

Partnering in growth, connecting people and supporting potential

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

**PORTSIDE ALONGSIDE – Refer to latest NTM for Declared Depths**

**DRAUGHTS & UKC**

	Berth/Swing Basin	DWR
Min. Depth		
Tide @ -----		
Total Depth		
Max Draught		
Static UKC		
Min. reqd. UKC	1.5 m	2.0 m
Comply UKC	Yes / No	Yes / No

**TIDE HEIGHTS**

Tide @		DARWIN HARBOUR
Tide @		
Tide @		
Tide @		
Tide @		Cpp
Tide @		
Tide @		

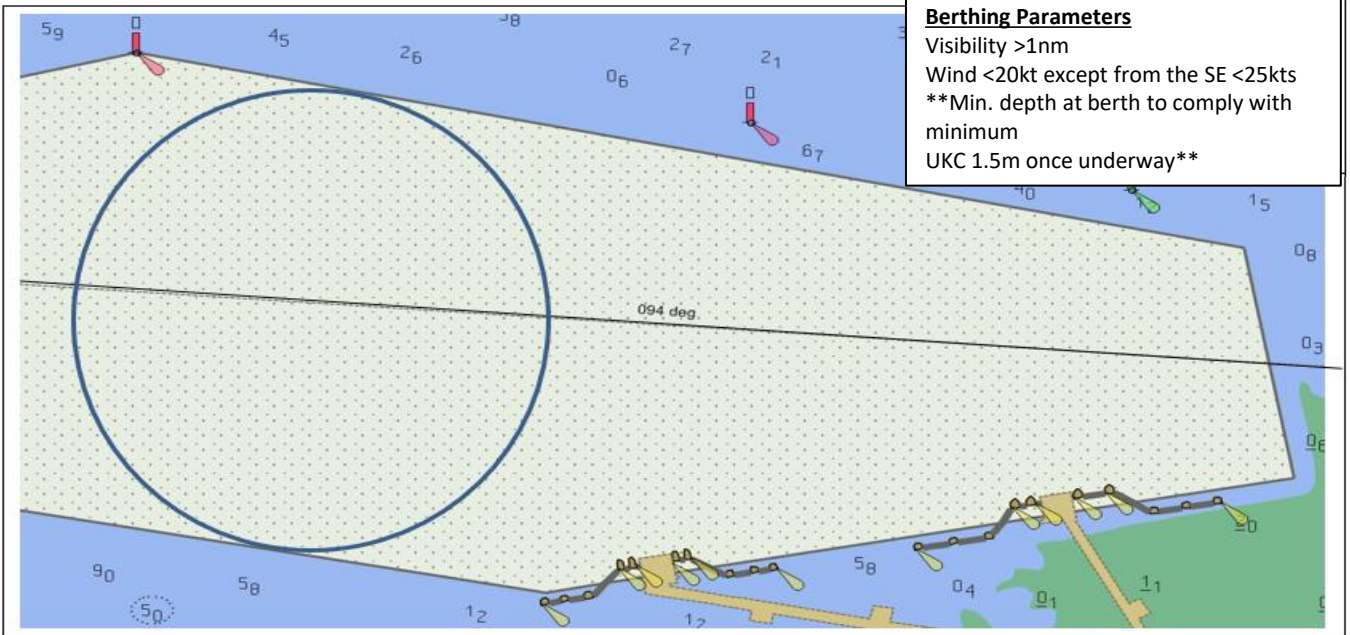
**DARWIN HW/LW**

	TIME	HEIGHT
HW/LW		
HW/LW		
HW/LW		

**VHF CHANNELS**

Darwin Harbour	Ch 10
