

Dear Agent,

It is recommended that all ships' Masters, Officers and Crew download and view the MWPA BRM and arrival information package. The package is available in English, Hindi, Mandarin, and Tagalog. Download from the following webpage. <http://midwestports.eluminate.com.au/brm/>

PASSAGE PLAN

- It is the Master's responsibility to ensure that a proper passage plan has been prepared and is in use. The passage plan should be agreed with, by the pilot and all members of the bridge team ensuring everyone share the same mental model.
- Unless otherwise advised, the Main Channel will be used.
- The following routes have been established by MWPA and are recommended for use in the ship's passage plan.
- There are two options for the inbound route and two options for the outbound route. Both referred to as Route A or Route B.
 - **Route A** places a waypoint at both turns outside the route to include constant radius turn (Preferred).
 - **Route B** places waypoints through both turns along the centre of the route. (Use if route A cannot be loaded or has alerts.)

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 'A' prior to the POB time.
- Unless otherwise advised, the Pilot ladder is **starboard** 1.5m 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.
- Only English is to be spoken on the bridge.
- The use of mobile phones are not to be used during the Pilotage unless in an emergency or Pilotage related and at times when safe to do so.
- 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.
- 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 on board.
- Foc'sle and anchors are to be manned whilst on approach to and within the channel.
- **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.**

INBOUND ROUTE A

WPT	Name	Lat	Long	XTD	Speed	Turn Radius	Comments
1	PBG Alpha	28°46.483 S	114°30.488 E	200m	-	NA	
2	Fairway Buoy	28°46.150' S	114°31.724' E	200m	9-12kts	NA	Pass clear to North side of FW buoy.
3	1nm to Bn 1&2	28°45.861 S	114°32.814 E	100m	8-12kts	NA	Master/OOW/Pilot Discuss abort/continue.
4	0.5nm to Bn 1&2	28°45.714 S	114°33.316 E	60m	8-12kts	NA	
<i>Note: Final Abort point (FAP) to be established between WP3 and WP4. This is to be agreed by Master/OOW/Pilot.</i>							
5	Bn 1-2	28°45.527 S	114°33.953 E	30M	8-11kts	NA	Can expect leeway up to 7-8 degrees in winds above 20kts.
<i>Note: W/O line to commence curve typically when bridge mark is abeam of Beacons 7 & 8</i>							
6	Curve	28°45.066' S	114°35.503' E	30m	6-9kts	0.65' (1204m)	This W/P is placed outside the channel to create a turn radius track. Ships will not reach this W/P. XTD for this to be measured from the turn radius.
7	Bn 15/16	28°45.555' S	114°35.992' E	30m	6-9kts	0.65' (1204m)	This W/P is offset to create a turn radius track within the channel. All XTD for this section should be measured from the turn radius.
8	Bn 17-18	28°45.790' S	114°36.040' E	30m	5-8kts	0.65'	
9	Bn 19-20	28°46.097' S	114°36.040' E	30m	5-6kts	NA	
<i>Note: W/O line for entering the basin is when bridge mark abeam of East/West breakwater</i>							
10	Bn 22	28°46.265' S	114°36.040' E	30m	4-5kts	NA	
11	Basin Turn WP	28°46.411' S	114°36.040' E	30m	< 4kts	0.172'	This W/P is offset to create a turn radius track into the harbour basin.
12	Centre of Basin	28°46.439' S	114°35.875' E	30M	< 4kts	NA	W/P 10 to berth under advice from Pilot dependant on local considerations.

