

PASSAGE INFORMATION OUTWARDS

NAME OF VESSEL : _____ DATE: _____

POB TIME: _____ GT: _____

BERTH: _____ DLNG _____ LOA: _____ DRAUGHT F: _____

STARBOARD SIDE ALONGSIDE _____ DRAUGHT A: _____

DRAUGHTS & UKC			TIDE HEIGHTS			DARWIN HW/LW			
	MA2 BUOY	D.W.R.			DARWIN HARBOUR		TIME	HEIGHT	
Min. Depth	11.8m	13.3m	Tide @			HW/LW			
Tide @			Tide @			HW/LW			
Total Depth			Tide @			HW/LW			
Max Draught			Tide @		CPP				
Static UKC			Tide @						
Min Req'd UKC	1.5 m	2.0 m	Tide @						
Comply UKC	Yes / No	Yes / No	Tide @						

Letting-go tool box meeting held?

Gyro Compass Error: _____ High/Low

Hand Steering tested? NFU Steering tested?

Pilot Card completed? Anchor Ready?

Bow Thruster: Y N HP/KW

Main Engine tested ahead/astern?

ANY condition or defect that the pilot should be made aware of? Y N

VHF CHANNELS

Darwin Harbour Ch 10

DLNG Berth & Tugs Ch 9

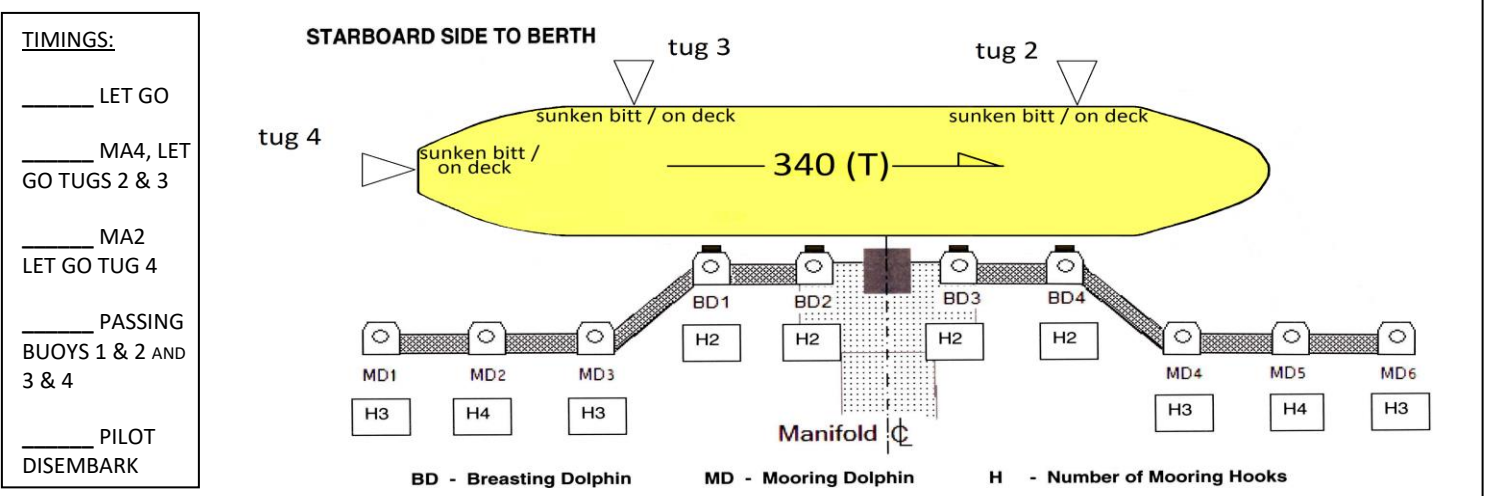
Departure: Make fast 3 tugs (on deck or on sunken bits as directed by tugs). Tugs 2 & 3 push on to pin v/l to berth. Tug 4 as required by the tide. Let go all lines in order (head & stern, then breasts, then springs). V/l remains on fenders until all lines are recovered, unless the springs are on BD2 & BD3, in which case, the v/l will be lifted 4 or 5metres clear of the fenders before recovering the spring lines. When all lines are clear, tugs 2 & 3 reposition to get ready to lift. Keep vessel parallel to berth using Bow Thruster while tugs reposition. Lift off square and when clear of berth, swing bow to port. When vessel >100m from berth then proceed. Tug 4 push on to build speed quickly, if required.

Contingencies: Remain on berth if necessary. ABORT ANCHORAGE – C1 is available.

