

Partnering in growth, connecting people and supporting potential

NAME OF VESSEL: \_\_\_\_\_ DATE: \_\_\_\_\_  
 POB TIME: \_\_\_\_\_ GT: \_\_\_\_\_ DRAUGHT F: \_\_\_\_\_  
 BERTH : \_\_\_\_\_ LOA: \_\_\_\_\_ DRAUGHT A: \_\_\_\_\_

**STARBOARD SIDE ALONGSIDE – Refer to latest NTM for Declared Depths**

**DRAUGHTS & UKC**

|                     | D.W.R.   | MA2 BUOY |
|---------------------|----------|----------|
| Min. Depth          |          |          |
| Tide @ -----        |          |          |
| Total Depth         |          |          |
| Max Draught         |          |          |
| Static UKC          |          |          |
| Min <u>Reqd</u> UKC | 2.0 m    | 1.5 m    |
| Comply UKC          | Yes / No | Yes / No |

**TIDE HEIGHTS**

| Tide @ |  |                |
|--------|--|----------------|
| Tide @ |  | CPP            |
| Tide @ |  |                |
| Tide @ |  |                |
| Tide @ |  | DARWIN HARBOUR |
| Tide @ |  |                |
| Tide @ |  |                |

**DARWIN HW/LW**

|       | TIME | HEIGHT |
|-------|------|--------|
| HW/LW |      |        |
| HW/LW |      |        |
| HW/LW |      |        |

**VHF CHANNELS**

Darwin Harbour   
 DLNG Berth & Tugs

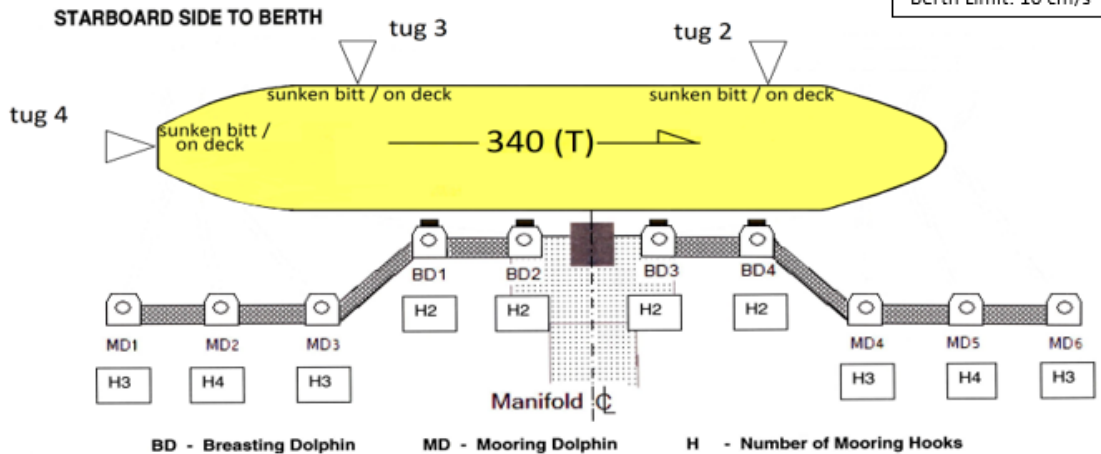
Mooring toolbox meeting held?  Principle of BRM discussed  
 Gyro Compass Error: \_\_\_\_\_ High/Low  Bow Thruster:    HP/KW  
 Hand Steering tested?  NFU Steering tested?  Main Engine tested ahead/astern?  
 Pilot Card completed?  Anchor Ready?  ANY condition or defect that the pilot should be made aware of?

**Arrival:** Slow vessel to ≤10 kts passing No.6 buoy to make fast Tug 4, and ≤8 kts passing Emery Pt., to make fast Tugs 2 & 3. Then approx. 6kts at MA2 buoy, and ≤3 kts passing MA4 buoy, at a distance 1 to 1.5 cables off.  
**Standard Manoeuvre:** When vessel is approximately 5 cables from the berth (distance adjusted depending on tide), swing bow to starboard using tugs as required. Stern first to berth (≤2 knots astern) to a position approx. 100m off. Manoeuvre the vessel alongside using tugs 2 & 3, M.E., B.T., & Tug 4 to counter tide as required.  
**Contingencies:** ABORT POINT 1, ivo No.9 buoy – swing vessel to port. ABORT POINT 2, ivo MA4 buoy – swing vessel in Middle Arm/swinging basin with tugs as required. ABORT ANCHORAGE – C1 is available.

