport Island; and
- (b) To the north by an imaginary line bearing 138° true from Pierson Point to Kellys Point.

Pilotage

Pilotage is compulsory for all vessels over 35 m in length, unless the Master holds a current Pilotage Exemption Certificate.

A permit to proceed without a pilot may be issued to certain Non-Trading Vessels such as Private Yachts or Training Vessels > 35 m LOA that are seeking to visit remote outports on specific application to Tasports.

For vessels bound for Hobart (including Risdon), the Pilot boarding position is approximately 125° true by 0.9' (nm) on an imaginary line east/west along the parallel of latitude 42°55.5'S across the width of the River Derwent in position 42°55.5'S 147°23.4'.

For vessels bound for Port Huon from the north, via the D'Entrecasteaux Channel, the Pilot boarding ground is on a line drawn from the Iron Pot lighthouse (Chart AUS 171 - Lat. 43°03.7'S., Long. 147°25.5'E., Gp F1 (3) W.10 sec. 20m 10M); to Kelly's Point on the northern tip of Bruny Island in position 43°03.7'S 147°23.4'E.

For vessels bound to either Hobart, Risdon or Port Huon from the south, via the D'Entrecasteaux Channel, the pilot boarding ground is on a line drawn from the southern end of Partridge Island (Chart AUS. 173) to Southport Island in position 43°26.3'S 147°03.8'E.

For vessels bound to Spring Bay, the pilot boarding ground is on a line drawn from Point Home Lookout to Stapleton Point (Chart AUS 170) in position 42°34.2'S 147°56.5'E.

In the case of vessels wishing to visit Wineglass Bay, Coles Bay, Port Arthur or Port Davey, special arrangements must be made in advance for the pilot to be provided. Contact Tasports for further information.

Telephone +61 3 63803013 or 63803075

Facsimile +61 3 63803043

Pilots are stationed at Hobart; the pilot launch leaves Hobart at designated times for the following pilot boarding positions:

- a) 125° true x 0.9 nms from John Garrow beacon - 30 minutes prior to vessel's latest ETA;
- b) Iron Pot – 1.5 hours prior to vessel's latest ETA;
- c) Partridge Island – 4 hours prior to vessel's latest ETA.

For vessels embarking a pilot at Spring Bay the pilot vessel leaves Spring Bay wharf 30 minutes prior to the vessel's latest ETA.

Signals

Vessels under pilotage during the hours of daylight shall exhibit the International Code of Signals Flag 'H' (as prescribed in the International Code of Signals).

Port of Hobart

Overview (continued)

Anchorage

Four anchoring positions for Hobart:

- 1) 42 55.5'S 147 23.4'E (pilot boarding point)
- 2) 42 56.1'S 147 23.3'E
- 3) 42 56.9'S 147 23.1'E
- 4) 42 57.7'S 147 22.9'E

The position for vessels to hold prior to berthing from the John Garrow Light is 124° (T) x 1.36nm. South of the Pilot Boarding Line. Alternative positions may be allocated by Hobart Port Control dependent on vessel circumstances.

Anchorage is prohibited in the following areas:

- a) Sullivans Cove: to the westward of a circle centred 42°52.12'S, 147°20.8'E, from Macquarie No 6 wharf to the extension of the line of Princes No 4 Wharf (see Chart AUS172).
- b) Within 150 metres either side of the Tasman Bridge.
- c) Within the main navigational channel of the Tasman Bridge.
- d) Within 800 metres either side of the cable crossing from Blackmans Bay to Halfmoon Bay (See Charts AUS171, 173 and 794).

Berths

For detailed information on berths and depths see *Annex 1*.

Princes 1	Antarctic Supply & Small Vessels
Princes 2-3	Small Vessels, Naval Vessels
Princes 4	CSIRO
Macquarie 1	Small Fishing Vessels, Fish Unloading Facility
Macquarie 2	Larger Fishing Vessels, Caustic Acid vessels
Macquarie 3	Bulk Products, Cruise Vessels, Antarctic
Macquarie 4-5	Break Bulk, Cruise Vessels, Antarctic
Macquarie 6	Lay-up berth
Self's Point	Fuel Terminal, Bunkering Facility
Risdon	Concentrates, Acid, Fertiliser
Spring Bay	Fishing

Tides

Tides at Hobart are irregular, the maximum rise and fall being 1.37 metres. Annual tidal predictions for Hobart and Spring Bay are available from:

www.bom.gov.au/oceanography/ and www.bom.gov.au/oceanography/tides/MAPS/tas.shtml

Electricity

All wharves and transit sheds are lit for night working. 3-Phase power is available at a number of wharves. Details upon request from Tasports.

Berth distances

Local Distances within the Derwent Estuary as follows.

	Iron Pot	JGB	Sull. Cove	S.P.	Ris.	Prince of Wales Bay
Iron Pot	0	8.8'	11.3'	13.8'	14.8'	15.8'
John Garrow Beacon	8.8'	0	2.5'	5'	6'	7'
Sullivans cove	11.3'	2.5'	0	2.5'	3.5'	4.5'
Self's point	13.8'	5'	2.5'	0	1'	3.5'
Risdon	14.8'	6'	3.5'	1'	0	1'
Prince of Wales Bay	15.8'	7'	4.5'	3.5'	1'	0

Tugs

The Port of Hobart has the following tugs operating from Prince of Wales Bay.

