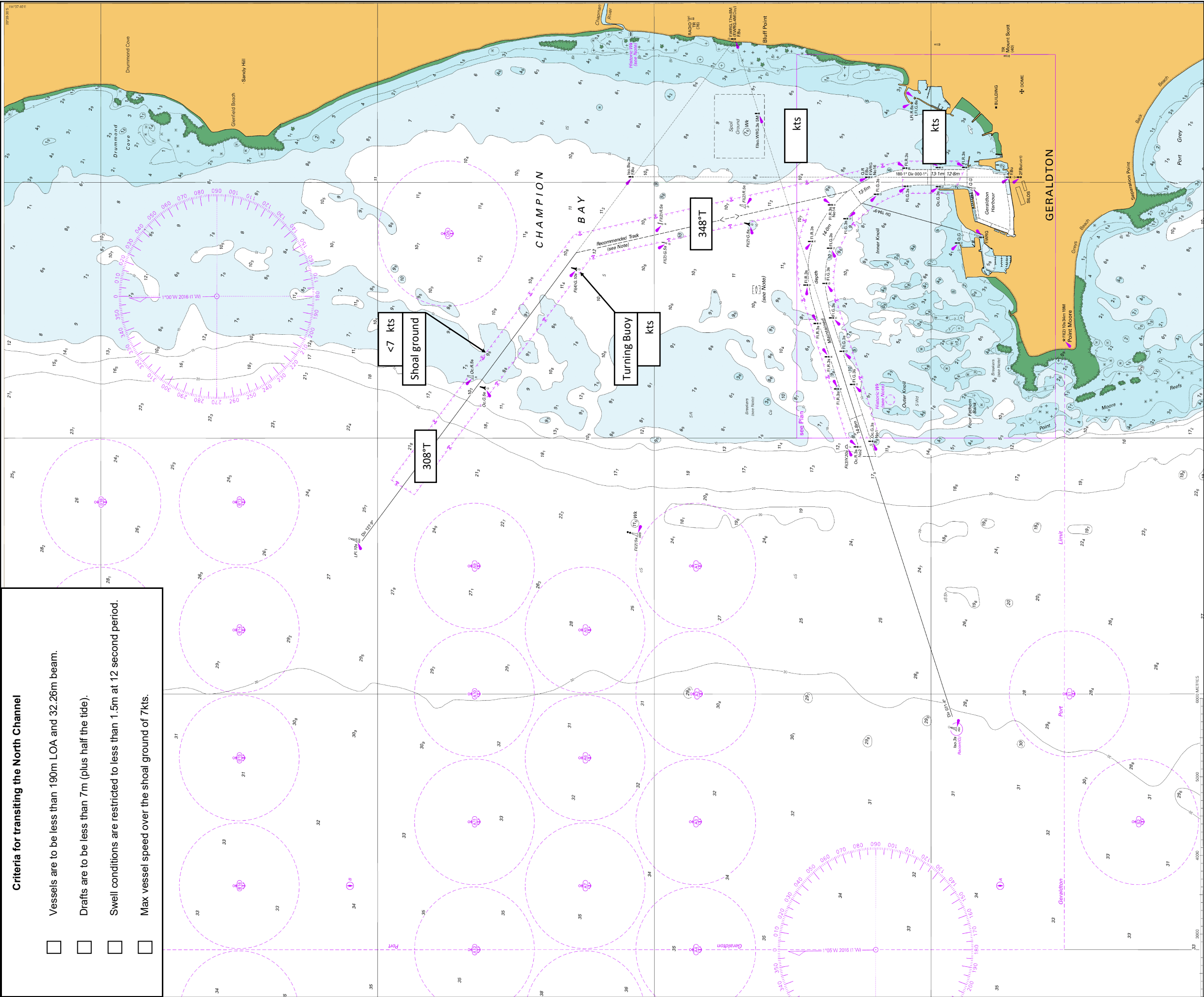




Criteria for transiting the North Channel

☐ Vessels are to be less than 190m LOA and 32.26m beam.

☐ Drafts are to be less than 7m (plus half the tide).

☐ Swell conditions are restricted to less than 1.5m at 12 second period.

☐ Max vessel speed over the shoal ground of 7kts.

SWL of Bits

tonne BP

tonne BP

tonne BP

Tugs

Tug communications on VHF channel 06 or 08

Adv.

Trans.

The principles of Bridge Resource Management must be followed at all times. The bridge team shall constantly monitor the progress of the manoeuvre, including vessel's speed and position, according to the discussed plan. The presence of a pilot does not relieve the bridge team of their duties and obligations for the safety of the ship.

Any deviation from this plan or cause for concern must be brought to the pilot's attention immediately!

