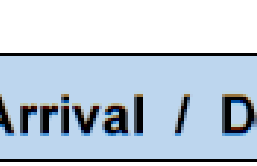
CHECKLIST > Pre - Arrival / Departure

- ☐ Security Level :
- ☐ Main Engine
  - Functioning ok and tested astern? Any recent repairs conducted?
- ☐ Steering
  - Tested? Are 2 motors running? Has emergency steering been tested?
- ☐ Thrusters
  - Bow / Stern? Power? Functioning reliably?
- ☐ Whistle
- ☐ Gyro Gyro Error :
  - Functioning ok? Gyro error noted
- ☐ Anchors cleared and ready for use?
  - When is foc'sle to be manned?
- ☐ Doppler / GPS / EM Log
  - Circle available systems
- ☐ Radars
  - Both on and functioning correctly?
- ☐ Aldis Lamp
- ☐ Is the UKC adequate for passage?
- ☐ Constrained by draught signal
- ☐ Charts, ECDIS and publications
  - On board and up to date? (ENC AU5245X6)
- ☐ Special Features?
  - If yes provide details :



GLADSTONE TUGS	Bollard Pull	Position
SL Curtis Island	80 t	
SL Quoin Island	80 t	
SL Boyne Island	80 t	
SL Heron Island	80 t	
SL Wiggins Island	80 t	
SL Awoonga	70 t	
SL Koongo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yallarm	70 t	
SL Tanginnie	67 t	

The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.
Date / Time : ……
Master : ……
Pilot : ……

GMPS – Gladstone Pilotage Plan
Version 15
August 2018

PORT OF GLADSTONE

SHIP :

Pilotage Plan - Arrival / Departure / Removal

Gladstone VTS listens continuously on VHF Ch 13 & 16.
Gladstone Tugs operate on VHF Ch 12 & 08.
Communications for pilot transfer operations are conducted using VHF Ch 10.
Should any emergency arise, call Gladstone VTS on VHF Ch 13 for assistance.
The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.
Inform the Pilot before HELMSMAN and OOW is changed.

Pilot		
Date		
Side Alongside	Port	Starboard
Berth *(+ Alignment)*		
Passage		
Channels		

Pilot Card	yes	no
Defects	yes	no
Standby @		
Transfer By	Helicopter	Boat

Drafts	FWD	AFT	Δ
In metres			

Tide	Time	Height	Range

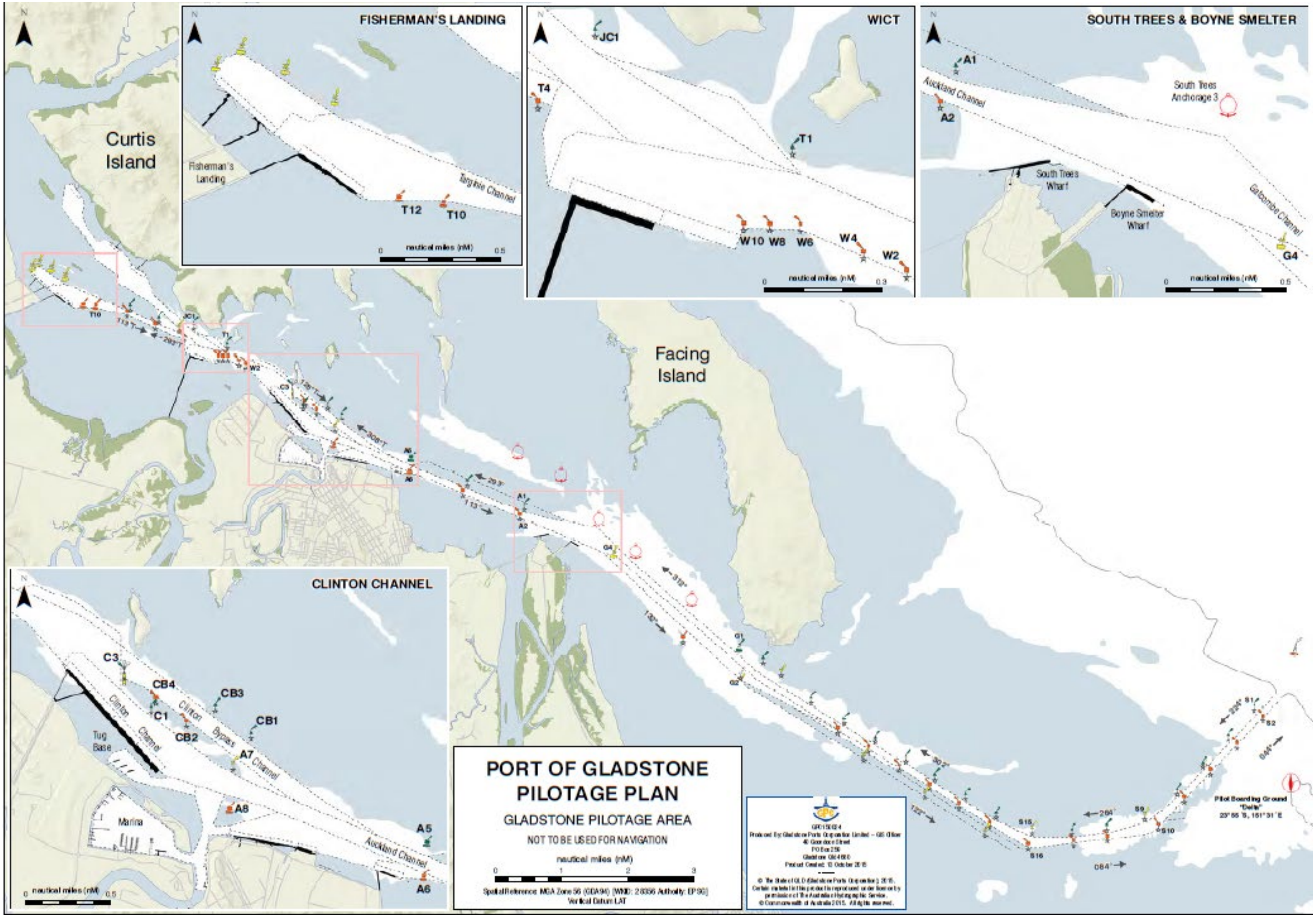
UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

