

Dear Agent / Vessel Master,

MWPA has a website [Ship Masters Information](#) is filled with information dedicated for your visit to the Port of Geraldton. The following information can all be found on the MWPA website, however, the below will assist in your preparation.

PASSAGE PLAN

- MWPA have established the following downloadable multi-format Passage Plans. **You must advise shipping@midwestports.com.au if there are any problems with loading or using this Plan.**
- Click on hyperlinks to download your type specific ECDIS route format. Also refer to table below for Lat/Longs.
- Unless otherwise advised, the **Main Channel** will be used.

Main Channel (Preferred)

Inbound: To extract / unzip file, choose the compatible version for your ECDIS by clicking on the following link or manually enter from the table below.

Inbound Main Southern Channel Route

Outbound: To extract / unzip file, choose the compatible version for your ECDIS by clicking on the following link or manually enter from the table below.

Outbound Main Southern Channel Route

Northern Channel This route will only be used with clear instructions from the MWPA Port. No hyperlink, refer to below table.

EMPX

- An Electronic Master Pilot Exchange (eMPX) – will be sent via email from no-reply@masterpilotexchange.com to the nominated email supplied in the ships berth app.
- **A COPY MUST BE PRINTED FOR REVIEW WITH THE PILOT.** Also have the bridge team review prior to Pilot Boarding.

BRM AND PRE-ARRIVAL INFORMATION

- It is recommended that all Ships Masters, Officers and Crew review the [video information package](#), available in English // Hindi //  // Mandarin //  and Tagalog // 
- Refer to [Local Marine Notices](#) and [Harbour Master Instructions](#)

AT ALL TIMES

- NFU: The Helmsman must be able to switch and use the Non-Follow Up (NFU) steering. The Pilot will test the helmsman on this and if found not to be proficient, the vessel may be returned to anchor. The steering gear room must be manned at all times during pilotage.
- Only English is to be spoken on the bridge.
- Both anchors are to be ready for emergency use – on brake, not in gear and stopper bar down. Foc'sle is to be manned at all times when under Pilotage.
- Please ensure all crew are adequately rested and ship and crew are prepared for arrival and departure.
- Minimum manning must consist of the Master, 1 x OOW and a helmsman. These personnel must not be changed out during the pilotage. Please notify agent if this is not achievable so they can then inform the Harbour Master prior to the Pilot boarding.

ARRIVAL

- POB time as per agent's instructions.
- If anchored, the vessel does not require permission to heave anchor. Please heave your anchor with enough time to be standing by at boarding ground prior to the POB time.
- Unless otherwise advised, the Pilot ladder is **starboard** 1.5m-2m above the water, with two-man ropes, in **full** compliance with IMO Pilot boarding arrangements.
- Pilot will join your vessel from the small Pilot Vessel Glengarry or Jorgensen. Boarding course and speed instructions will be given from the pilot vessel on VHF Ch 11.
- Heaving line will be required for Pilot bag.
- The Master will continue to have the 'Con' until after the Master/Pilot exchange is complete. Prior to this, the Pilot may request courses and speeds **but the bridge team, as always, continues to have the responsibility for the safe navigation of the vessel.**
- Pilot will discuss mooring plan once onboard.

DEPARTURE

- Your nominated Pilot Boarding time will generally be 'Last Line'. Pilot will plan to board approximately 30 mins prior to this assigned time.
- Please ensure that final sailing stability data is sent by email to your agent and shipping@midwestports.com.au at least one hour prior to sailing.
- If Pilot boarding by seaside in harbour, the Pilot ladder to be prepared 1.0m above the water.
- For Pilot Disembark outbound the Pilot ladder to be prepared 2.0m above the water, **starboard** side, two-man ropes, in full compliance with IMO Pilot boarding arrangements.