INBOUND ROUTE B

WPT	Name	Lat	Long	XTD	Speed	Comments
1	PBG Alpha	28°46.483 S	114°30.488 E	200m	-	
2	Fairway Buoy	28°46.150' S	114°31.724' E	200m	9-12kts	Pass clear to North side of FW buoy.
3	1nm to Bn 1&2.	28°45.861 S	114°32.814 E	100m	8-12kts	Master/OOW/Pilot Discuss abort/continue.
4	0.5nm to Bn 1&2.	28°45.714 S	114°33.316 E	60m	8-12kts	
<i>Note: Final Abort point (FAP) to be established between WP2 and WP3. This is to be agreed by Master/OOW/Pilot.</i>						
5	Bn 1 & 2	28°45.527 S	114°33.953 E	30M	8-11kts	Can expect leeway up to 7-8 degrees in winds above 20kts.
6	Bn 7 W/O	28°45.234 S	114°34.922 E	30M	6-9kts	
7	Bn 9 Bend	28°45.172 S	114°35.131 E	30M	6-9kts	
8	Bn 11 Bend	28°45.203 S	114°35.513 E	30M	6-9kts	
9	Bn 13 Bend	28°45.343 S	114°35.774 E	30M	6-9kts	
10	Bn 15 Bend	28°45.593 S	114°35.973 E	30M	6-9kts	
11	Bn 17 180°	28°45.824 S	114°36.040 E	30M	5-8kts	
12	Breakwater W/O	28°46.161 S	114°36.040 E	30M	5-6kts	
<i>Note: W/O line for entering the basin is when bridge mark abeam of East/West breakwater</i>						
13	Green Buoy	28°46.300 S	114°36.040 E	30M	<4kts	
14	Centre of Basin	28°46.439' S	114°35.875' E	30M	< 4kts	W/P 10 to berth is under advice from Pilot dependant on local considerations.

DEPARTURE

- Your nominated Pilot Boarding time will generally be 'Last Line'. Pilot will plan to board approximately 30 mins prior to this assigned time.
- If safe, please test engines and bridge equipment prior to Pilot boarding.
- 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.
- Please ensure all crew are adequately rested and ship and crew are prepared for departure.
- If Pilot boarding by sea side 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.
- Foc'sle and anchors are to be manned whilst within the channel for the entire duration of the outbound transit.

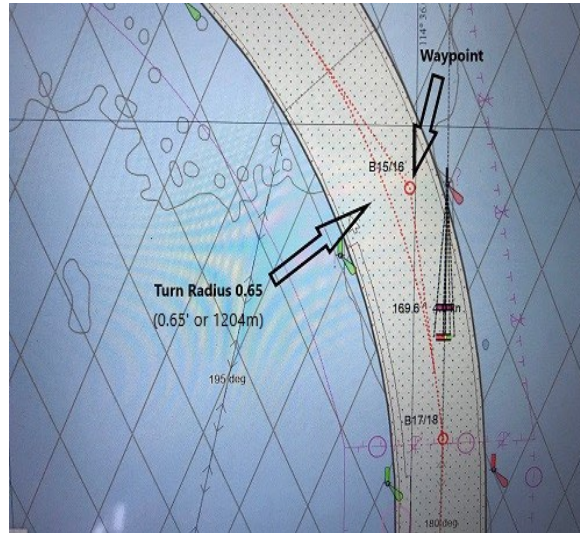
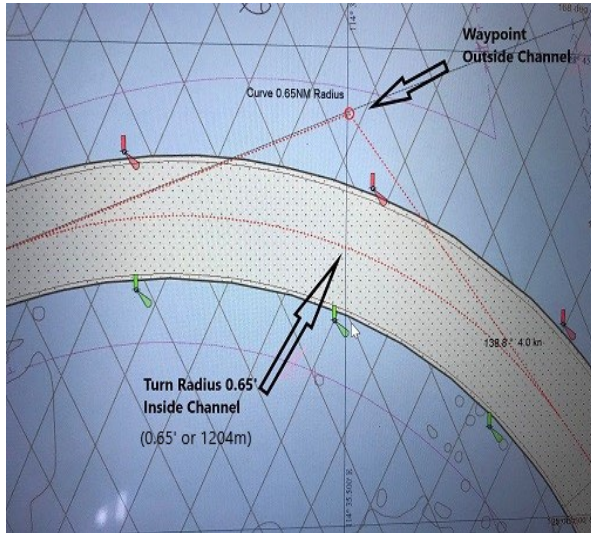
OUTBOUND ROUTE A

