

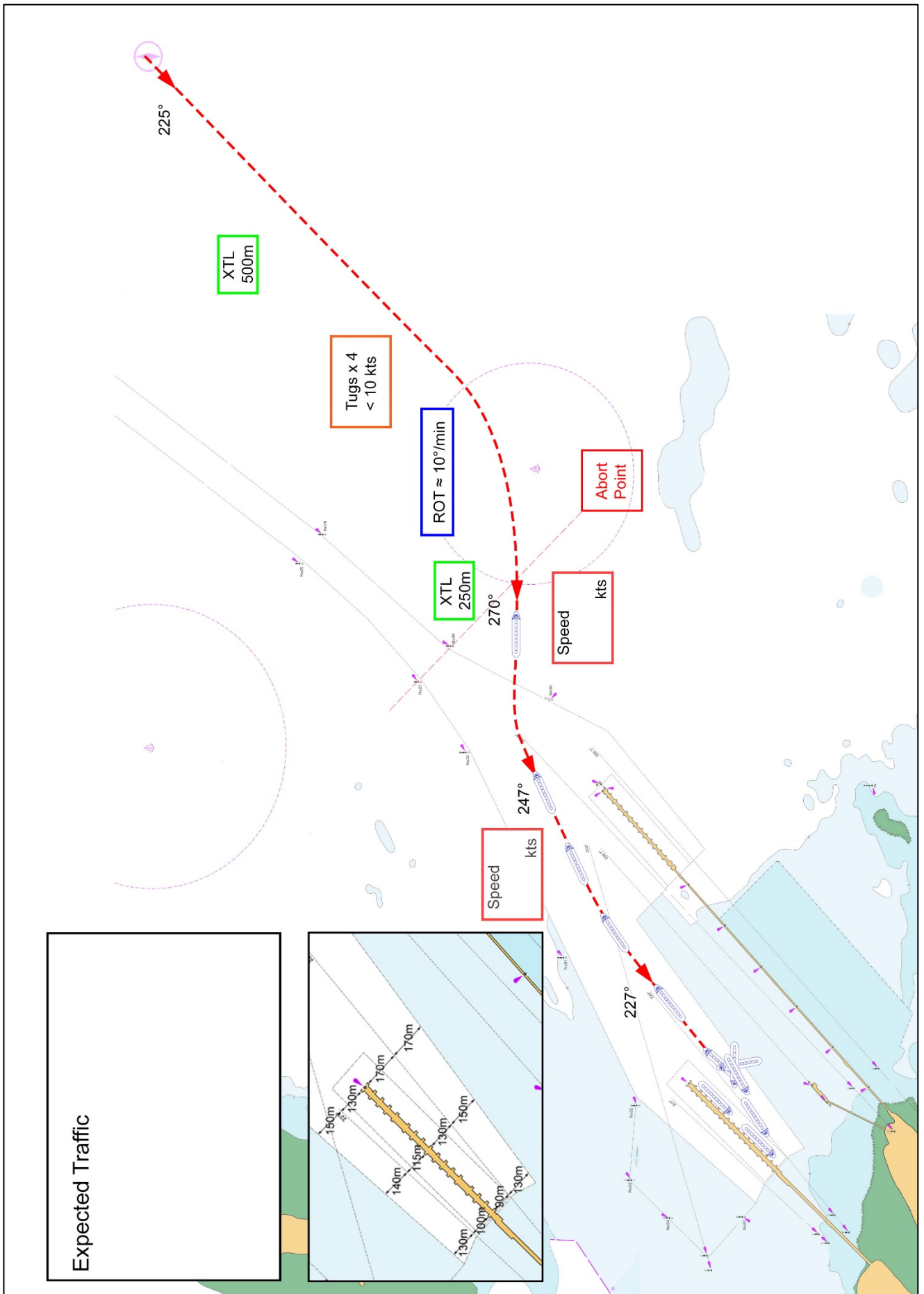


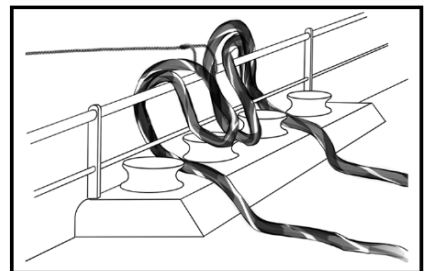
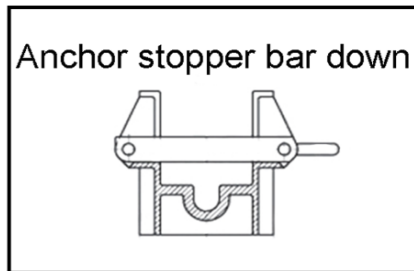
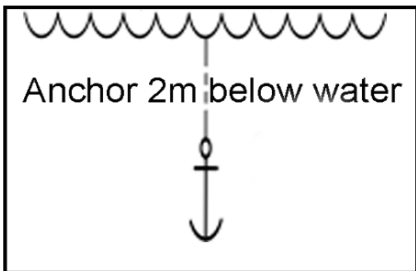