PILOT LADDER

PORT / STBD

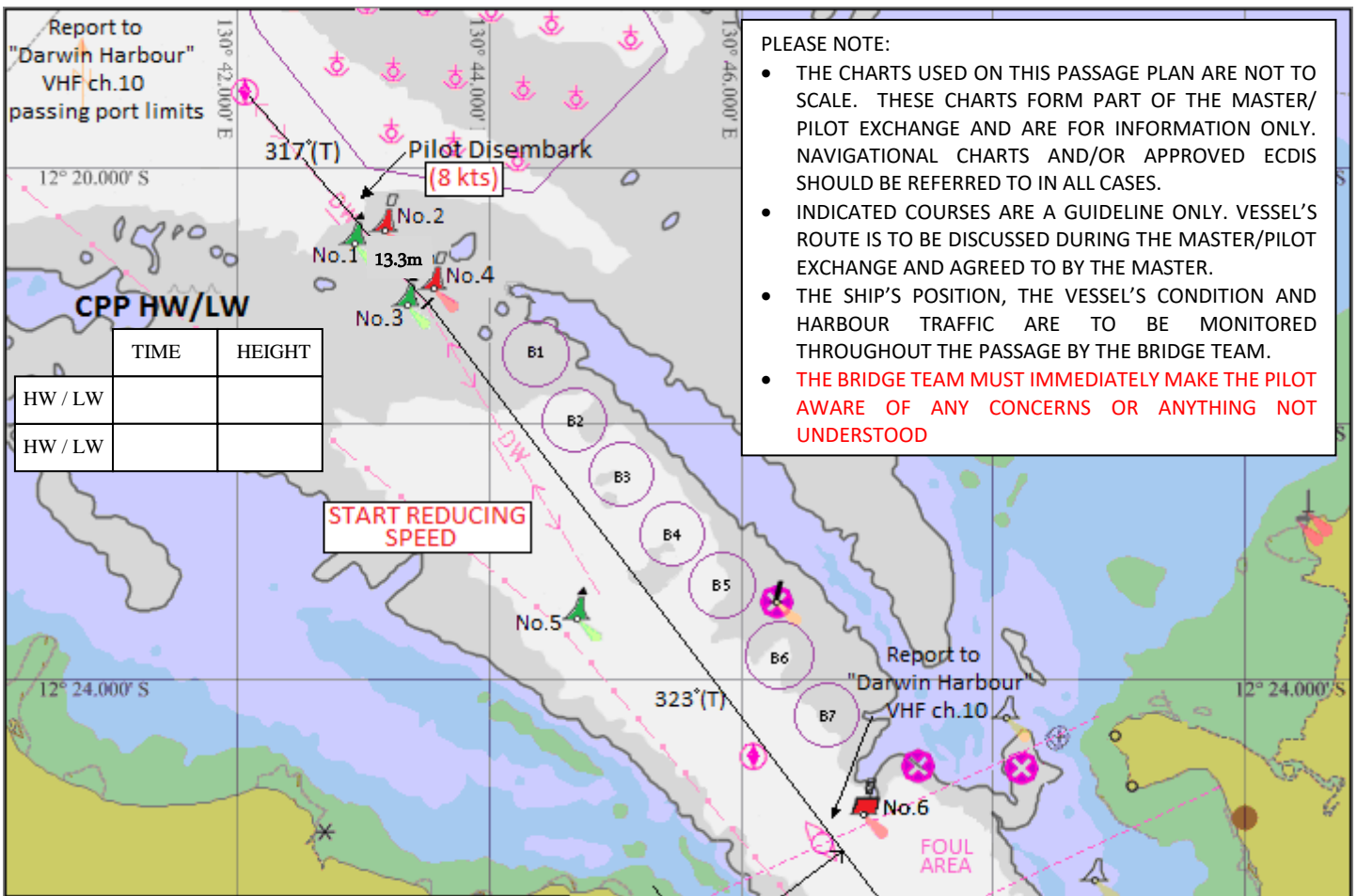
COMBINATION LADDER, 1.5m ABOVE WATER



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

MASTER: _____ SIGNATURE: _____

PILOT: _____ SIGNATURE: _____

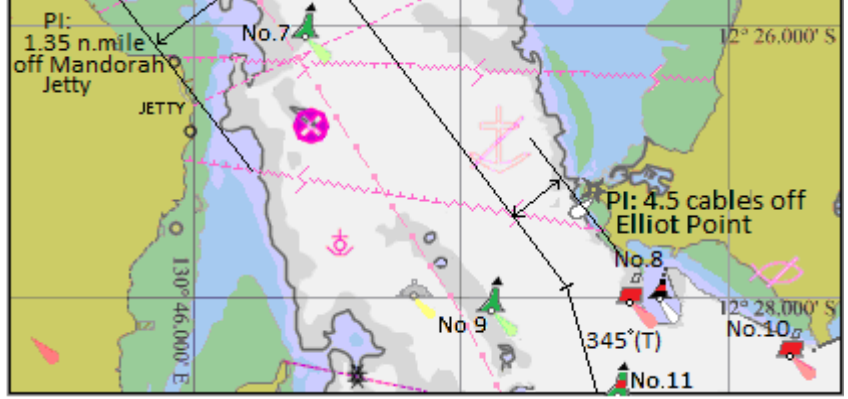
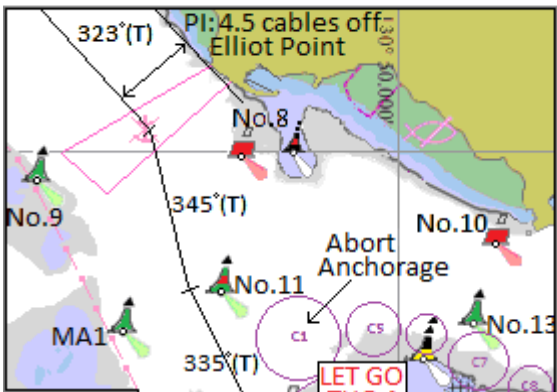