ILNG Berth & Tugs	Ch 88
ILPG Berth & Tugs	Ch 88

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

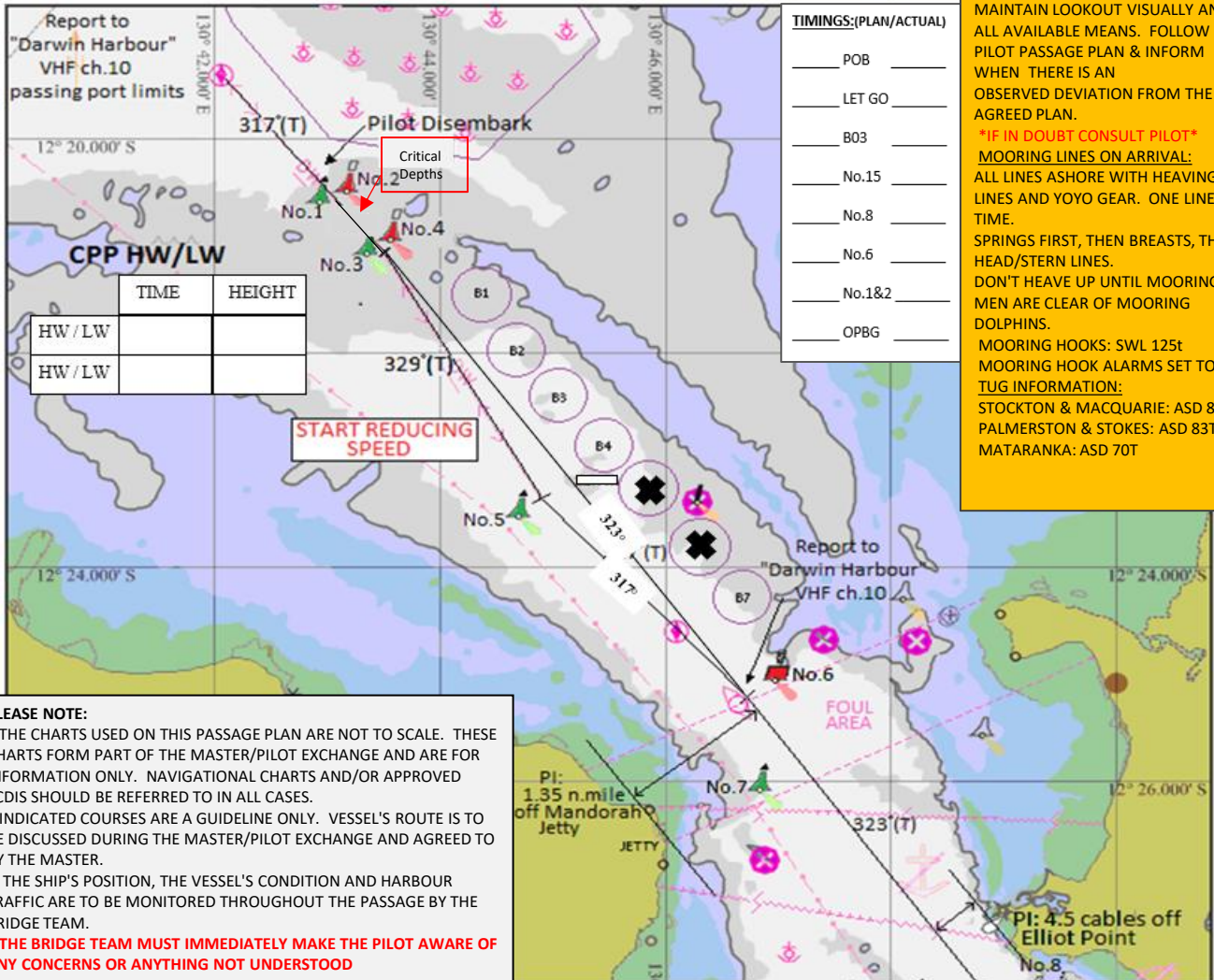


**THE PRINCIPLES OF BRIDGE RESOURCE MANAGEMENT MUST BE ADHERED TO AT ALL TIMES**

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

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

Partnering in growth, connecting people and supporting potential



**TIMINGS:(PLAN/ACTUAL)**

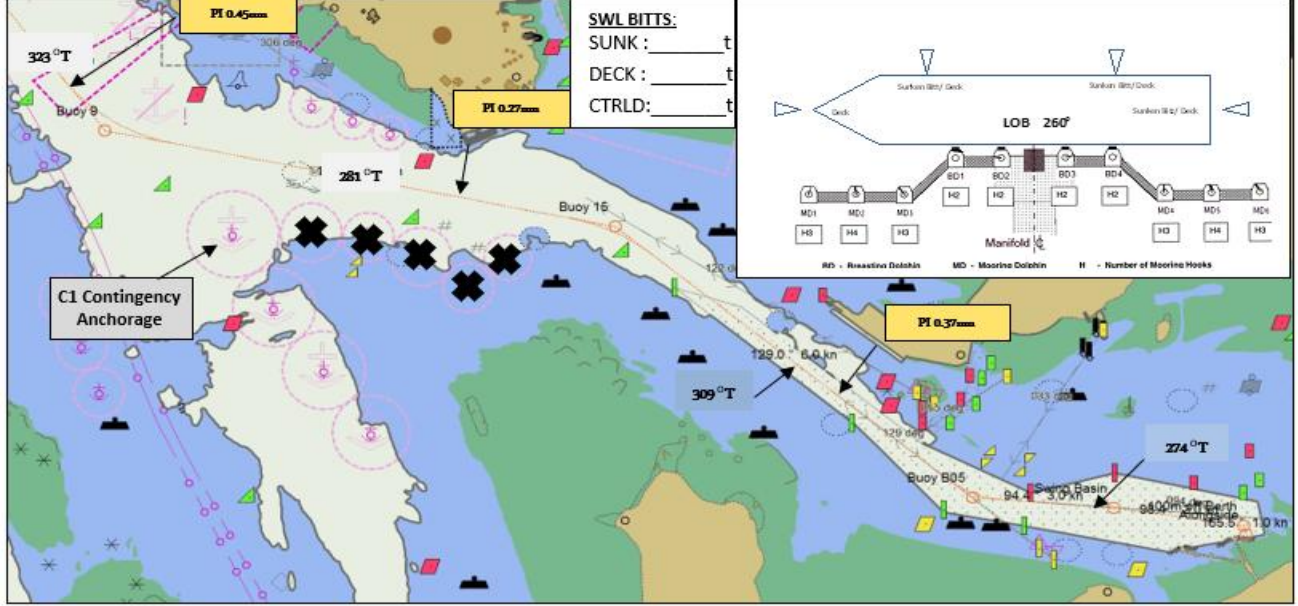
- \_\_\_ POB \_\_\_
- \_\_\_ LET GO \_\_\_
- \_\_\_ B03 \_\_\_
- \_\_\_ No.15 \_\_\_
- \_\_\_ No.8 \_\_\_
- \_\_\_ No.6 \_\_\_
- \_\_\_ No.1&2 \_\_\_
- \_\_\_ OPBG \_\_\_

**BRIDGE TEAM:**  
 MAINTAIN LOOKOUT VISUALLY AND BY ALL AVAILABLE MEANS. FOLLOW PILOT PASSAGE PLAN & 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 AND 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:**  
 STOCKTON & MACQUARIE: ASD 82T  
 PALMERSTON & STOKES: ASD 83T  
 MATARANKA: ASD 70T

**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**

	TIME	HEIGHT
HW/LW		
HW/LW		

**START REDUCING SPEED**



**DARWIN PILOT PASSAGE PLAN (FROM ILNG BERTH TO SEA)**
**Route: INPEX ILNG to Outer Pilot Boarding Ground (Outward) / Total distance 17.5nm**

