

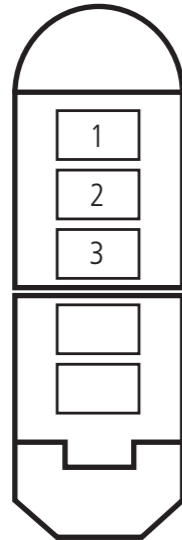
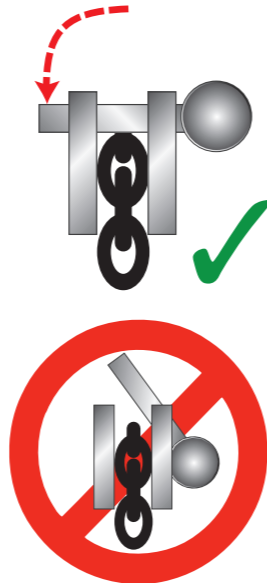


PILOTAGE WITH INTEGRITY



ARRIVAL Passage Plan

- Anchors **MUST** be ready for emergency, on the brake with **Stopper Bars CLOSED**.
- Anchors and Stopper Bars **MUST NOT** be moved without Pilots permission!
- In an **EMERGENCY**, if Pilot requests, let go one shackle in the water and hold on!
- **DO NOT DROP** Towlines or Messenger Lines. **Control ALL lines and Lower Safely!**



Tug Names		
Code	Name	B.P.

Ship's Tug Bitt SWL		Tonnes/kN
		Tonnes/kN

1. Port Hedland Pilots support and utilise Bridge Resource Management.
2. Please ASK the pilot if you are in any doubt about the passage.
3. Australian Law requires a Smoke Free Workplace.



Passage Information

Ship Name			Date		/		/	20
Pilot Name								
From		To						

Safety Checklist

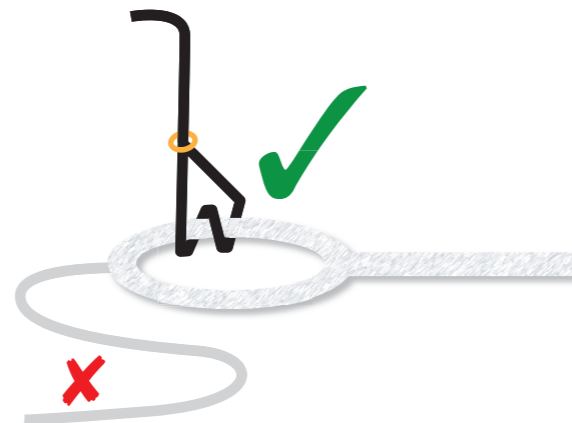
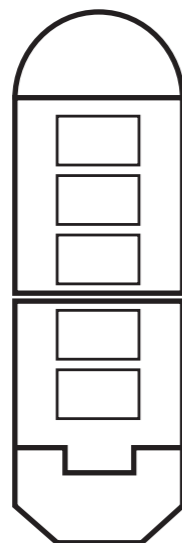
All Bridge Equipment Tested & OK ?		Are There Any Vessel Equipment Defects ?	
Is The Ship's Whistle Working And Tested ?		VHF Channels In Use ?	Gyro Error ?
Is The Main Engine Tested & OK ?		Two Steering Motors Running / NFU Tested ?	
Are Anchors Ready For Emergency ?		Other Vessel Movements Discussed ?	
Master & OOW To Monitor Main Engine & Rudder Indicators ?		Master & OOW To Monitor Vessel Position & Speed ?	
Inform Pilot Of Any:	Errors	Equipment Failures	Departures From Agreed Plan
			Questions

In accordance with STCW '95 Sect A VIII/2 Part 3-1:49 & 50 & ISM Code:

"The bridge team is to continuously monitor that the ship's progress is proceeding according to the agreed passage plan and immediately bring to the attention of the pilot any unscheduled deviations or non standard operation procedures."

Mooring Lines

- **DO NOT** run mooring lines until pilot requests.
- **DO NOT** heave up any mooring lines until pilot requests.
- When using shore messenger, make fast to mooring line eye, **NOT** to mooring line tail.



