



PLEASE TURN OUT ACCOMMODATION LADDER BEFORE ARRIVAL AT THE BERTH TO ALLOW FOR POSITIONING OF VESSEL.

Crew to stand clear of tugs' lines under tension.

Officers at fore and aft to call out clearing distances.

Before using engines at the berth, master to check with pilot that mooring boat is clear of propeller.

Avoid using centre Panama lead for head and stern lines to allow for tugs' use on departure.

PIL-PRO-013 / FRM-01 PORT PASSAGE PLAN – PORT OF GERALDTON INBOUND MAIN CHANNEL

VES	SSEL				
DRA	FTS Fore	Mid A	Aft	Dis	placement
The e	The equipment listed below was tested at hrs on/_				and is in good working order.
LOA		Full	Pitch		Arrived
Beam		Half	Starts		POB
Bridg	e-Fwd	Slow	Astern		1st Line
Bridg	e–Aft	D Slow	PPU		All Fast
STUs		Critical Revs	Tugs		Pilot off
	FEM		VES	NO	If "NO" give details
1		h	1125	no	
1.	Main Engine tested Ab	been used for passage planning?			А / В
2.	Steering gear tested And	ead/Astern			
3. 4	3. Steering gear tested				
5	4. Are an steering gear motors running?				
6.	Bridge to Fore and Aft communications				VHF / UHF
7.	Whistle tested				
8.	Gyro compass				Error
9.	Engine Revolution indicator & Rudder indicator				
10.	All bridge equipment to	ested and ok			
11.	Master and OOW to monitor helm and vessel's position				
12.	. Other vessel movements discussed				
13.	. Bow-Stern Thruster				Limitations
14.	Gangway				Ship / Shore
15.	Can the ship achieve th any time, are there any any other conditions or	e full range of engine movements a restrictions to the rudder, are there defects which could affect pilotage	ut e?.		
17.	Demonstrate non-follow	v up steering			
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WEATHER	
WIND	
SWELL/SEA/TOTAL/MAX	
TIDE	
CURRENT	
SURGE	



PILOT'S CHECH	PILOT'S CHECKLIST				
BRM PROCEDURE					
PILOT CARD					
MOORING PLAN					
DUKC or UKC	A - N/A				
OTHER					