WPT	Name	Lat	Long	XTD	Speed	Turn Radius	Comments
1	Centre of Basin	28°46.439' S	114°35.875' E	30M	< 4kts	NA	Berth to WP under advice from the Pilot depending on environmental conditions.
2	Basin Turn WP	28°46.411' S	114°36.040' E	30m	< 4kts	0.172'	This W/P is offset to create a turn radius track out of the harbour basin.
3	Bn 22	28°46.265' S	114°36.040' E	30m	<4kts	NA	
4	Bn 19-20	28°46.097' S	114°36.040' E	30m	4-6kts	NA	
<i>Note: W/O line when bridge mark between beacons 17 and 19</i>							
5	Bn 17-18	28°45.790' S	114°36.040' E	30m	4-6kts	0.65' (1204m)	
6	Bn 15/16	28°45.555' S	114°35.992' E	30m	5-7kts	0.65' (1204m)	This W/P is offset to create a turn radius track within the channel. All XTD for this section should be measured from the turn radius.
7	Curve	28°45.066' S	114°35.503' E	30m	5-7kts	0.65' (1204m)	This W/P is intentionally placed outside the channel to create a turn radius track within the channel. It is not intended to reach this W/P. All XTD should be measured from the turn radius.
8	Bn 1-2	28°45.527 S	114°33.953 E	30M	8-9kts	NA	Course and speed for Pilot disembarkation will be confirmed by Pilot.

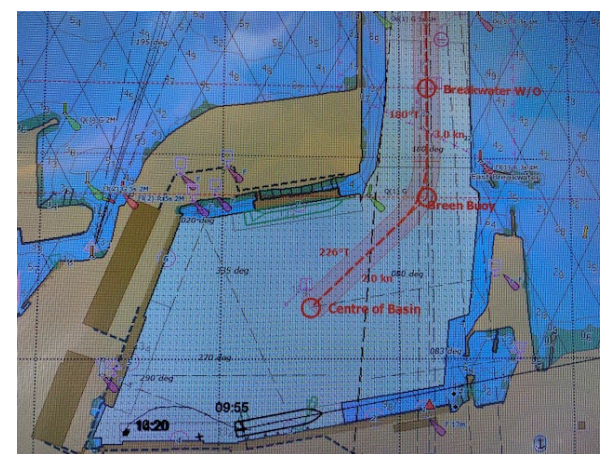
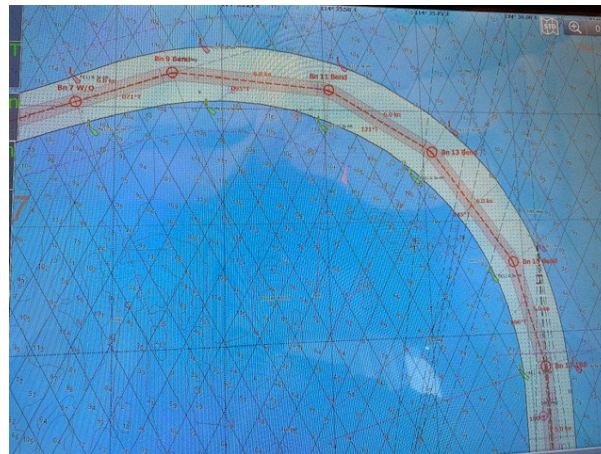
OUTBOUND ROUTE B

WPT	Name	Lat	Long	XTD	Speed	Comments
1	Centre of Basin	28°46.439' S	114°35.875' E	30M	< 4kts	Berth to WP under advice from the Pilot depending on environmental conditions.
2	Green Buoy	28°46.300 S	114°36.040 E	30M	<4kts	
3	Breakwater W/O	28°46.161 S	114°36.040 E	30M	4-6kts	
<i>Note: W/O line when bridge mark between beacons 19 and 17</i>						
4	Bn 17 180°	28°45.824 S	114°36.040 E	30M	5-6kts	
5	Bn 15 Bend	28°45.593 S	114°35.973 E	30M	5-7kts	
6	Bn 13 Bend	28°45.343 S	114°35.774 E	30M	5-7kts	
7	Bn 11 Bend	28°45.203 S	114°35.513 E	30M	5-7kts	
8	Bn 9 Bend	28°45.172 S	114°35.131 E	30M	5-7kts	
9	Bn 7 W/O	28°45.234 S	114°34.922 E	30M	5-7kts	
10	Bn 1 & 2	28°45.527 S	114°33.953 E	30M	8-9kts	Course and speed for Pilot disembarkation will be confirmed by Pilot.

ROUTE A – TURN RADIUS



ROUTE B – WAYPOINTS



Monitoring, Evaluation and Review

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

Minor updates made within this two 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**.

If any changes are made to this document, eMPX and the website must also be updated of the changes

Administration

Document Custodian:	Pilots
Document Approver:	Harbour Master / Marine Manager
Approval Date:	20/04/2022
Document Review Period:	2 years