

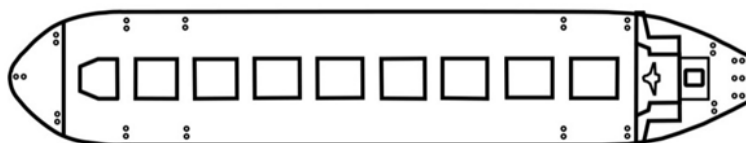


Dampier Route 6: PPT 3 & 5 to Sea

| | | | |
|--------|--|-----------|--|
| Vessel | | Date | |
| Pilot | | POB | |
| Berth | | Last Line | |
| SAP | | Disembark | |

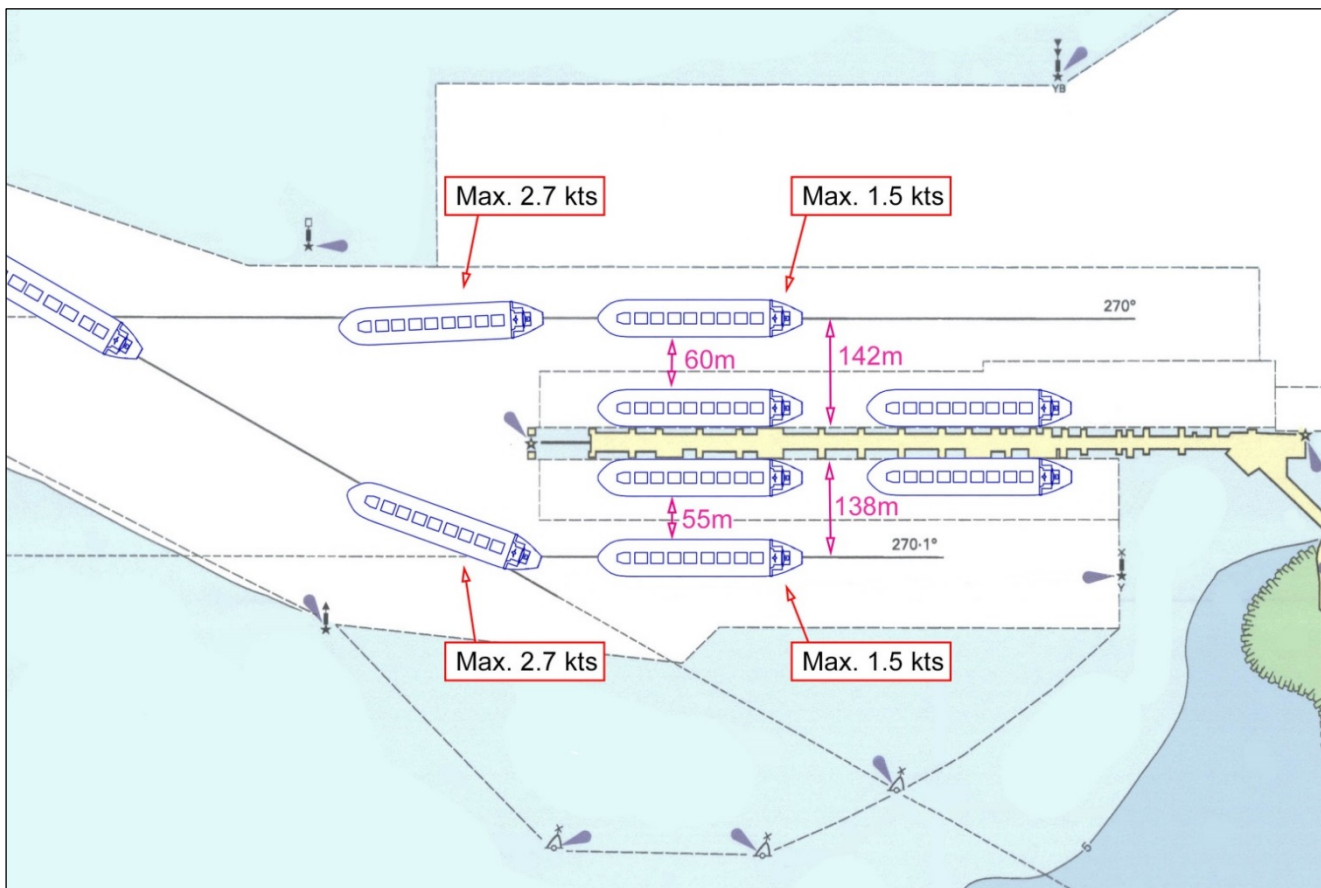
| | | | | | | |
|---------------|-------|--|---|--|--|--|
| Drafts | Fwd | | | | Static UKC | |
| | Mid | | | | Time | |
| | Aft | | | | Tide | |
| Tides | LW/HW | | m | | + Depth | |
| | LW/HW | | m | | = Available Water | |
| | LW/HW | | m | | - Draft | |
| Current/Range | | | | | = SUKC | |
| Wind | | | | | Vessel departing on: SUKC <input type="checkbox"/> DUKC <input type="checkbox"/> | |