Tug	BHP	Bollard Pull
Godley	2200	30t- twin screw z-peller
Watagan	3265	47t - twin screw z-peller
Sydney Cove	2000	30t - twin screw conventional

The tugs are operated by Tasports' Operations business unit:

Trafalgar Building
Level 1, 110 Collins St
G.P.O. Box 202
HOBART Tas. 7001

Phone: 03 62226020

Fax: 03 62226122

Email: towage@tasports.com.au

For tug requirements the following table is a typical guide only. A pilot may order an extra tug at any time deemed prudent, and may vary according to type of vessel and other factors such as weather conditions.

Vessel length	No. of tugs arrival	No. of tugs departure
0 – 95m	0	1
95 – 125m	1*	1
125 – 150m	1*	1*
150 – 180m	2	1*
> 180m	2	2

* If swinging two tugs required.

Port of Hobart

Overview (continued)



- Tankers (not gas free) and other hazardous condition vessels over 110m require a Z-peller tug when transiting the Tasman Bridge.
- Ships over 130m require a Z-peller tug when transiting the Tasman Bridge.
- An effective bowthruster counts as 1 tug for berthing and unberthing.
- For Sells Point, Princes 1, Elizabeth Street Pier and Port Huon, 2 tugs are required for berthing vessels 125– 150m in length.

Port Restrictions

Tasman Bridge

Navigation under pilotage within the Port of Hobart (inclusive of Port Huon and Risdon etc) is on a 24 hour basis with the following exception:

Navigation through the Tasman Bridge is prohibited to all vessels exceeding 35 metres in length, on any normal week day Monday to Friday during the hours of 0700-0915 and 1600-1830.

Vessel size

Maximum vessel size to transit the Tasman Bridge is 185m LOA.

Weather

Careful consideration is to be given for winds in excess of 25 knots blowing from a south westerly to north westerly direction and the bridge transit is only to proceed after consultation with the Master and the Pilot.

Visibility

The minimum visibility required for a bridge transit is 1.5' n.m.

Air Draft

The following overhead clearance restrictions exist within the Port of Hobart:

- The Centre Line of the Main Navigation Span of the Tasman Bridge is 44 metres above Mean High High Water (MHHW).
- The overhead clearance of the power cable just south of the Risdon wharf is 42.2 metres above Mean High High Water (MHHW).

Berth and Channel restrictions

The minimum depth at the entrance to the River Derwent is 14.1m at the Iron Pot Bar. For the D'Entrecasteaux channel the minimum depth is 11m, and for vessels navigating to Port Huon the minimum depth is 8.5m.

Vessels must maintain a static underkeel clearance of 0.30m at all times while alongside the berth.

Vessels must maintain a static underkeel clearance of 1.6m while navigating in the Hobart pilotage areas. Special consideration is to be given by deep draft vessels entering the Derwent Estuary with a swell running at the Iron Pot bar.

Communications

The Tasmanian Safety Network is monitored by Coast Radio Hobart. For further information about this service contact <http://www.mast.tas.gov.au>

Radio

Tasports port control is manned on a 24 hour basis and a listening watch is kept on VHF Channels 16 (156.8 MHz) and 12 (156.6 MHz). When contact has been satisfactorily established all traffic must be passed through VHF, Channel 12 (156.6 MHz).

Vessels can usually establish contact on Channel 16 at ranges in excess of 50 nautical miles from Hobart. This range is extended for vessels passing to the East of Tasmania where contact can be established near Maria Island. CALL SIGN: "Hobart Port Control" should be used.

Port Arrival

Vessels arriving at the Port of Hobart should make contact with Hobart Port Control as soon as they are within VHF range. Vessels should then call (Hobart Port Control) on VHF Channel 16 prior to rounding the "Iron Pot" to advise final ETA. Upon rounding the Iron Pot inward, Channel 12 becomes the working channel with listening watch kept on Channel 16.

Port Control will generally re-call a vessel on Channel 12 approximately 30/45 minutes prior to designated time of pilot boarding to confirm ETA and Pilot Boarding Arrangements.

All ships within the Port of Hobart should keep a listening watch on Channel 12 & 16.