Berth	Depth	Wharf Line

Tidal Information

HW/LW	Time	Height	Range m

Under Keel Clearance

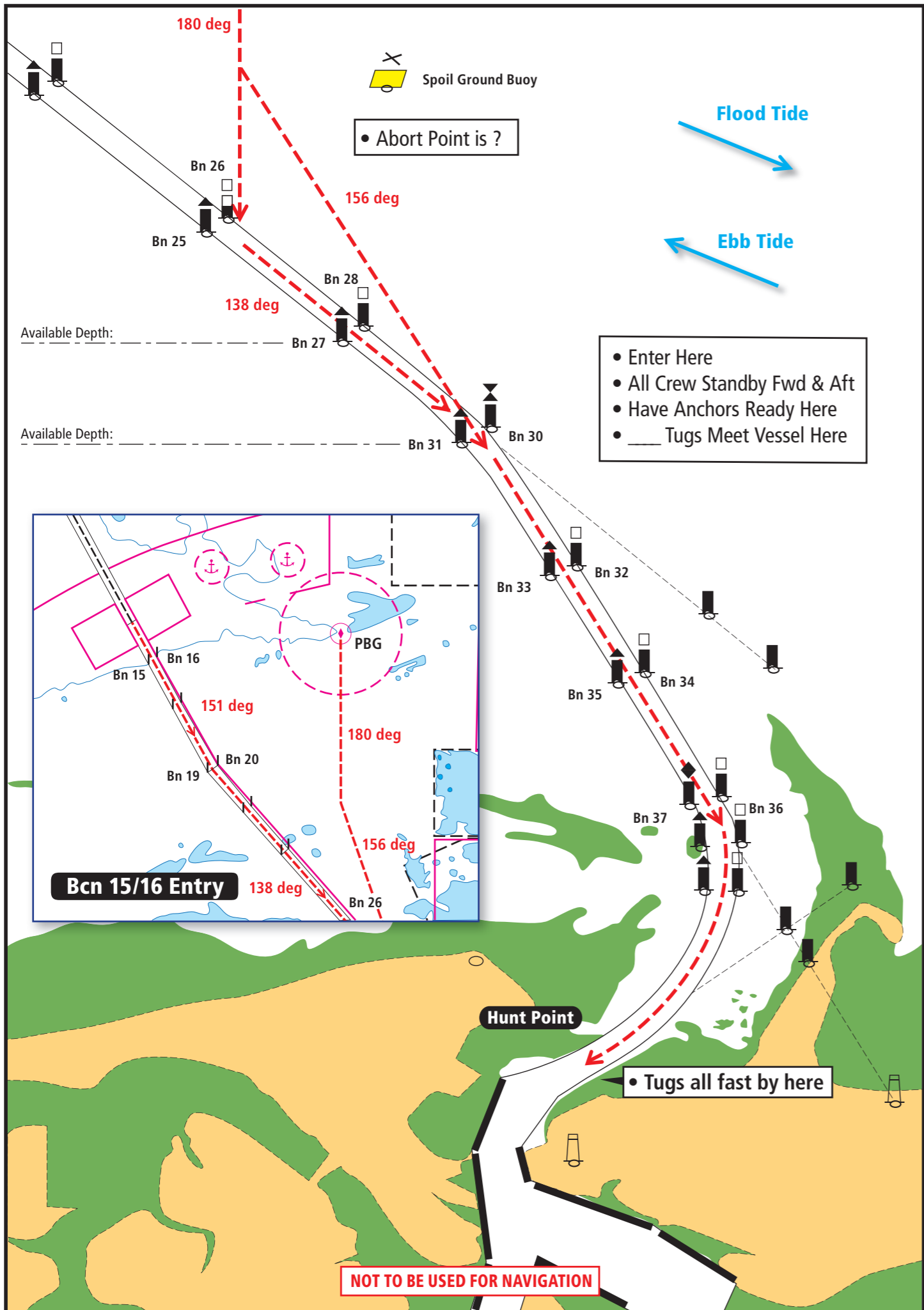
Draft Fwd		Draft Aft	
Channel Entry At		Bn	
Time		hrs	
Depth		m	
Tide	+	m	
Available Water	=	m	
Maximum Draft	-	m	
UKC	=	m	

UKC Requirements Under Pilotage = 2.5m

Signature & Acknowledgements

Does The Master Agree: With The Passage Plan ?		That The Vessel Is, In All Respects, Ready To Proceed ?	
Master		Pilotage Control Of Vessel Granted At:	
Pilot			

Outer Harbour



Inner Harbour