| Departure Checklist | | Comments |
|---|--------------------------|---|
| Pilot card presented | <input type="checkbox"/> | |
| Any defects or conditions that could affect the pilotage | <input type="checkbox"/> | |
| All bridge equipment tested | <input type="checkbox"/> | |
| Gyro error | °E/W | |
| Navigation lights and constrained by draft signal | <input type="checkbox"/> | |
| VHF channels set to 11 (Port Ops) & 13 (Helicopter Ops) | <input type="checkbox"/> | |
| ECDIS safety contour recommendation | <input type="checkbox"/> | 15m |
| Main engine tested. Astern Power noted | <input type="checkbox"/> | Time: _____ % |
| Critical RPM range | <input type="checkbox"/> | DS - S <input type="checkbox"/> S - H <input type="checkbox"/> H - F <input type="checkbox"/> |
| Steering: Two steering motors running, FU and NFU tested | <input type="checkbox"/> | |
| Steering: Helmsman understands NFU change over procedure. Wheel hard over = 35° | <input type="checkbox"/> | |
| Anchors ready for emergency use, stopper bar down/closed | <input type="checkbox"/> | |
| SWL of towage bitts and leads | <input type="checkbox"/> | |
| Gangway stowed | <input type="checkbox"/> | |



| Tug | BP | Position | Tug Master |
|---------|----|----------|------------|
| Neptune | 65 | | |
| Vulcan | 65 | | |
| Titan | 65 | | |
| Thor | 70 | | |
| Oita | 70 | | |

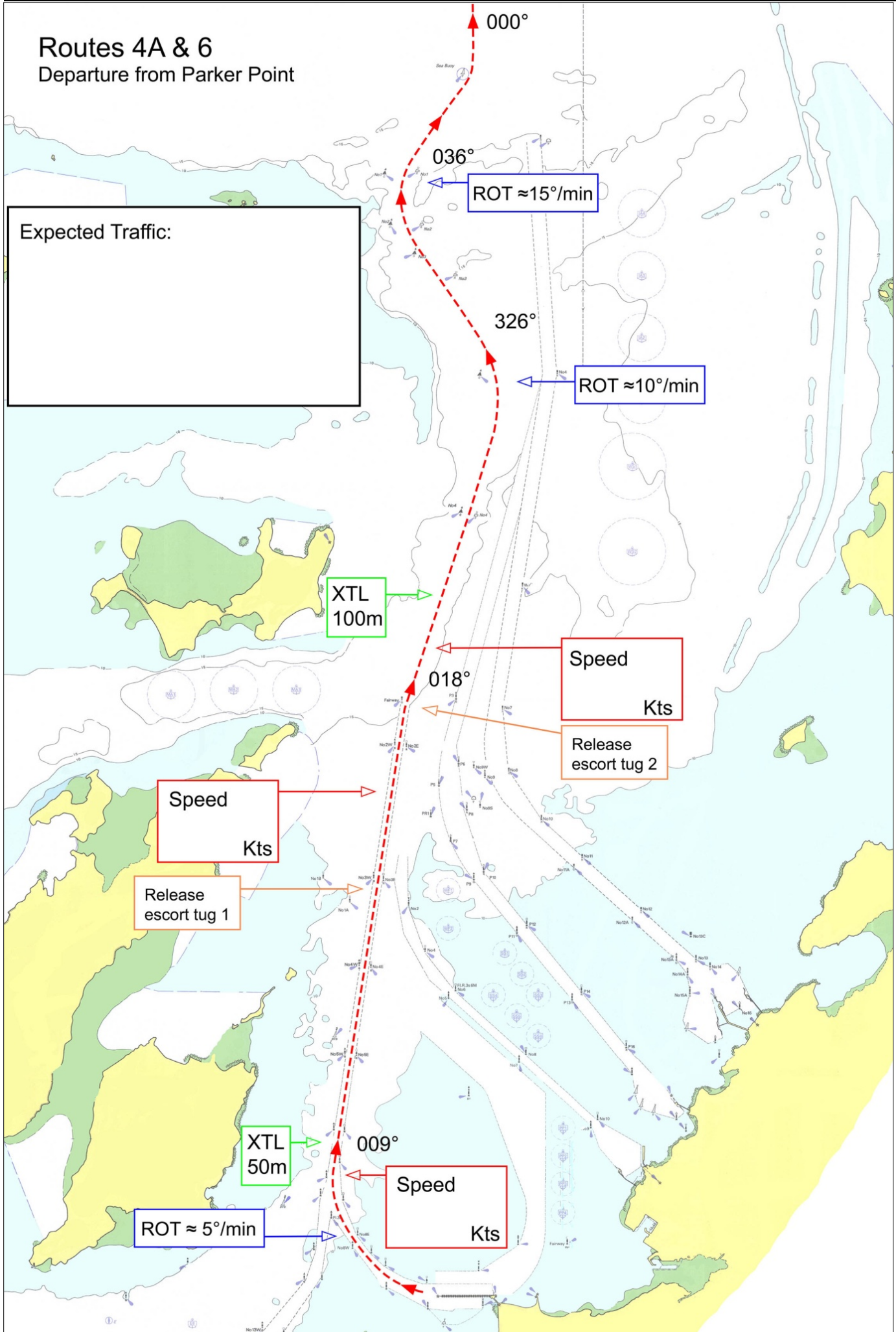
- All mooring lines must be **slackened as instructed by pilot**
- All crew must **stand clear** of the "line of fire" of tug lines
- When releasing tug lines: wrap tug messenger line around bitts and **lower slowly**