PLEASE NOTE:

- 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**

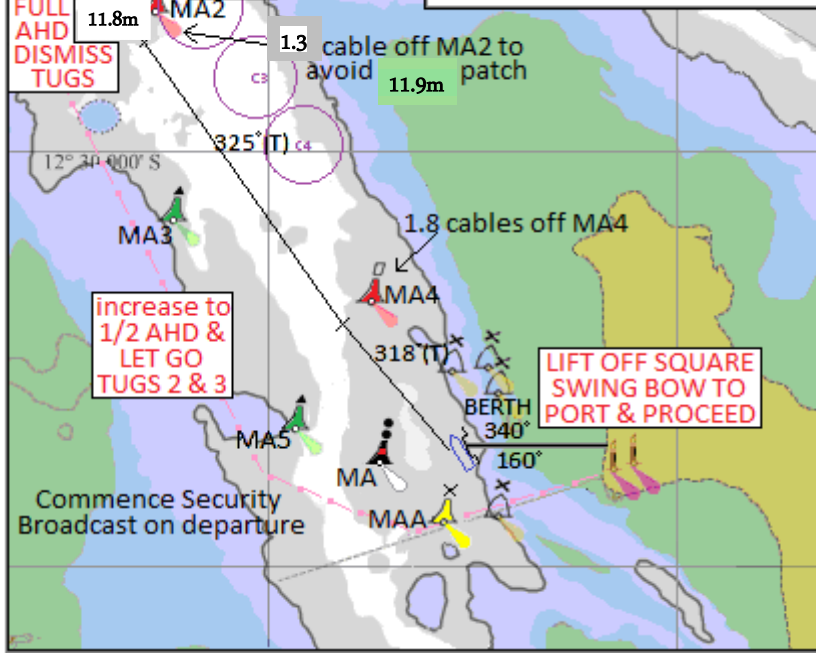
	TIME	HEIGHT
HW / LW		
HW / LW		

START REDUCING SPEED



BERTHING LIMITS
 Wind: 20kts (Unless SE'ly or NW'ly then 25kts)
 Tide: 3kts

DEPTHS:
 D.W.R. 13.3m
 Berth: 14.4m
 Swing Area (min depth at north end of jetty): 11.9m
 West of MA2 buoy: 11.8m



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 FOR DEPARTURE:
 LET GO AND RECOVER ALL LINES IN ORDER. ONLY SLACK AND LET GO LINES WHEN TOLD TO DO SO BY THE PILOT. HEAD & STERN LINES FIRST, THEN BREASTS, THEN SPRINGS LAST. INFORM PILOT WHEN ALL LINES ARE CLEAR.
 MOORING HOOKS: SWL 125t
 MOORING HOOK ALARMS SET TO 40t

TUG INFORMATION:
 SVITZER STOCKTON & MACQUARIE: ASD 82T
 SVITZER STOKES & PALMERSTON: ASD 83T
 MATARANKA: ASD 70T
 WYONG: ASD 47T

DARWIN PILOT PASSAGE PLAN

Route: DLNG to Outer Pilot Boarding Ground

OUTWARD BOUND

TOTAL DIST 14.8nm

Waypoint Name	LAT	LONG	Course x Distance to next Waypoint	Total Distance to Waypoint	Comments
DLNG Berth	12° 31.434' S	130° 50.913' E	318° x 0.8nm		
MA4 Buoy	12° 30.819' S	130° 50.346' E	325° x 1.6nm	0.8nm	Pass 0.18nm off MA4 Buoy
MA2 Buoy	12° 29.483' S	130° 49.388' E	335° x 1.0nm	2.4nm	Pass 0.13nm off MA2 Buoy
No.11 Buoy	12° 28.585' S	130° 48.959' E	345° x 0.7nm	3.4nm	Pass 0.10nm off No.11 Buoy
Elliott Point	12° 27.943' S	130° 48.783' E	323° x 8.6nm	4.1nm	Pass 0.45nm off Elliott Point
3&4 Buoys	12° 21.108' S	130° 43.518' E	317° x 2.1nm	12.7nm	Pass 1.35nm off Mandorah Jetty
OPBG	12° 19.561' S	130° 42.042' E		14.8nm	