

**PASSAGE INFORMATION  
INWARDS**

NAME OF VESSEL : \_\_\_\_\_ DATE: \_\_\_\_\_

POB TIME: \_\_\_\_\_ GT: \_\_\_\_\_

BERTH: DLNG LOA: \_\_\_\_\_ DRAUGHT F: \_\_\_\_\_

STARBOARD SIDE ALONGSIDE DRAUGHT A: \_\_\_\_\_

**DRAUGHTS & UKC**

	D.W.R.	MA2 BUOY
Min. Depth	13.1m	11.9m
Tide @ -----		
Total Depth		
Max Draught		
Static UKC		
Min Req'd 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 @		
Tide @		
Tide @		
Tide @		

**DARWIN HW/LW**

	TIME	HEIGHT
HW/LW		
HW/LW		
HW/LW		

**VHF CHANNELS**

Darwin Harbour

DLNG Berth & Tugs

Mooring tool box meeting held?

Gyro Compass Error: \_\_\_\_\_ High/Low

Hand Steering tested?  NFU Steering tested?  Main Engine tested ahead/astern?

Pilot Card completed?  Anchor Ready?

Bow Thruster:    HP/KW

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: < 0.25kts  
 @ 25m: < 20cm/s  
 @ 10m: 5-10 cm/s  
 LANDING @ < 5 cm/s  
 Berth Limit: 10 cm/s

**TIMINGS:**

\_\_\_\_\_ POB

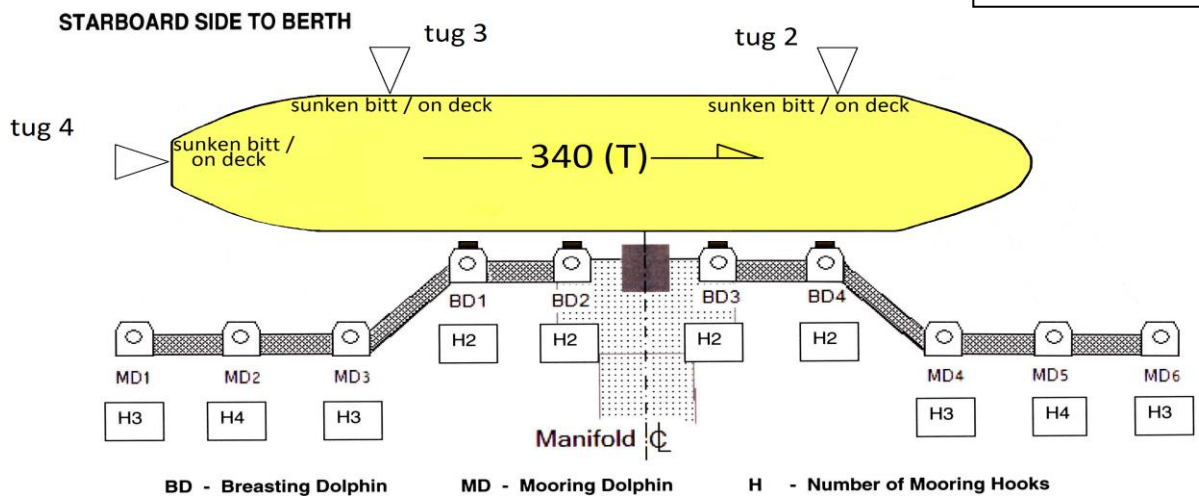
\_\_\_\_\_ 1&2 buoys

\_\_\_\_\_ No.6 buoy (Tug 4)

\_\_\_\_\_ MA1 Buoy (Tug 2 & 3)