Routes 4A & 6

Departure from Parker Point

Expected Traffic:



**Route 6 Parker Point 3 or Parker Point 5 to Sea (Deepwater Channels)**

| Waypoint | Latitude (S) | Longitude (E) | Course to next WP | Cross Track |
|----------------------|--------------|---------------|-------------------|-------------|
| Berth | 20° 38.27' | 116° 43.1' | Various | 50m |
| Basin | 20° 38.33' | 116° 42.65' | Various | 50m |
| Alpha Beacon | 20° 38.0' | 116° 42.0' | Various | 50m |
| N° 8E Beacon | 20° 37.64' | 116° 41.69' | Various | 50m |
| Beta Beacon | 20° 37.25' | 116° 41.47' | Various | 50m |
| N° 7E Beacon | 20° 36.84' | 116° 41.485' | 009° | 50m |
| Fairway Beacon | 20° 32.105' | 116° 42.27' | 018° | 50m |
| Courtenay Shoal Buoy | 20° 28.7' | 116° 43.445' | 326° | 100m |
| N° 2 Buoys | 20° 27.0' | 116° 42.235' | 000° | 100m |
| N° 1 Buoys | 20° 26.47' | 116° 42.235' | 036° | 100m |
| Sea Buoy | 20° 25.45' | 116° 43.025' | 000° | 100m |
| North to Port Limits | 20° 19.00' | 116° 43.05' | | |

Contingency Planning

In the case of any vessel experiencing engine or steering problems:

| Immediately off berth | Prior to being committed to channel | After being committed to channel | After dismissing escort tugs |
|---|---|--|---|
| <ol style="list-style-type: none"> 1. Stop everything 2. Control vessel with tugs 3. Declare port emergency 4. Call for assistance 5. Consider re-berthing | <ol style="list-style-type: none"> 1. Stop everything 2. Declare port emergency 3. Call for tug assistance 4. Standby anchors | <ol style="list-style-type: none"> 1. Attempt to control vessel with escort tugs 2. Declare port emergency 3. Call for assistance | <ol style="list-style-type: none"> 1. Try to maintain channel 2. Declare port emergency 3. Call for assistance |

Information for Master

Despite the duties and obligations of the pilot, the pilot's presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the vessel.

The master and the vessels bridge team shall cooperate closely with the pilot including closely monitoring the safe progress of the vessel along the planned track and immediately bring to the pilot's attention any concern over the position or movement of the vessel.

If it becomes necessary to deviate from the passage plan, the pilot will discuss his intentions with the master and bridge team before taking any action.

| Time | Pilot | Master |
|------|-------|--------|
| | | |