**CLOSING SPEEDS:**  
 @ 50m: < 0.5kt (26 cm/s)  
 @ 25m: < 20 cm/s  
 @ 10m: 5-10 cm/s  
 LANDING @ < 5 cm/s  
 Berth Limit: 10 cm/s

**TIMINGS:**

\_\_\_\_\_ POB  
 \_\_\_\_\_ 1&2 buoys  
 \_\_\_\_\_ No.6 buoy (Tug 4)  
 \_\_\_\_\_ MA1 Buoy (Tug 2 & 3)  
 \_\_\_\_\_ Swing  
 \_\_\_\_\_ 1<sup>st</sup> Line



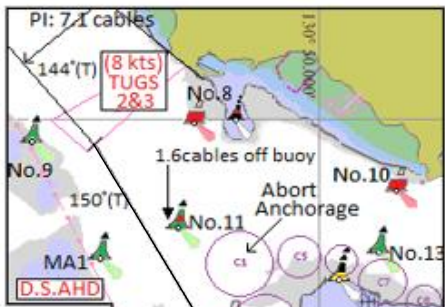
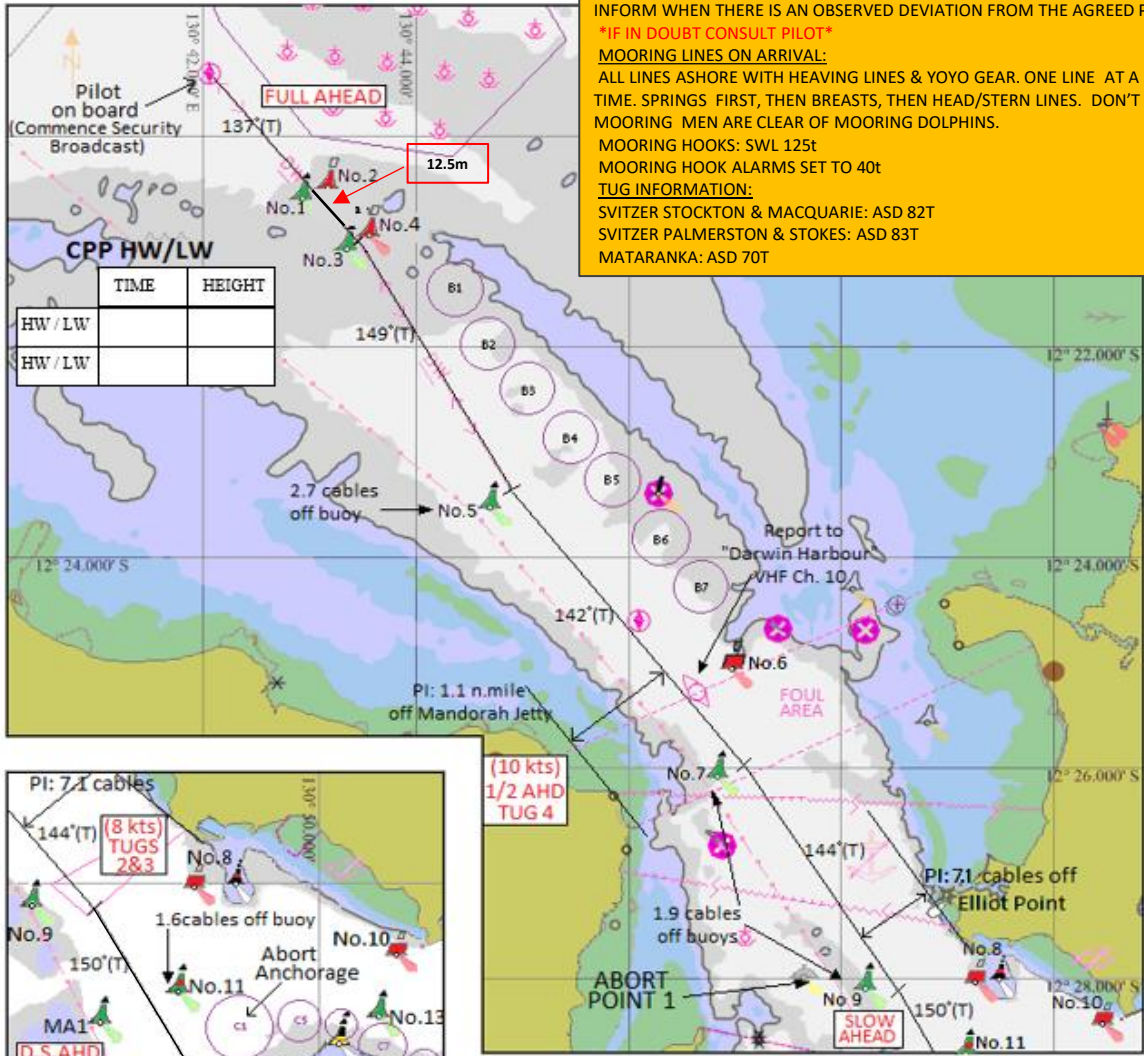
**THE PRINCIPLES OF BRIDGE RESOURCE MANAGEMENT MUST BE ADHERED TO AT ALL TIMES**

MASTER: \_\_\_\_\_  
 PILOT: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_