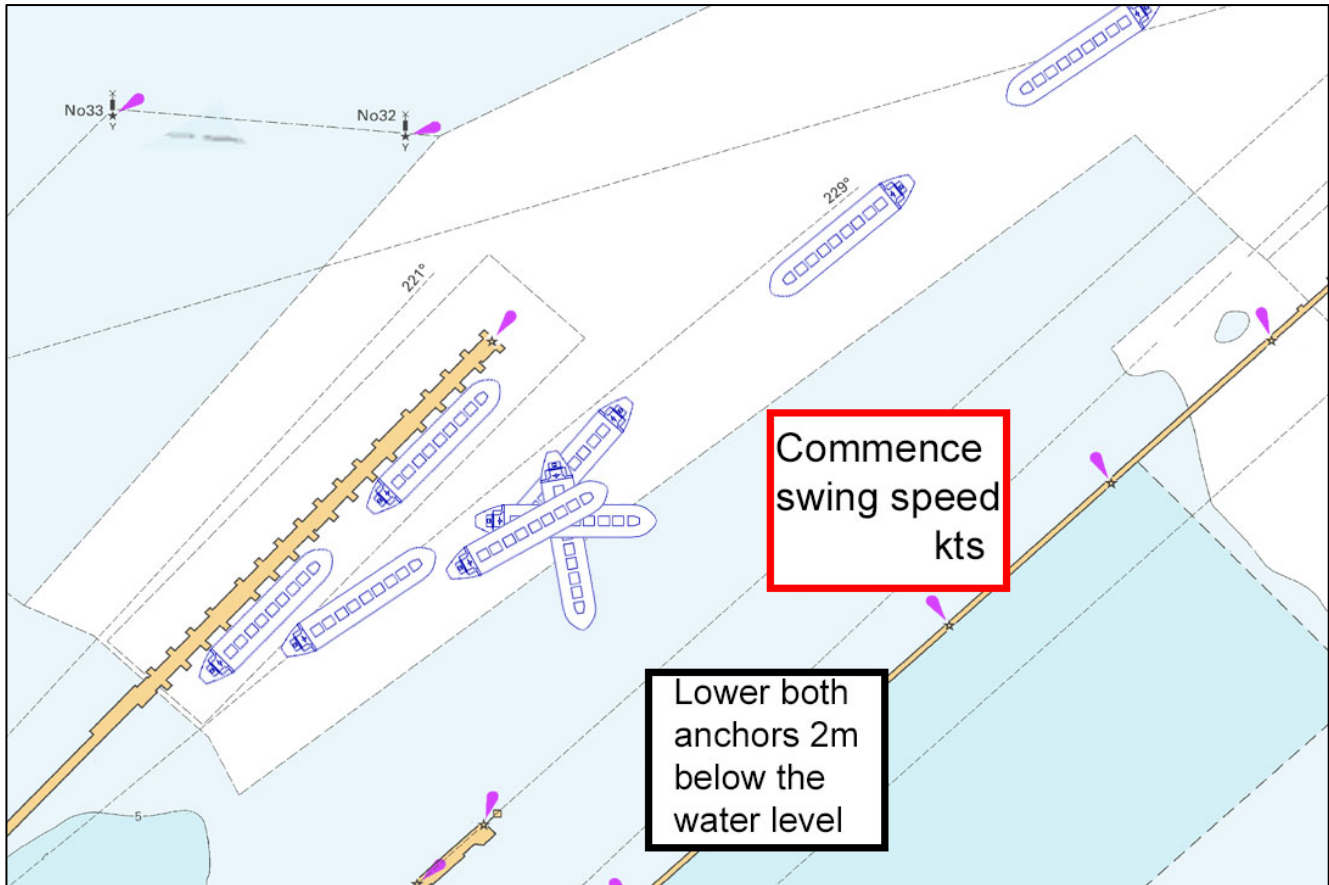
**Port Walcott CLB 5 Arrival**

<b>Vessel</b>		<b>Date</b>	
<b>Pilot</b>		<b>POB</b>	
<b>Berth</b>	CLB 5	<b>First Line</b>	
<b>SAP</b>		<b>All fast</b>	