\_\_\_\_\_ Swing

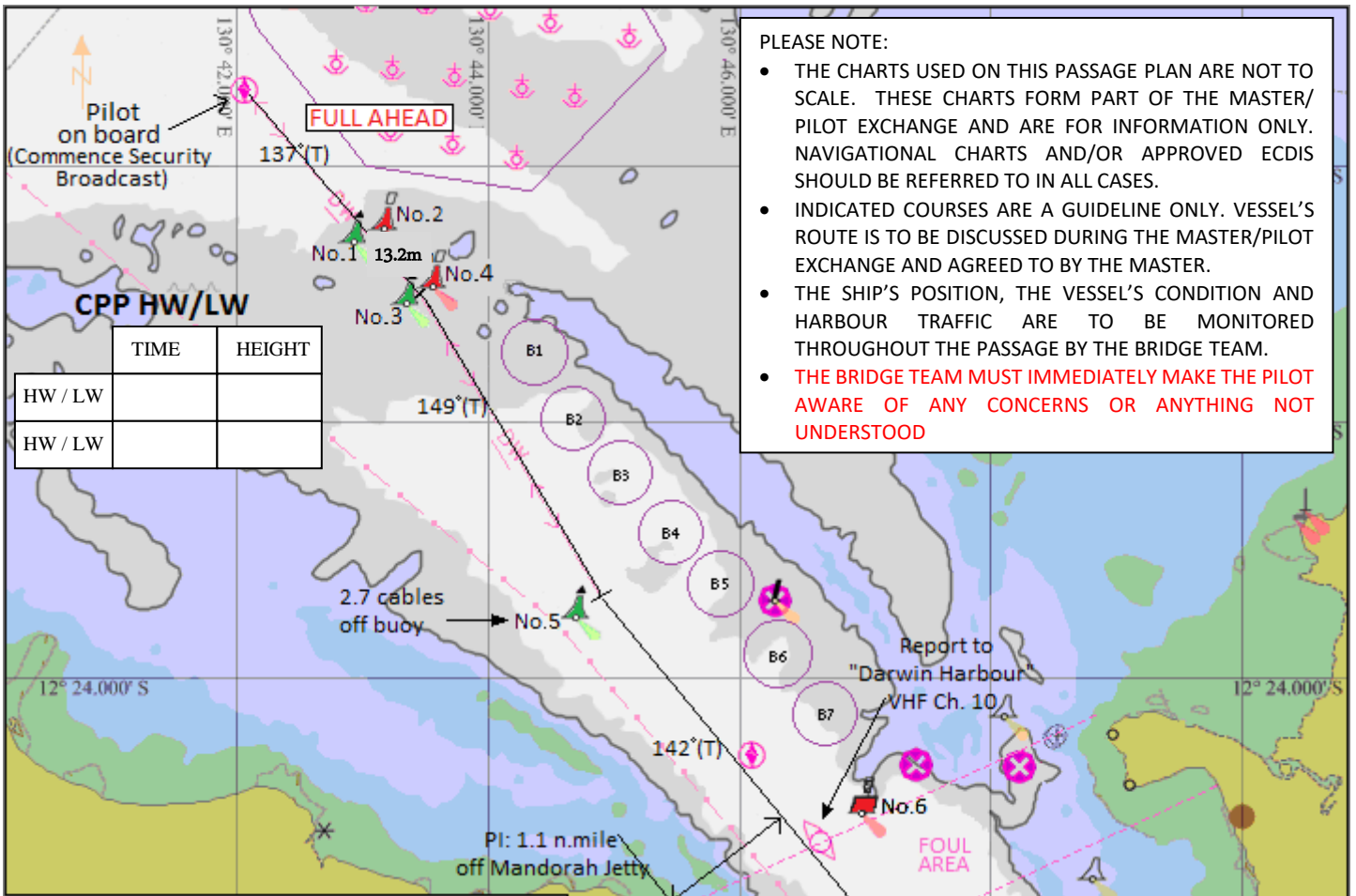
\_\_\_\_\_ 1<sup>st</sup> Line



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

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

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

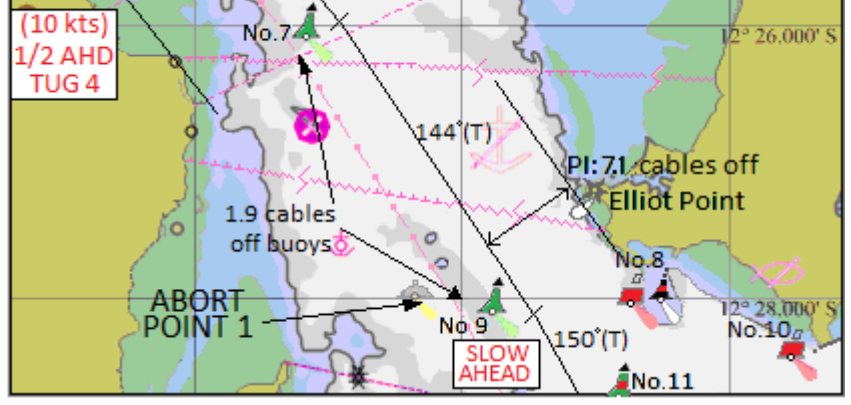
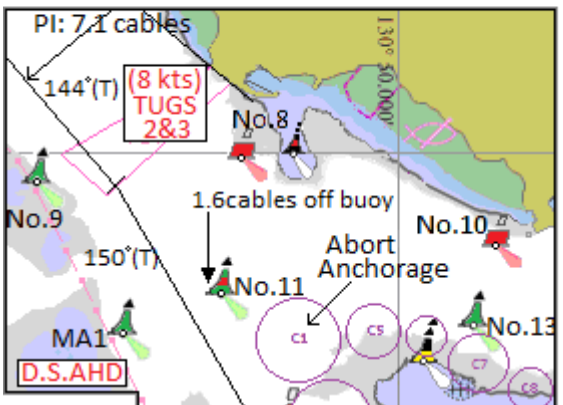


**PLEASE NOTE:**

- 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**

**CPP HW/LW**

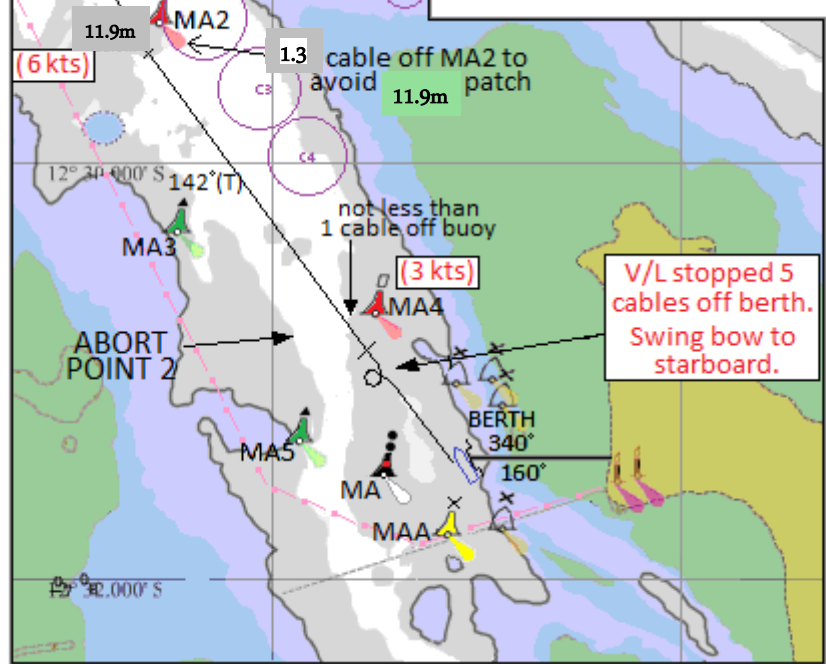
	TIME	HEIGHT
HW / LW		
HW / LW		



(10 kts)  
1/2 AHD  
TUG 4

**BERTHING LIMITS**  
Wind: 20kts (Unless SE'ly then 25kts)  
Tide: 2kts

**DEPTHS:**  
D.W.R. 13.2m  
Berth: 13.5m  
Swing Area (min depth at north end of jetty): 12.0m  
West of MA2 buoy: 11.9m



**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 BRESTS, 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  
WYONG: ASD 45T

## 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 11.9m patch)
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	