Port of Hobart

Berth Information

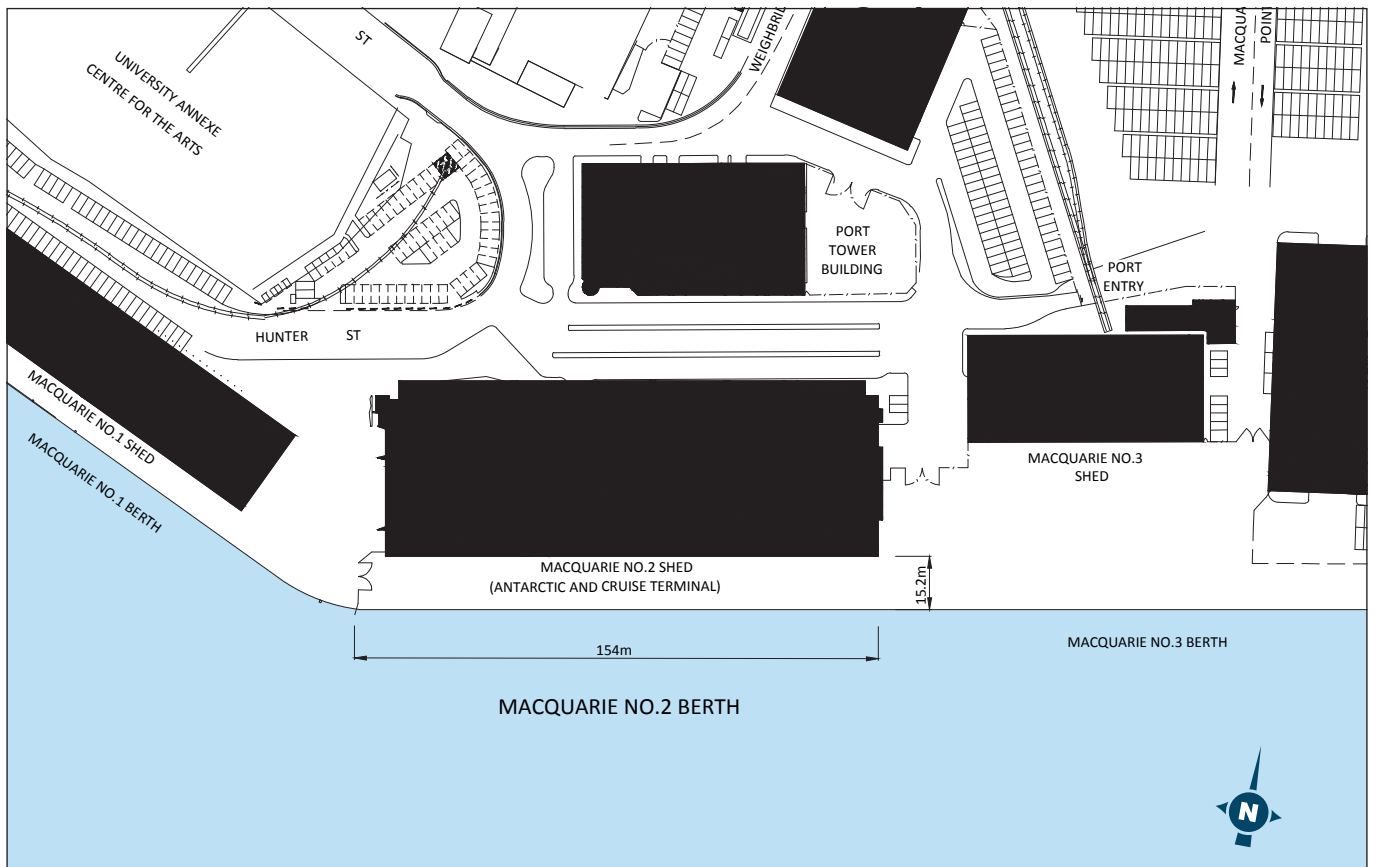
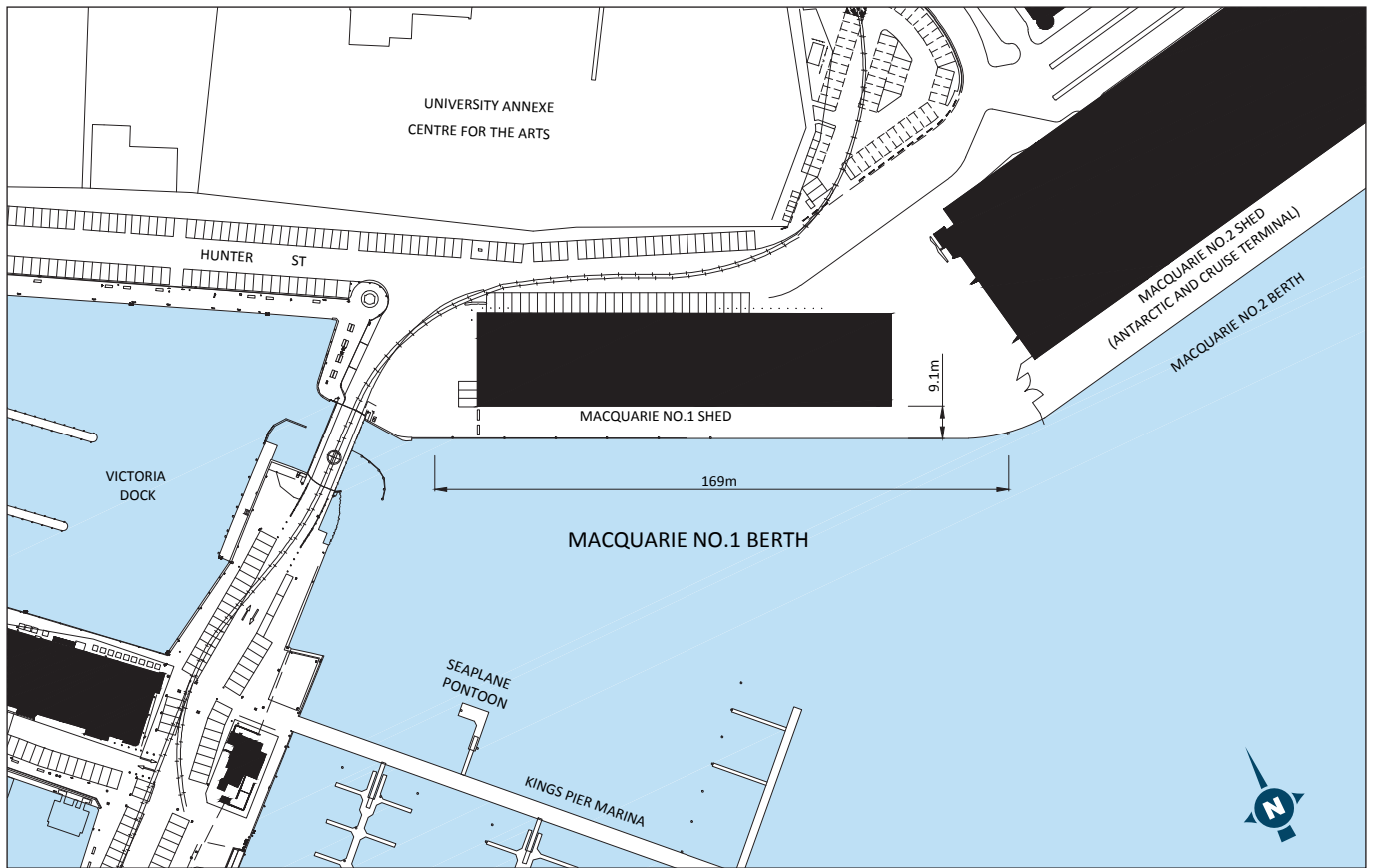
Berth	Berth direction	Design depth	declared depth	height of berth > chart datum	Length	width of apron	Axle load (tons)	Number of bollards	Bollard strength (tons)	Notes
Princes 1	275°	7.9m	7.3m	3.31m	138m	12.2m	40t	13	10 x 40t, 2 x 50t	
Princes 2	275°	8.0m	8.0m	3.34m	100m	7.6m	22t	4	1 x 40t, 2 x bean, 3 x modified bean	
Macquarie 1	296°	5.2m	4.1m @ inner end	3.1m to 4.01m	169m	9.1m	20t			
Macquarie 2	261°	10.2m	9.1m	4.01m	154m	15.2m	25t	10		
Macquarie 3	261°	10.0m	9.9m	4.01m	174m		25t / 58t / 67t	12		66m-76m@ 58t, 76m-92m@ 67t
Macquarie 4	353°	12.6m	13.0m	4.01m to 2.79m	244.2m	22.9 / open	67t	15	100t	
Macquarie 5	353°	12.6m	13.0m	2.79m	135m	22.9m	1t	10	100t	Wharf apron not suitable for loading and unloading. Very low axle load applies.
Macquarie 6	353°	10.1m	11.4m	2.79m to 3.2m	189m	43.6m	1t	13	100t	
Self's Point	354°	14.0m	14.4m	3.71m	100.6m, 256m over dolphins		6t single 4t dual at head, 10t single 7t dual at stern	10 on wharf head, 4 on dolphins	100t on dolphins	