Waypoint Name	Latitude	Longitude	Course & Distance	DTG	Comment
1 Alongside ILNG	12° 30.524' S	130° 54.791' E	000° x 130mtr	17.5nm	
2 130mtr Off ILNG Berth	12° 30.454' S	130° 54.777' E	274° x 0.62nm	17.43nm	Lift clear from berth
3 Swinging Basin (B06)	12° 30.410' S	130° 54.160' E	274° x 0.46nm	16.68nm	Speed 4kts (Hold 4-4.5kts STW)
4 Buoy B04 (Turn)	12° 30.376' S	130° 53.694' E	288° x 0.41nm	16.22nm	Incremental turn to stbd
5 Buoy B05	12° 30.326' S	130° 53.396' E	309° x 2.27nm	15.81nm	Speed 5.5kts for Tug 3 PI 309° x 0.37nm off EAW
6 Buoy 15	12° 28.816' S	130° 51.486' E	282° x 2.40nm	13.54nm	Speed 8 kts PI 281° x 0.27' off FHW Dolphin
7 Buoy 9	12° 28.325' S	130° 49.082' E	323° x 3.85nm	11.14nm	Speed 12 kts Pass 0.45nm off Elliott Point PI 323° x 0.45' off Elliot Point
8 IPBG / Buoy 6	12° 25.249' S	130° 46.702' E	317° x 2.56nm	7.29nm	Speed 12kts PI 323° x 1.3' off Mandorah Jetty <b>Note:</b> Alternative route straight to Buoys 3&4 (323 x 5.2nm)
9 Buoy 5	12° 23.377' S	130° 44.908' E	329° x 2.64nm	4.73nm	Speed 12kts
10 Buoys 3&4	12° 21.108' S	130° 43.518' E	317° x 2.10nm	2.10nm	Speed 12kts
11 OPBG	12° 19.561' S	130° 42.042' E	0	0	Speed 8kts for pilot disembarkation

**DARWIN PILOT PASSAGE PLAN (FROM ILPG BERTH TO SEA)**
**Route: INPEX ILPG to Outer Pilot Boarding Ground (Outward) / Total distance 17.3nm**

Waypoint Name	Latitude	Longitude	Course & Distance	DTG	Comment
1 Alongside ILPG	12° 30.579' S	130° 54.515' E	000° x 130mtr	17.3nm	
2 130mtr Off ILPG Berth	12° 30.510' S	130° 54.501' E	274° x 0.62nm	17.23nm	Lift clear from berth
3 Swinging Basin (B06)	12° 30.410' S	130° 54.160' E	274° x 0.46nm	16.68nm	Speed 4kts (Hold 4-4.5kts STW)
4 Buoy B04 (Turn)	12° 30.376' S	130° 53.694' E	288° x 0.41nm	16.22nm	Incremental turn to stbd
5 Buoy B05	12° 30.326' S	130° 53.396' E	309° x 2.27nm	15.81nm	Speed 5.5kts for Tug 3 PI 309° x 0.37nm off EAW
6 Buoy 15	12° 28.816' S	130° 51.486' E	282° x 2.40nm	13.54nm	Speed 8 kts PI 281° x 0.27' off FHW Dolphin
7 Buoy 9	12° 28.325' S	130° 49.082' E	323° x 3.85nm	11.14nm	Speed 12 kts Pass 0.45nm off Elliott Point PI 323° x 0.45' off Elliot Point
8 IPBG / Buoy 6	12° 25.249' S	130° 46.702' E	317° x 2.56nm	7.29nm	Speed 12kts PI 323° x 1.3' off Mandorah Jetty <b>Note:</b> Alternative route straight to Buoys 3&4 (323 x 5.2nm)
9 Buoy 5	12° 23.377' S	130° 44.908' E	329° x 2.64nm	4.73nm	Speed 12kts
10 Buoys 3&4	12° 21.108' S	130° 43.518' E	317° x 2.10nm	2.10nm	Speed 12kts
11 OPBG	12° 19.561' S	130° 42.042' E	0	0	Speed 8kts for pilot disembarkation