

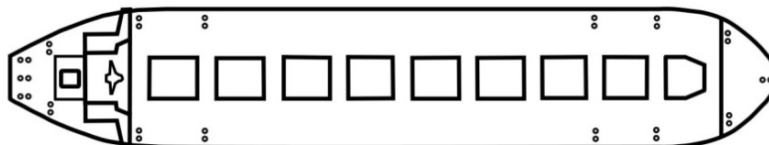


Dampier Route 8: DFB to Sea (Eastern Route)

Vessel		Date	
Pilot		POB	
Berth		Last Line	
SAP		Disembark	

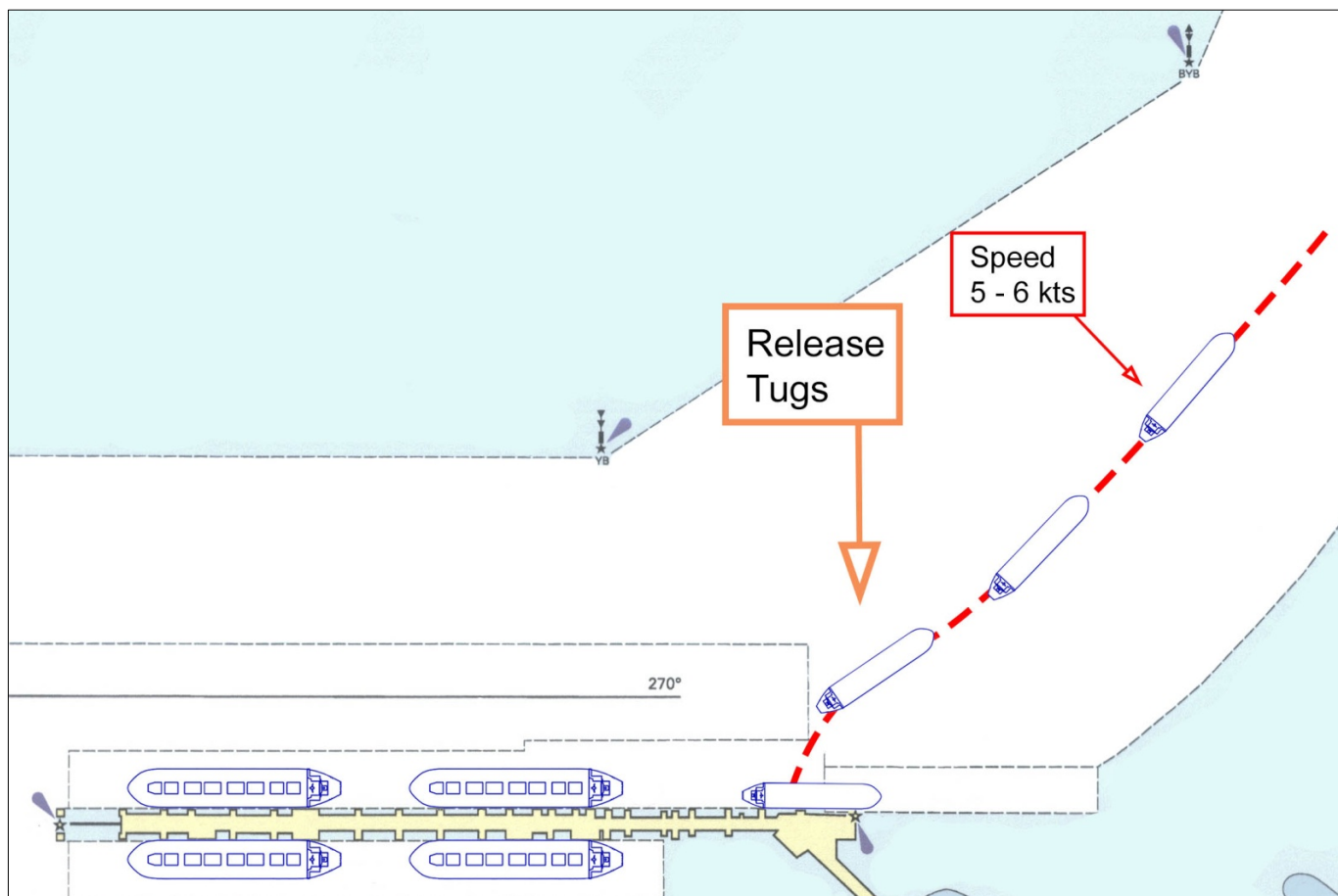
Drafts	Fwd				Static UKC	
	Mid				Time	
	Aft				Tide	
Tides	LW/HW		m		+ Depth	
	LW/HW		m		= Available Water	
	LW/HW		m		- Draft	
Current/Range					= SUKC	
Wind					Vessel departing on: SUKC <input type="checkbox"/> DUKC <input type="checkbox"/>	

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"/>	8m		
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**