Port of Hobart

Macquarie No. 1 Berth/Macquarie No. 2 Berth



TasPorts

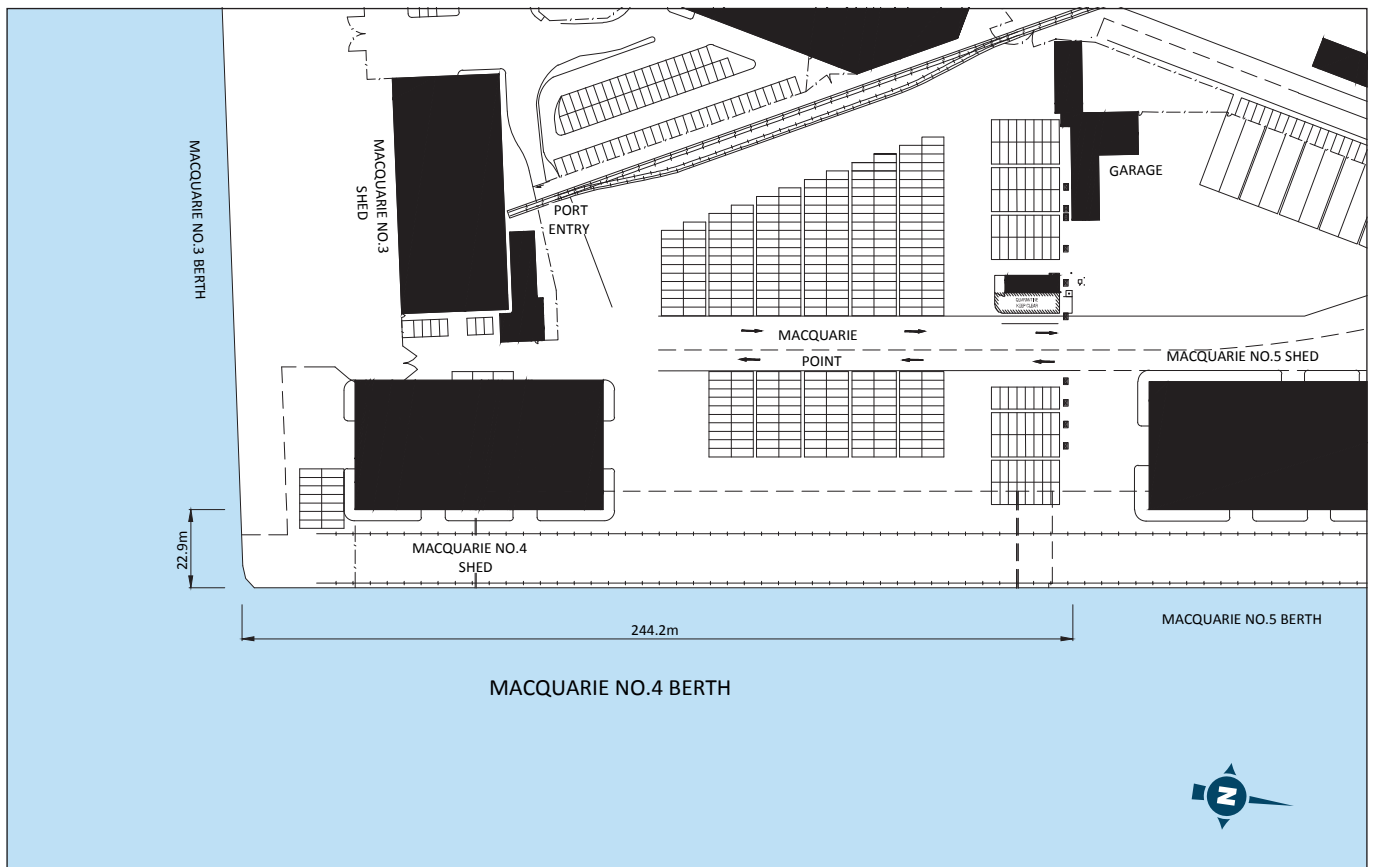
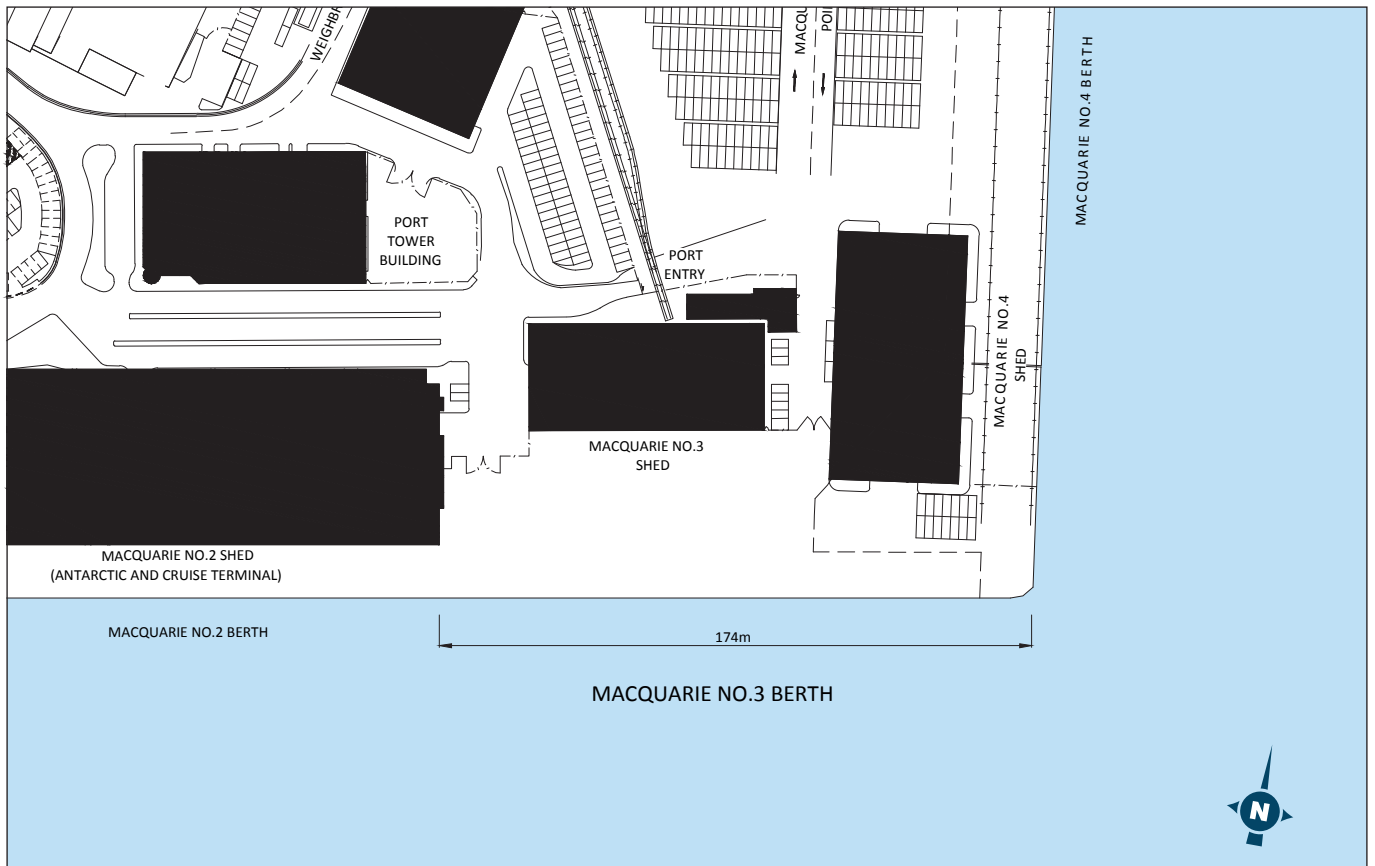