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**BRIDGE TEAM:**  
 MAINTAIN LOOKOUT VISUALLY AND BY RADAR. FOLLOW PILOT PASSAGE PLAN AND INFORM WHEN THERE IS AN OBSERVED DEVIATION FROM THE AGREED PLAN.  
**\*IF IN DOUBT CONSULT PILOT\***  
**MOORING LINES ON ARRIVAL:**  
 ALL LINES ASHORE WITH HEAVING LINES & YOYO GEAR. ONE LINE AT A TIME. SPRINGS FIRST, THEN BREASTS, THEN HEAD/STERN LINES. DON'T HEAVE UP UNTIL MOORING MEN ARE CLEAR OF MOORING DOLPHINS.  
 MOORING HOOKS: SWL 125t  
 MOORING HOOK ALARMS SET TO 40t  
**TUG INFORMATION:**  
 SVITZER STOCKTON & MACQUARIE: ASD 82T  
 SVITZER PALMERSTON & STOKES: ASD 83T  
 MATARANKA: ASD 70T

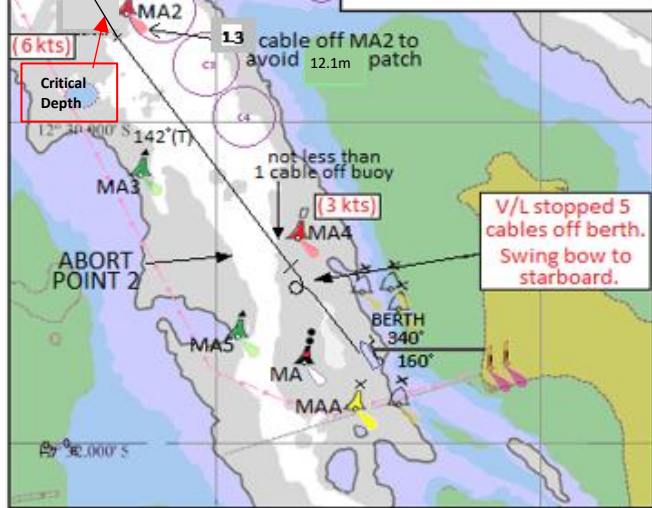


**BERTHING LIMITS**  
 Wind: 20kts (unless SE'y then 25kts)  
 Tide: 2kts

**DEPTHS:**  
 D.W.R: 12.5m  
 Berth: 13.8m

Swing Area (min. Depth at North end of jetty): 11.9m

Critical Depth - West of MA2 buoy



**PLEASE NOTE:**  
 \* THE CHARTS USED ON THIS PASSAGE PLAN ARE NOT TO SCALE. THESE CHARTS FORM PART OF THE MASTER/PILOT EXCHANGE AND ARE FOR INFORMATION ONLY. NAVIGATIONAL CHARTS AND/OR APPROVED ECDIS SHOULD BE REFERRED TO IN ALL CASES.  
 \* INDICATED COURSES ARE A GUIDELINE ONLY. VESSEL'S ROUTE IS TO BE DISCUSSED DURING THE MASTER/PILOT EXCHANGE AND AGREED TO BY THE MASTER.  
 \* THE SHIP'S POSITION, THE VESSEL'S CONDITION AND HARBOUR TRAFFIC ARE TO BE MONITORED THROUGHOUT THE PASSAGE BY THE BRIDGE TEAM.  
**\* THE BRIDGE TEAM MUST IMMEDIATELY MAKE THE PILOT AWARE OF ANY CONCERNS OR ANYTHING NOT UNDERSTOOD**

**DARWIN PILOT PASSAGE PLAN**

Route: Outer Pilot Boarding Ground to DLNG

INWARD BOUND

TOTAL DIST 14.6nm

| Waypoint Name           | LAT           | LONG           | Course x Distance to next Waypoint | Total Distance to Waypoint | Comments                                      |
|-------------------------|---------------|----------------|------------------------------------|----------------------------|---|
| OPBG                    | 12° 19.561' S | 130° 42.042' E | 137° x 2.1nm                       |                            |   |
| 3&4 Buoys               | 12° 21.108' S | 130° 43.518' E | 149° x 2.6nm                       | 2.1nm                      |   |
| No.5 Buoy               | 12° 23.344' S | 130° 44.891' E | 142° x 1.6nm                       | 4.7nm                      |   |
| IPBG (TUG 4 rendezvous) | 12° 24.616' S | 130° 45.907' E | 142° x 1.7nm                       | 6.3nm                      |   |
| No.7 Buoy               | 12° 25.951' S | 130° 46.975' E | 144° x 2.7nm                       | 8.0nm                      | Pass 1.1nm off Mandorah Jetty                 |
| No.9 Buoy (TUG 2 & 3)   | 12° 28.151' S | 130° 48.609' E | 150° x 1.6nm                       | 10.7nm                     | Pass 0.7nm off Elliott Point                  |
| MA2 Buoy                | 12° 29.545' S | 130° 49.432' E | 142° x 1.6nm                       | 12.3nm                     | Pass 0.13nm off MA2 (clear of critical depth) |
| MA4 Buoy                | 12° 30.844' S | 130° 50.473' E | 144° x 0.7nm                       | 13.9nm                     | Pass 0.1nm – 0.15nm off MA4                   |
| DLNG Berth              | 12° 31.434' S | 130° 50.913' E |                                    | 14.6nm                     |   |