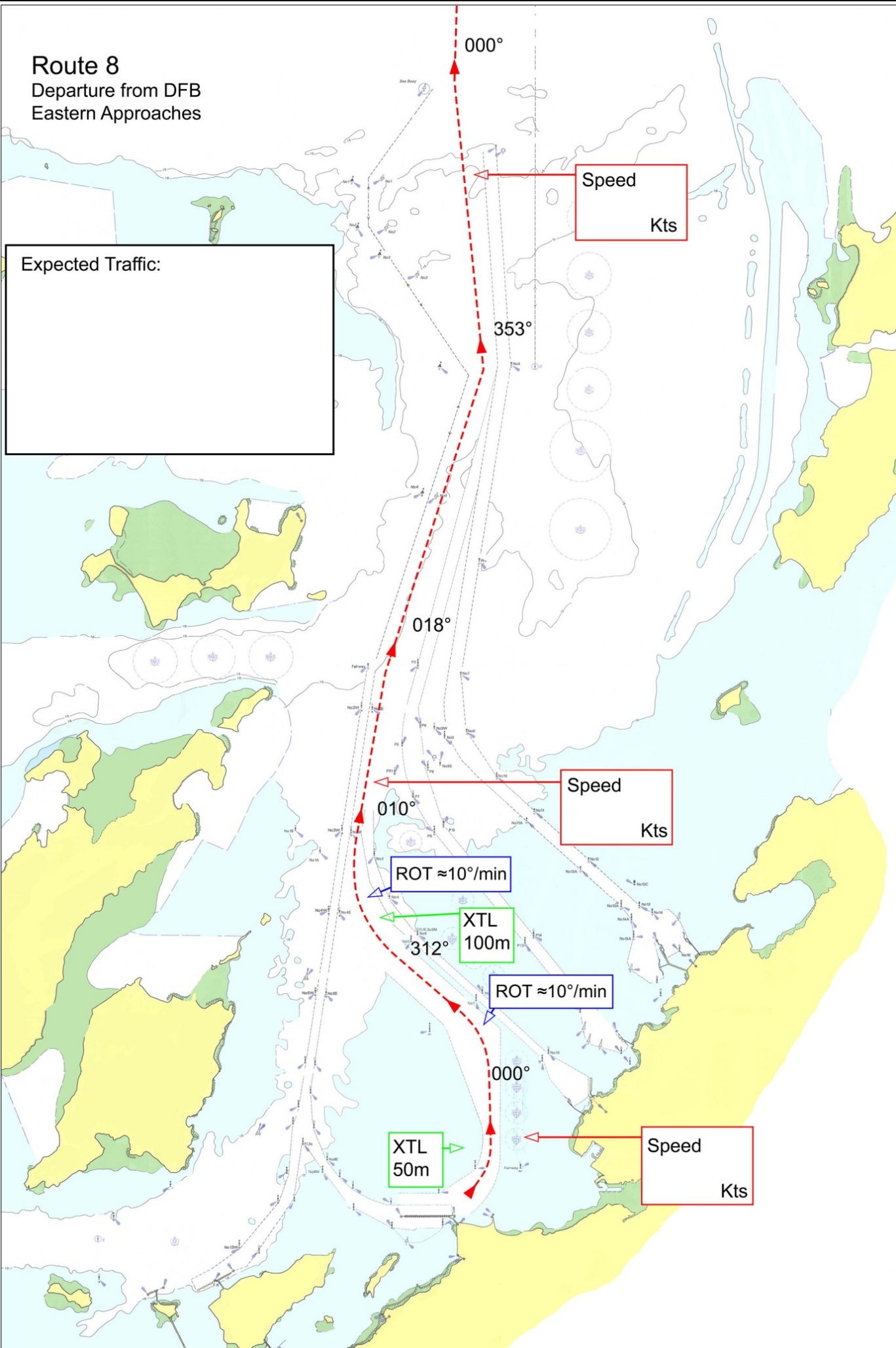




Route 8

Departure from DFB
Eastern Approaches

Expected Traffic:



**Route 8 DFB to Sea (Eastern Route)**

Waypoint	Latitude (S)	Longitude (E)	Course to next WP	Cross Track
Berth	20° 38.23'	116° 43.25'	Various	50m
East Cardinal beacon	20° 37.70'	116° 43.72'	000°	50m
North of SW	20° 36.305'	116° 43.72'	312°	100m
North of N° 4 beacons	20° 34.865'	116° 42.03'	010°	100m
East of Fairway beacon	20° 32.00'	116° 42.58'	018°	100m
N° 4 buoys	20° 30.08'	116° 43.25'	015°	100m
Woodside N° 4	20° 28.65'	116° 43.65'	350°	100m
Sea Buoy	20° 25.45'	116° 43.025'	000°	100m
North to Port Limits	20° 19.00'	116° 43.05'		

If not using Dynamic UKC

Minimum UKC In Harbour Channels = 1.0m or 10% of draft (whichever is the greater).

Minimum required tide = Ship's draft - shallowest depth (7.80m) + minimum UKC (1.0m or 10% draft).

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 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 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