<b>Drafts</b>	Fwd			<b>Static UKC</b>	
	Mid			Time	
	Aft			Tide	
<b>Tides</b>	LW/HW		m	+ Depth	10.00
	LW/HW		m	= Available Water	
	LW/HW		m	- Draft	
<b>Current/Range</b>				= SUKC	
<b>Wind</b>	<b>Minimum Required SUKC = 1.0m</b>				

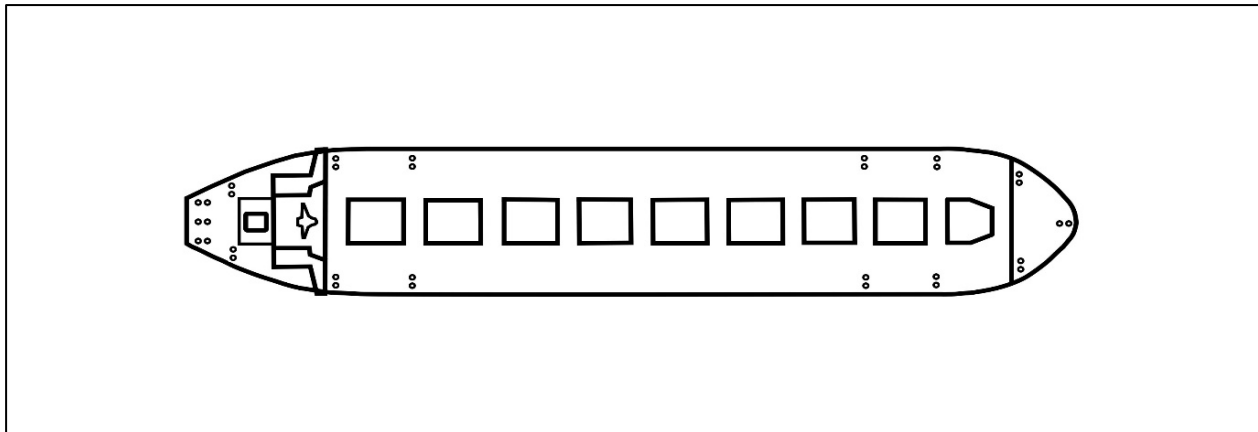
<b>Arrival Checklist</b>		<b>Comments</b>		
Pilot card presented	<input type="checkbox"/>			
Any defects or conditions that could affect the pilotage	<input type="checkbox"/>			
All bridge equipment tested	<input type="checkbox"/>			
Gyro error		°E/W		
Navigation lights	<input type="checkbox"/>			
VHF channels set to 14 (Port Ops) & 10 (Tugs)	<input type="checkbox"/>			
ECDIS safety contour recommendation	<input type="checkbox"/>	10m		
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 bits and leads	<input type="checkbox"/>			
Gangway – Ship/Shore	<input type="checkbox"/>			





Tug	BP	Position	Tug Master
Barrura	70T		
Gurrura	70T		
Kashima	70T		
Matsuzaka	70T		
Pilbara Apollo	70T		
Wamalhanha	70T		

- All crew are to stand clear of the **LINE OF FIRE** of tug lines
- All mooring lines are to remain **SLACK** until instructed to heave by the Pilot
- Ensure to wrap Tug messenger line around Mooring Bitts and **LOWER TUG LINE SLOWLY**
- REHOUSE** both Anchors after All Fast



### Sea to CLB5 Passage Plan

Waypoint	Latitude (S)	Longitude (E)	Course to next WP	Cross Track
PBG	20° 32.72'	117° 15.10'	225°	500m
Approach	20° 34.12'	117° 13.62'	270°	250m
W/O	20° 34.12'	117° 12.49'	247°	250m
Eastern Leads	20° 34.38'	117° 11.83'	227°	100m
Eastern Swing	20° 34.81'	117° 11.33'	various	~
Off Berth 5	20° 35.10'	117° 10.97'	~	~
Berth 5	20° 35.06'	117° 10.92'	~	~

### Contingency Planning

Any vessel experiencing engine or steering problems on arrival:

Before tugs made fast	After tugs made fast
<ol style="list-style-type: none"> <li>1. Stop engines</li> <li>2. Declare port emergency</li> <li>3. Call tugs for immediate assistance</li> <li>4. Standby anchors</li> </ol>	<ol style="list-style-type: none"> <li>1. Stop engines</li> <li>2. Control vessel with tugs</li> <li>3. Declare port emergency</li> <li>4. Call for assistance</li> <li>5. Assess situation with regards to vessel position and environmental conditions</li> <li>6. Standby anchors</li> </ol>

### 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