Port of Hobart

Macquarie No. 3 Berth/Macquarie No. 4 Berth

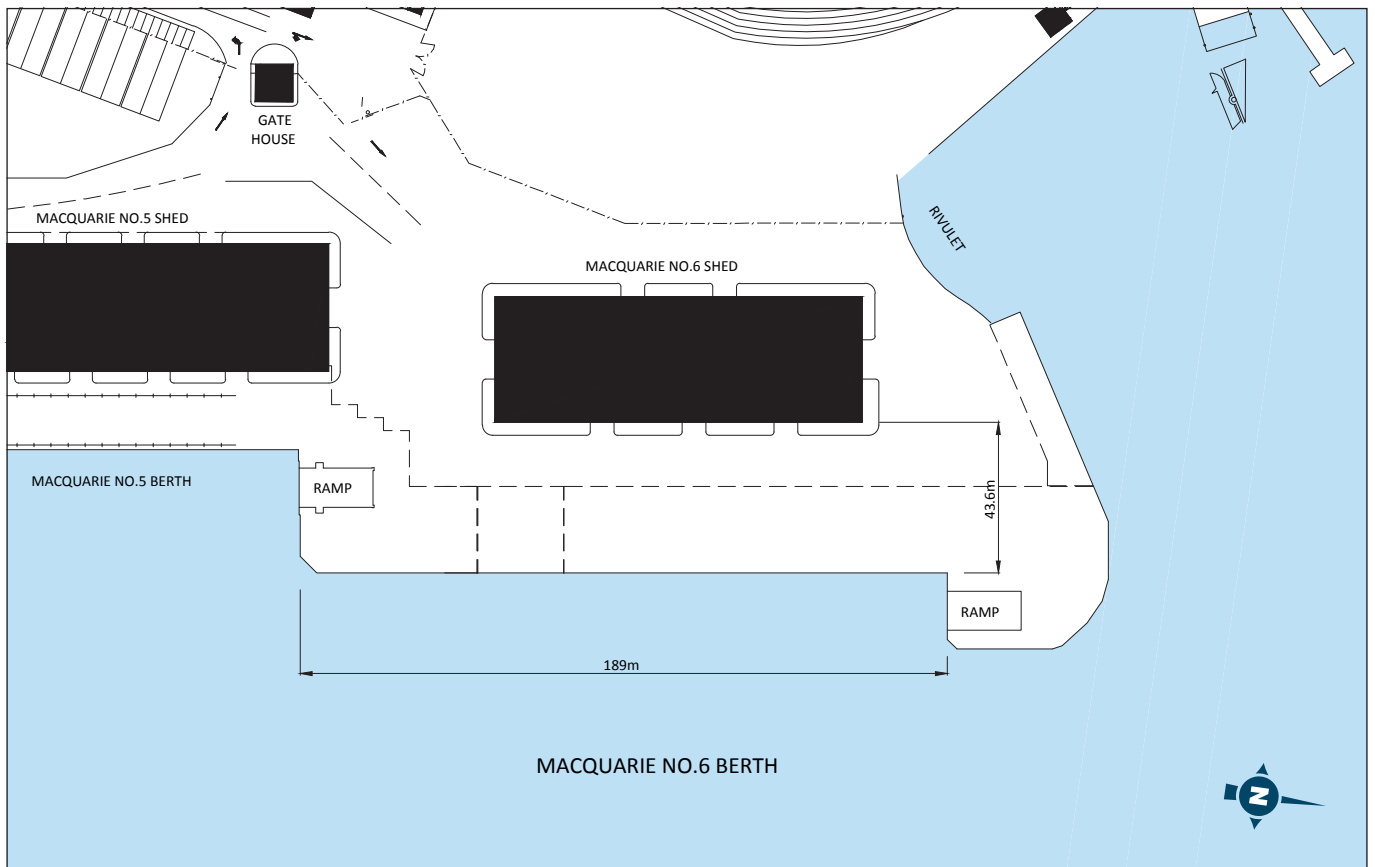
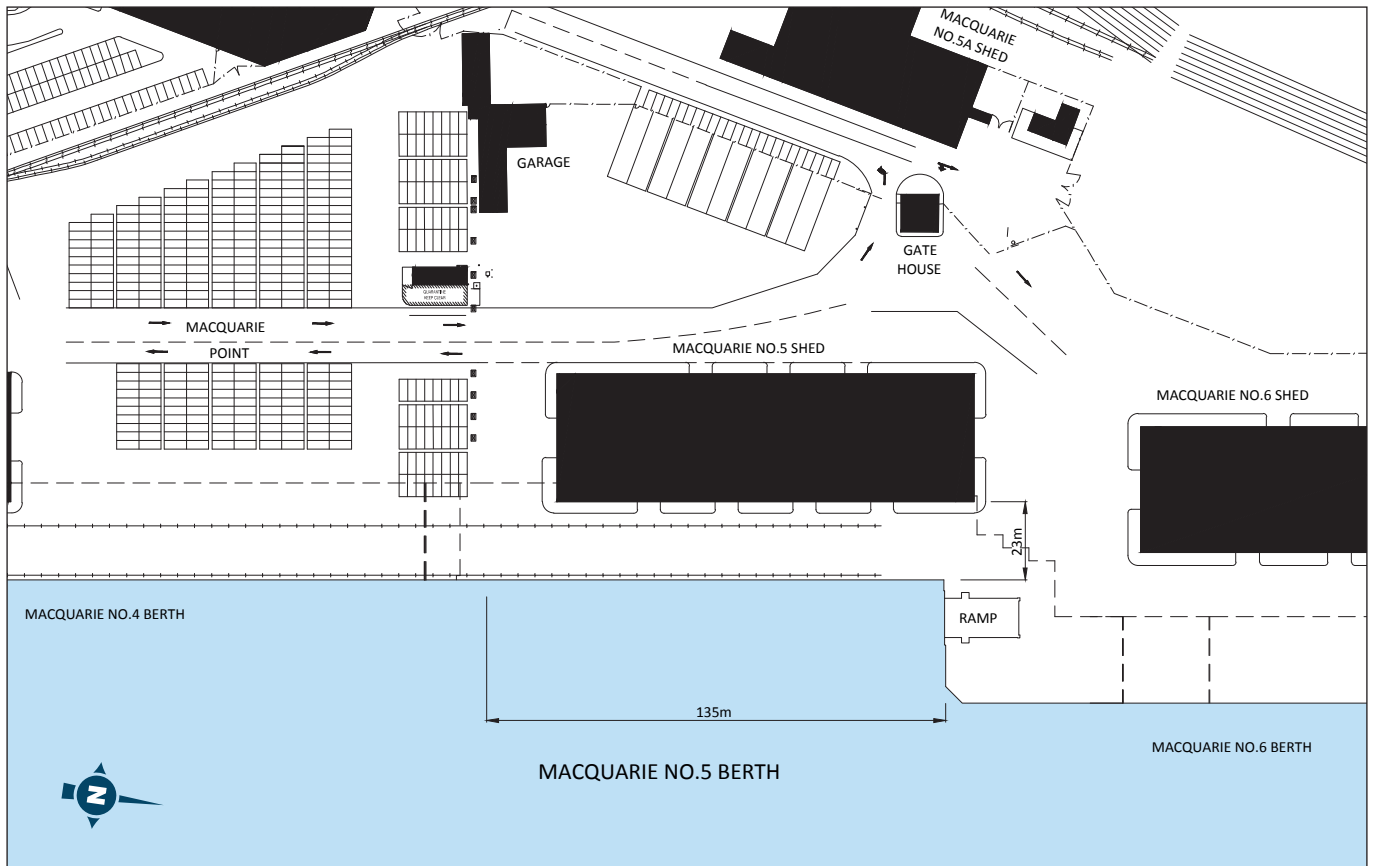