Master and Pilot agree to the passage plan

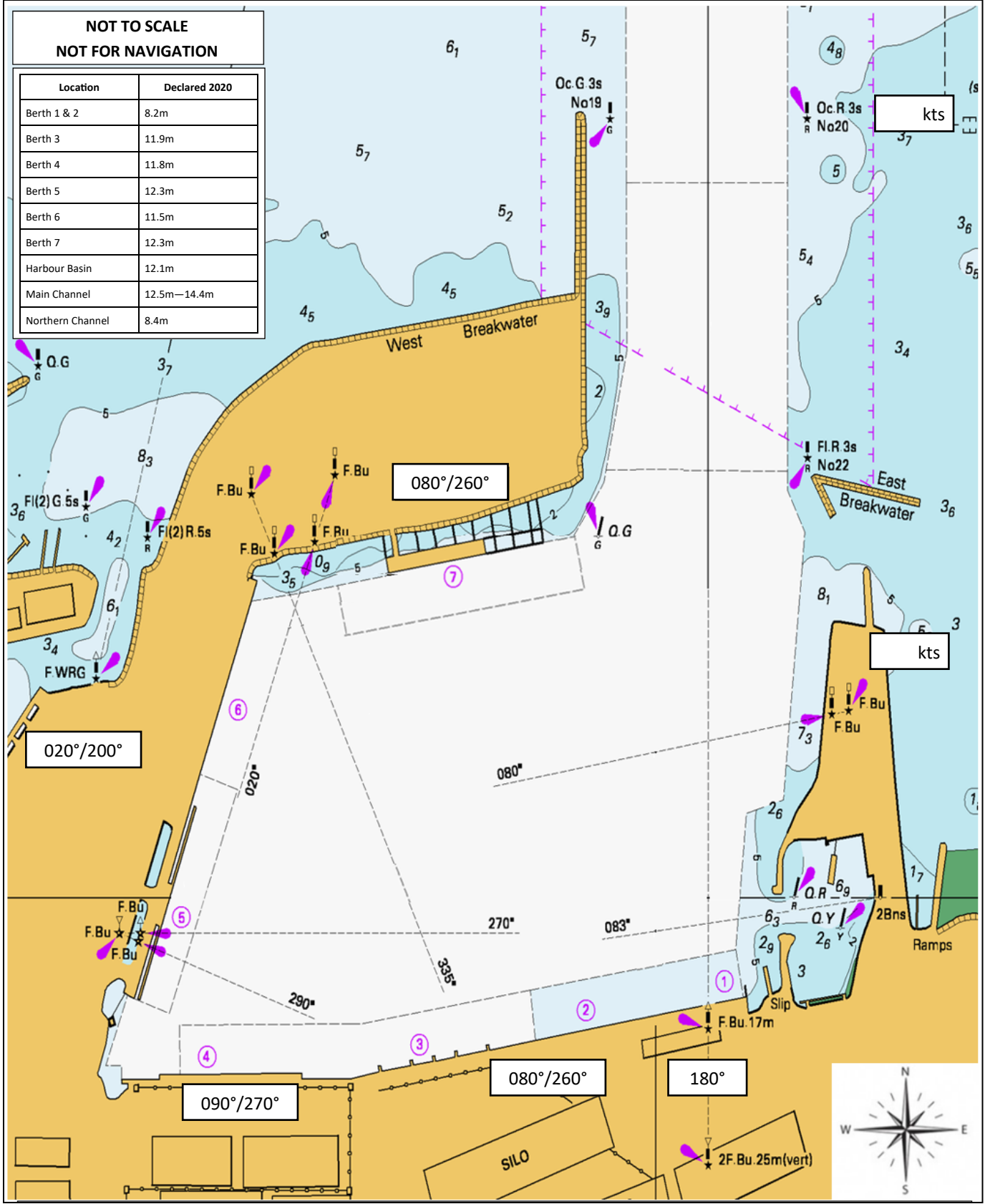
MASTER'S NAME

MASTER'S SIGNATURE

PILOT'S NAME

PILOT'S SIGNATURE

Version 2.0 | 24 February 2021 | Objective ID A1456936



**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.

Mid West Ports Authority



**PIL-PRO-013 / FRM-05 PORT PASSAGE PLAN – PORT OF GERALDTON
OUTBOUND NORTH CHANNEL**

VESSEL _____

DRAFTS Fore _____ Mid _____ Aft _____ Displacement _____

The equipment listed below was tested at _____ hrs on ____/____/____ and is in good working order.

LOA _____	Full _____	Critical Revs _____	POB _____
Beam _____	Half _____	Starts _____	Last Line _____
Bridge–Fwd _____	Slow _____	Astern _____	Pilot off _____
Bridge–Aft _____	D Slow _____	PPU _____	Tugs _____

ITEM	YES	NO	If “NO” give details
1. Main Engine tested Ahead/Astern			
2. Steering gear tested			
3. Are all steering gear motors running?			
4. Are both anchors ready for emergency (bar across)?			
5. Bridge to Fore and Aft communications			VHF / UHF
6. Whistle tested			
7. Gyro compass			Error
8. Engine Revolution indicator & Rudder indicator			
9. All bridge equipment tested and ok			
10. Master and OOW to monitor helm and vessel’s position			
11. Other vessel movements discussed			
12. Bow-Stern Thruster			Limitations?
13. Pilot Ladder			Ship / Shore
14. Can the ship achieve the full range of engine movements at any time, are there any restrictions to the rudder, are there any other conditions or defects which could affect pilotage?			
15. Demonstrate non-follow up steering			
16. Ensure Northern Channel route is loaded in PPU			

WEATHER

WIND _____
SWELL/SEA/TOTAL/MAX _____
TIDE _____
CURRENT _____
SURGE _____

PILOT’S CHECKLIST

BRM PROCEDURE ☐
PILOT CARD ☐
MOORING PLAN ☐
DUKC ☐
OTHER _____