
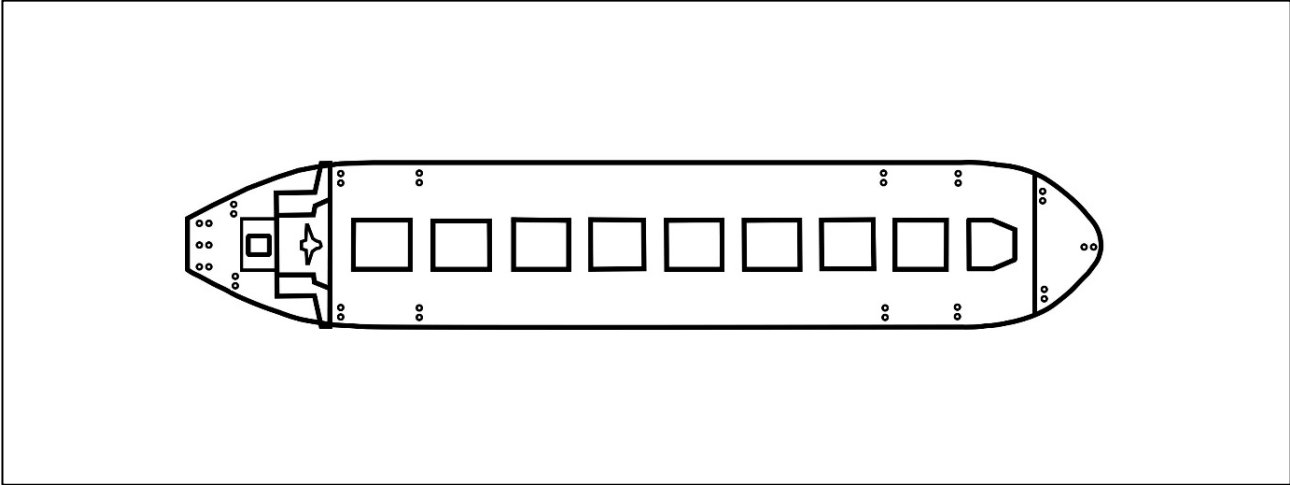


Port Walcott CLB 5&7 Departure

Vessel		Date	
Pilot		POB	
Berth		Last Line	
SAP		Disembark	

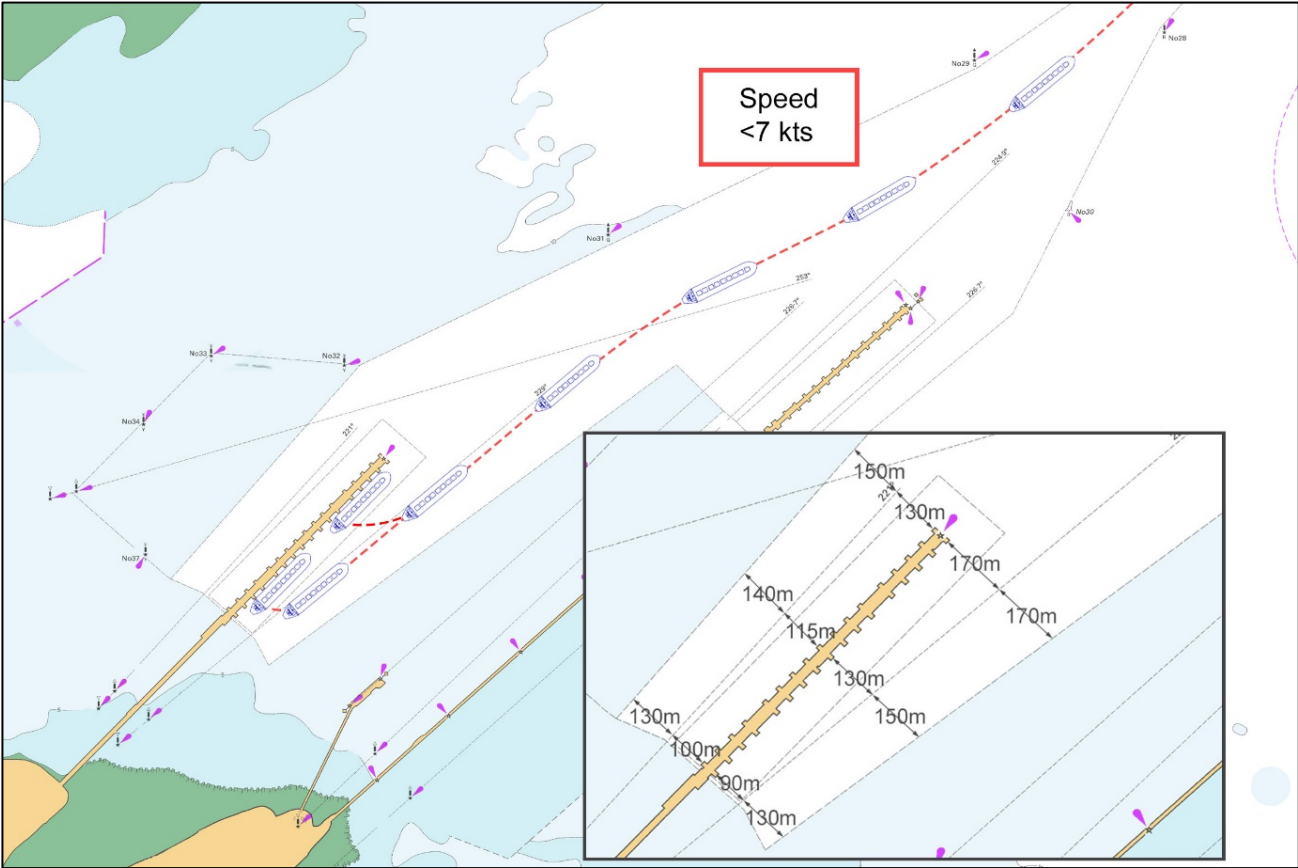
Drafts	Fwd				Static UKC		
	Mid				Time		
	Aft				Tide		
Tides	LW/HW		m	+ Depth			
	LW/HW		m	= Available Water			
	LW/HW		m	- Draft			
Current/Range				= SUKC			
Wind				Vessel departing on: SUKC <input type="checkbox"/> DUKC <input type="checkbox"/>			