TasPorts



Port of Hobart

Macquarie No. 5 Berth/Macquarie No. 6 Berth

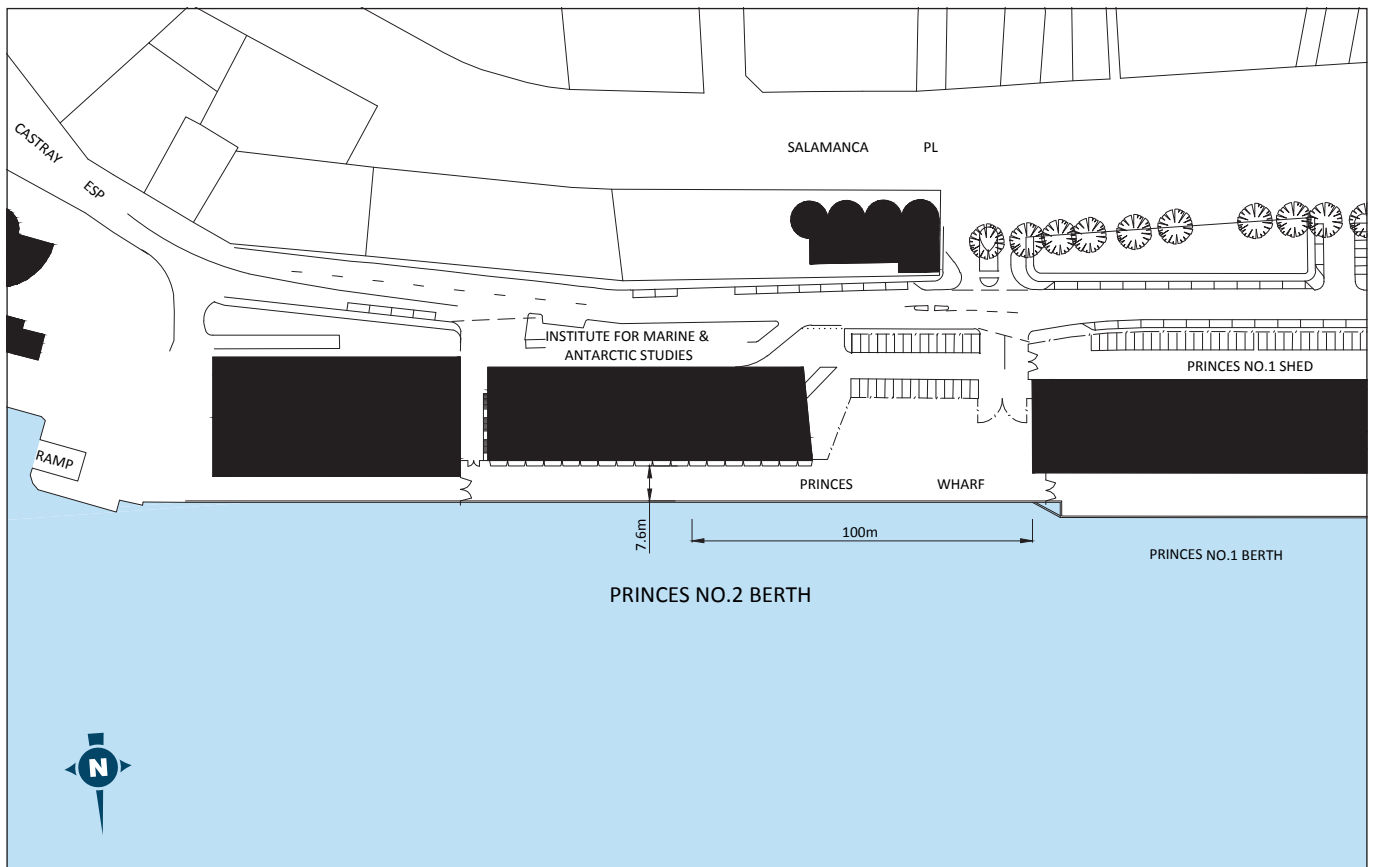
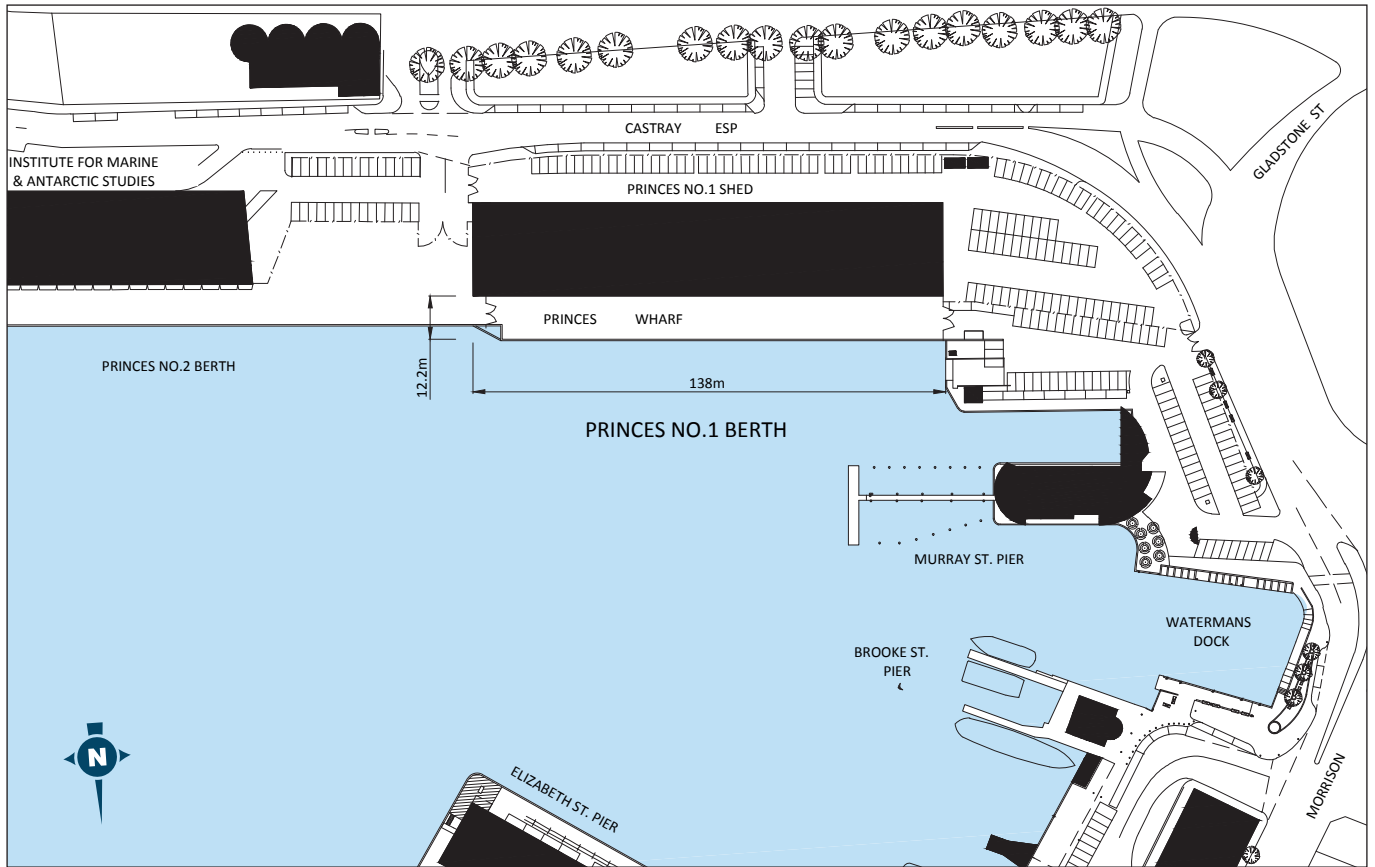


Port of Hobart

Princes No. 1 Berth/Princes No. 2 Berth



TasPorts



Port of Hobart

Self's Point Wharf



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