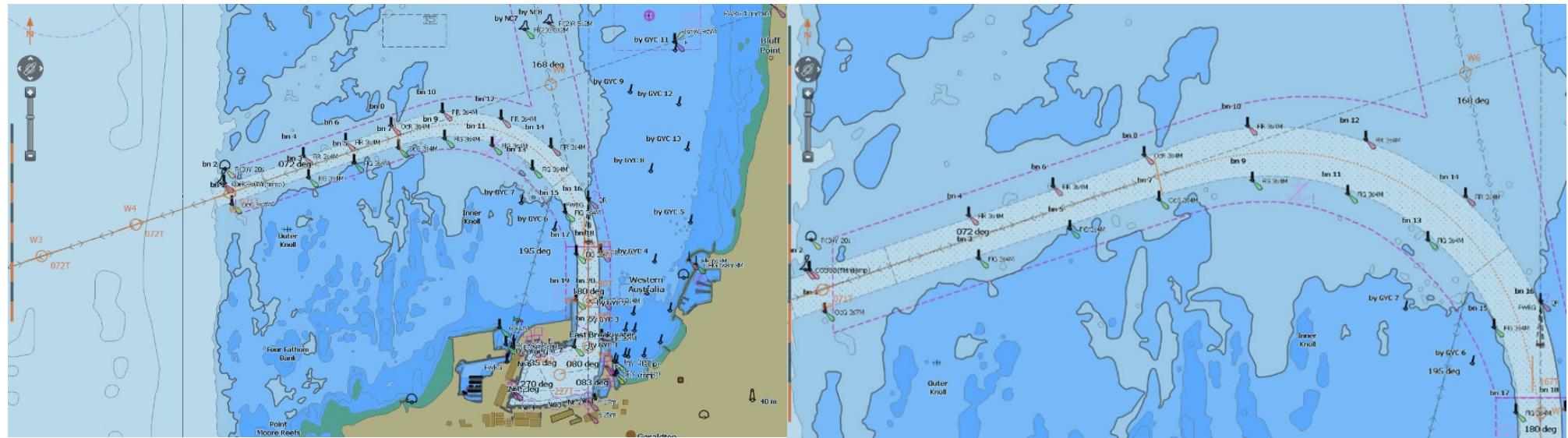
Main Channel – Inbound Route B.C.

WPT	Name	Latitude (S) (DMS)	Latitude (S) (Decimal)	Longitude (E) (DMS)	Longitude (E) (Decimal)	Turning radius (NM)	Turning radius (m)	Leg line Length (NM)	Bearing to next WP	Leg line X-track (m)	Leg Speed Planned Spd (Kts)
1	PBG	28°46'31"	28.77533507	114°30'31"	114.50853470	0.30	555.6	1.02	72	200	12
2	Fairway Buoy	28°46'13"	28.77015697	114°31'37"	114.52702309	0.30	555.6	1.17	72	100	<11
3	1nm to Bn 1 and 2	28°45'50"	28.76398095	114°32'53"	114.54805536	0.30	555.6	0.50	72	60	<11
4	0.5nm to Bn 1 and 2	28°45'41"	28.76132780	114°33'26"	114.55710173	0.30	555.6	0.51	71	30	<11
5	BN 1 and 2	28°45'31"	28.75863496	114°33'58"	114.56617738	0.30	555.6	1.78	71	30	<11
6	Curve	28°44'57"	28.74915484	114°35'53"	114.59817366	0.68	1259.4	0.89	171	30	7-9
7	Bn 17 and 18	28°45'50"	28.76389857	114°36'02"	114.60068577	0.30	555.6	0.23	180	30	6-8
8	Bn 19 and 20	28°46'04"	28.76778387	114°36'02"	114.60067202	0.30	555.6	0.26	180	30	6
9	Bn 22	28°46'19"	28.77208267	114°36'02"	114.60069036	0.30	555.6	0.19	232	30	<4
10	Centre of Basin	28°46'26"	28.77398333	114°35'53"	114.59791667	0.30	555.6				<3

Main Channel – Outbound Route B.C

WPT	Name	Latitude (S) (DMS)	Latitude (S) (Decimal)	Longitude (E) (DMS)	Longitude (E) (Decimal)	Turning radius (NM)	Turning radius (m)	Leg line Length (NM)	Bearing to next WP	Leg line X-track (m)	Leg Speed Parameters (Kts)
1	Centre of Basin	28°46'27"	28.77429242	114°35'51"	114.59750904	0.30	555.6	0.23	047	30	2
2	Bn 22	28°46'18"	28.77167335	114°36'03"	114.60070079	0.30	555.6	0.24	000	30	4
3	Bn 19 and 20	28°46'04"	28.76771662	114°36'02"	114.60066989	0.30	555.6	0.21	000	30	6
4	Bn 17 and 18	28°45'51"	28.76420467	114°36'02"	114.60066986	0.30	555.6	0.91	352	30	8
5	Curve	28°44'57"	28.74915000	114°35'53"	114.59816667	0.68	1259	1.78	251	30	9
6	BN 1 and 2	28°45'31"	28.75863496	114°33'58"	114.56618654	0.30	555.6				Variable

