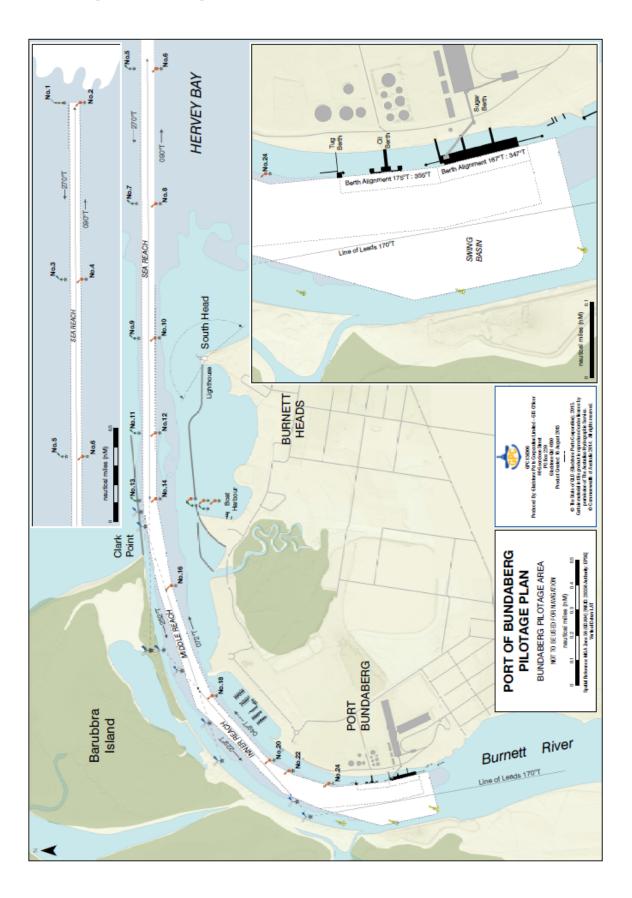
#### 16.10 Pilotage Passage Plan



# PORT OF BUNDABERG

### VESSEL :

Pilotage Plan	e.	Departure /	Kemoval	_				
Pilot						Pilot Card	yes	8
Date		Stand	Standby @			Defects	yes	2
Passage						TUG NAME	Boilard Pul	Position
Drafts h more	FWD		AFT					
. Tide	Time		Height	Rai	Range			
		.				<b>UKC Calculation</b>	ation	
		.			Τ	Area		
		.			Τ	Depth		
		.				+ Tide		
Checklist : D	Checklist : Departure / Removal	moval				Avail Depth		
Security Level	evel		Doppler / GPS / EM Log	GPS / EM	ğ	- Draft		
Main Engine	92		Radars		F	SUKC		
Steering			Aldis Lamp		12	(Mir	(Minimum UKC is 0.9m)	8
Thruster?	kW / BHP	00	Constrained by draught Chats, ECDIS and publications	ed by drau	ight cations	The Master the Pilota	The Master and the Plot certify that the Plota de Plan has been adreed	ritify that acreed
D Whistle			Special Features?	eatures?		and discus	and discussed with the bridge team	je team.
D Gyro						Date / Time		
Both andh	Both anchors deared and ready for use?	ready for	use?			Pilot		
						Master		
Bundeberg Hart Should any eme	Bundsberg Harbour Control Issens continuously on VHE Ch 13 & 16. Should any emergency arise, call Bundaberg Harbour Control on VHE	s continuousi Bundab erg 1-	ly on VHF Ch 1 Iarbour Control	3 & 16. on VHF	Depar	Departure Diagram	-	
The bridge team Safety Queensis	Tori o nor assessmente. Tori o nor assessmente. Reh bridde hearm must monitor vessels position as required by Maritime Safeb Queensiand and in hemation ai regularitors.	sels position al regulation	as required by	Maritme	_			
Alterations Outbound	O utbound							
Approx W/O position	osition		New	Distance				
Clear of Oil or Sugar Wharf	Sugar Wharf		348° T	02				Ĩ
Bcn #20 transit with Bon #22	with Bon #22		020° T	02				
Bon #22 transit with Inner Reach FDIR	with Inner Res	ICH FDIR	049° T	9.4				μeι
Bcn #18 transit with Middle Reach FDMR	with Middle Re	aach FDMR	T*270	90				ţm.
Bcn #16 abeam	E		081° T	0.3'				
Bow approaching Bon #14	ng Ban #14		080° T	4.6				1
Office Decising Pringeline Vision 215	a filosofia a							

# PORT OF BUNDABERG

### VESSEL :

Pilotage Plan	an - Arrival	-					
Pilot					Pilot Card	yes	8
Date		Standby @	2 (B)		Defects	yes	2
Passage					TUG NAME	Bollard Pull	Position
Drafts in more	FWD		AFT	_			
Tide	. Time	+	Height	Range			
	 				UKC Calculation	ation	
					Area		
					Depth		
	.  .	.			+ Tide		
Checklist : Arrival	rival				Avail Depth		
Security Level	wei		Doppler / G	Doppler / GPS / EM Log	- Draft		
Main Engine	0		Radars	-	SUKC		
Steering			Aldis Lamp	The Prepar	(Mini	nimum UKC is 0.9m)	
D Thruster?	kW / BHP		Constraine Charts, ECDS	Constrained by draught chats, ECDIS and publications		The Master and the Piot certity that the Piotace Flan has been acreed	tify that acreed
D Whistle			Special Features?	stures?	and discu	and discussed with the bridge team	e team.
□ Gyro					Date / Time		
Both an cho	Both an chors deared and ready for use?	eady for 1	1967		Pilot		
					Master		
Bundaberg Harbo Should any emen	Bundaberg Harbour Controllistens confinuously on VHF Ch 13 & 16. Should any emercency arise real Bundaham Harbour Control on VHF	Visuousiy Indaham Ha	on VHF Ch 13		Arrival Diagram		
	Ch13 for assistance. The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.	de position a l'regulations	as required by I	Aantime			
Alterations Inbound	Inbound						
Approx W/O position	osition		New	Distance			
Entrance Beacons	suc		270° T	3.5			
Bcn #12 clear			281° T	9.0			
Bow approaching Bon #16	ng Ban #16		252° T	0.3'			
Sea Reach Leads abeam	ds abeam		229'T	9.0			нрал
Bon #20 transit with Bon #22	with Bon #22		218° T	2.0			
Bow approaching Bon #22	1g Ban #22		200° T	2.0			
Bow approaching Bon #24	1g Bon #24		1 °071	0.3'			
Cours	Courses as required to Oil or Sugar Berth	b Oil or S	ugar Berth				
				-			