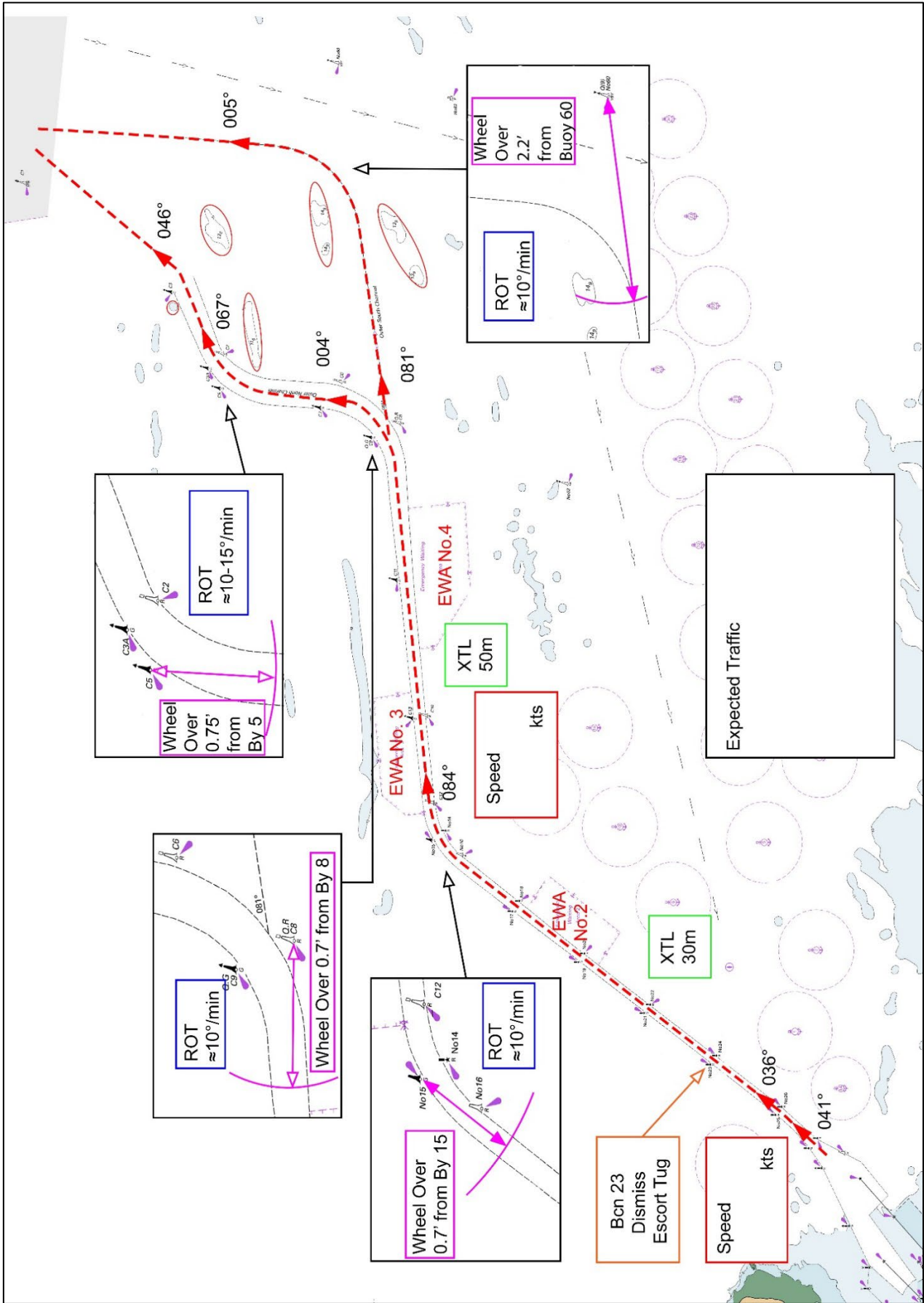
Departure Checklist		Comments
Pilot card presented	<input type="checkbox"/>	
Any defects or conditions that could affect the pilotage	<input type="checkbox"/>	
All bridge equipment tested	<input type="checkbox"/>	
Gyro error	°E/W	
Navigation lights and constrained by draft signal	<input type="checkbox"/>	
VHF channels set to 14 (Port Ops) & 10 (Tug 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 bits and leads	<input type="checkbox"/>	
Shore/ship gangway stowed	<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 be **SLACKENED** as instructed by the Pilot
- Ensure to wrap Tug messenger line around Mooring Bitts and **LOWER TUG LINE SLOWLY**





CLB5 / CLB7 to Sea Passage Plan

Waypoint	Latitude (S)	Longitude (E)	Turn Radius	Course to next WP	Cross Track
Leads	20° 35.163'	117° 10.892'	~	049°	~
N° 31	20° 34.541'	117° 11.649'	~	061°	50m
N° 29	20° 34.084'	117° 12.526'	1000m	041°	30m
N° 25	20° 33.378'	117° 13.179'	1000m	036°	30m
N°15	20° 28.701'	117° 16.779'	2000m	084°	50m
Buoy 8	20° 28.129'	117° 22.671'	2000m	004°	50m
N° 5	20° 25.914'	117° 22.840'	2000m	067°	50m
N° 3	20° 25.336'	117° 24.279'	1800m	046°	250m
Abeam C1	20° 23.447'	117° 26.393'	~	~	~

N° 15 to C1 Via Outer South Channel

Waypoint	Latitude (S)	Longitude (E)	Turn Radius	Course to next WP	Cross Track
N° 15	20° 28.701'	117° 16.779'	2000m	084°	50m
Buoy 8	20° 28.222'	117° 21.676'	1000m	081°	100m
Buoy 60	20° 27.568'	117° 26.000'	2200m	005°	100m
Abeam C1	20° 23.447'	117° 26.393'	~	~	~

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