Main Channel Route



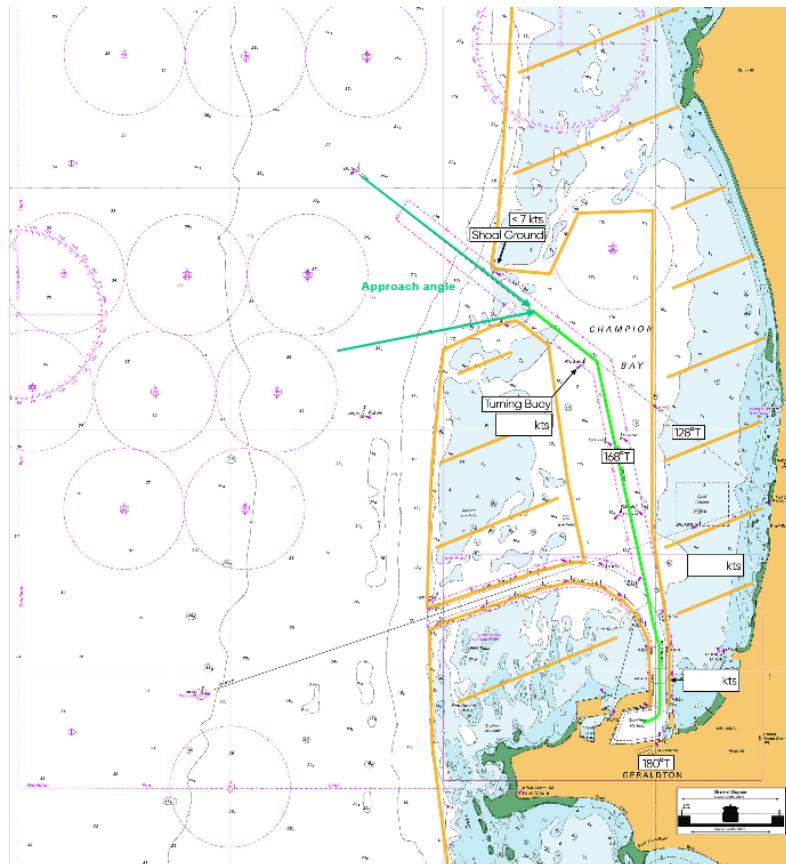
Northern Channel – Inbound Route B.C.

WPT	Name	Latitude (S)	Longitude (E)	Bearing to next WP	X-track (m)	Leg Speed Planned Spd (Kts)	Comments
1	North Channel Entrance	28° 42.777'S	114° 34.49' E	128	30	<7	<7kts when crossing shallow shoal
2	Turning Buoy	28° 43.437'S	114° 35.45' E	128	30	<11	
3	Beacon 17/18	28° 45.81'S	114° 36.04' E	168	30	6-8	
4	Beacon 21/22	28° 46.262'S	114° 36.04' E	180	30	<4	
5	Basin radius	28° 46.41'S	114° 36.04' E	VAR	30	<4	
6	Centre of Basin	28° 46.437'S	114° 35.877' E			<3	

Northern Channel – Outbound Route B.C.

WPT	Name	Latitude (S)	Longitude (E)	Bearing to next WP	X-track (m)	Leg Speed Planned Spd (Kts)	Comments
1	Centre of Basin	28° 46.437'S	114° 35.877' E	VAR	30	<2	
2	Basin radius	28° 46.41'S	114° 36.04' E	000	30	<3	
3	Beacon 21/22	28° 46.262'S	114° 36.04' E	000	30	<4	
4	Beacon 17/18	28° 45.81'S	114° 36.04' E	348	30	6-8	
5	Turning Buoy	28° 43.437'S	114° 35.45' E	128	30	<11	
6	North Channel Entrance	28° 42.777'S	114° 34.49' E			Variable	<7kts when crossing shallow shoal

Northern Channel Route



Associated Documents – please update below on completed review

Task
eMPX – change out attached document (this is completed in the eMPX admin)
Update MWPA Website / MWPA Intranet
Notify Agents

Monitoring, Evaluation and Review

This document is required to be reviewed every five years from the last scheduled review date.

Minor updates made within this five-year period, will not be taken as a *full review*.

The Document Custodian is responsible for conducting the review in accordance with **Controlled Documents Review and Approval Process Work Instruction**.

Administration

Document Custodian:	Marine Pilots
Document Approver:	Harbour Master / Marine Manager
Approval Date:	11 November 2025
Document Review Period:	5 yrs