Minimum Under Keel Clearance		
Ship Size (Summer DWT)	Inner Harbour	Sea Channel
Less than 85,000 t	0.7 m	1.5 m
85,000 to 200,000	1.2 m	1.8 m
More than 200,000	1.2 m	2.0 m

Note: - *Loaded Panamax vessels travelling the Targinie Channel require a min 1.0m UKC*
- *Vessel over 100k Dwt using CQP Siding Basin require a min 2.0m UKC*

Traffic List and vessels at anchorage		Passing Prediction	
		Position	Time
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			

Pilot remarks &/or diagram



CHECKLIST > Pre - Arrival / Departure

- ☐ Security Level :
- ☐ Main Engine
  - Functioning ok and tested astern? Any recent repairs conducted?
- ☐ Steering
  - Tested? Are 2 motors running? Has emergency steering been tested?
- ☐ Thrusters
  - Bow / Stern? Power? Functioning reliably?
- ☐ Whistle
- ☐ Gyro Gyro Error :
  - Functioning ok? Gyro error noted
- ☐ Anchors cleared and ready for use?
  - When is foc'sle to be manned?
- ☐ Doppler / GPS / EM Log
  - Circle available systems
- ☐ Radars
  - Both on and functioning correctly?
- ☐ Aldis Lamp
- ☐ Is the UKC adequate for passage?
- ☐ Constrained by draught signal
- ☐ Charts, ECDIS and publications
  - On board and up to date?
- ☐ Special Features?
  - If yes provide details :

The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.
Date / Time : .....
Master : .....
Pilot : .....

GLADSTONE TUGS	Bollard Pull	Position	
SL Curtis Island	80 t		
SL Quoin Island	80 t		
SL Boyne Island	80 t		
SL Heron Island	80 t		
SL Wiggins Island	80 t		
SL Awoonga	70 t		
SL Koongo	70 t		
SL Kullaroo	70 t		
SL Tondoon	70 t		
SL Yallarm	70 t		
SL Targinnie	67 t		

GMPS - Gladstone LNG Pilotage Plan
Version 2.1
August 2018

PORT OF GLADSTONE

SHIP :

LNG Pilotage Plan - Arrival / Departure / Removal

Pilot # 1		
Pilot # 2		
Date		
Side Alongside	Port	Starboard
Berth *(+ Alignment)*		
Passage		
Channels		

Pilot Card	yes	no
Defects	yes	no
Standby @		
Transfer By		

Drafts	FWD	AFT	Δ
In meters			

Tide	Time	Height	Range

UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

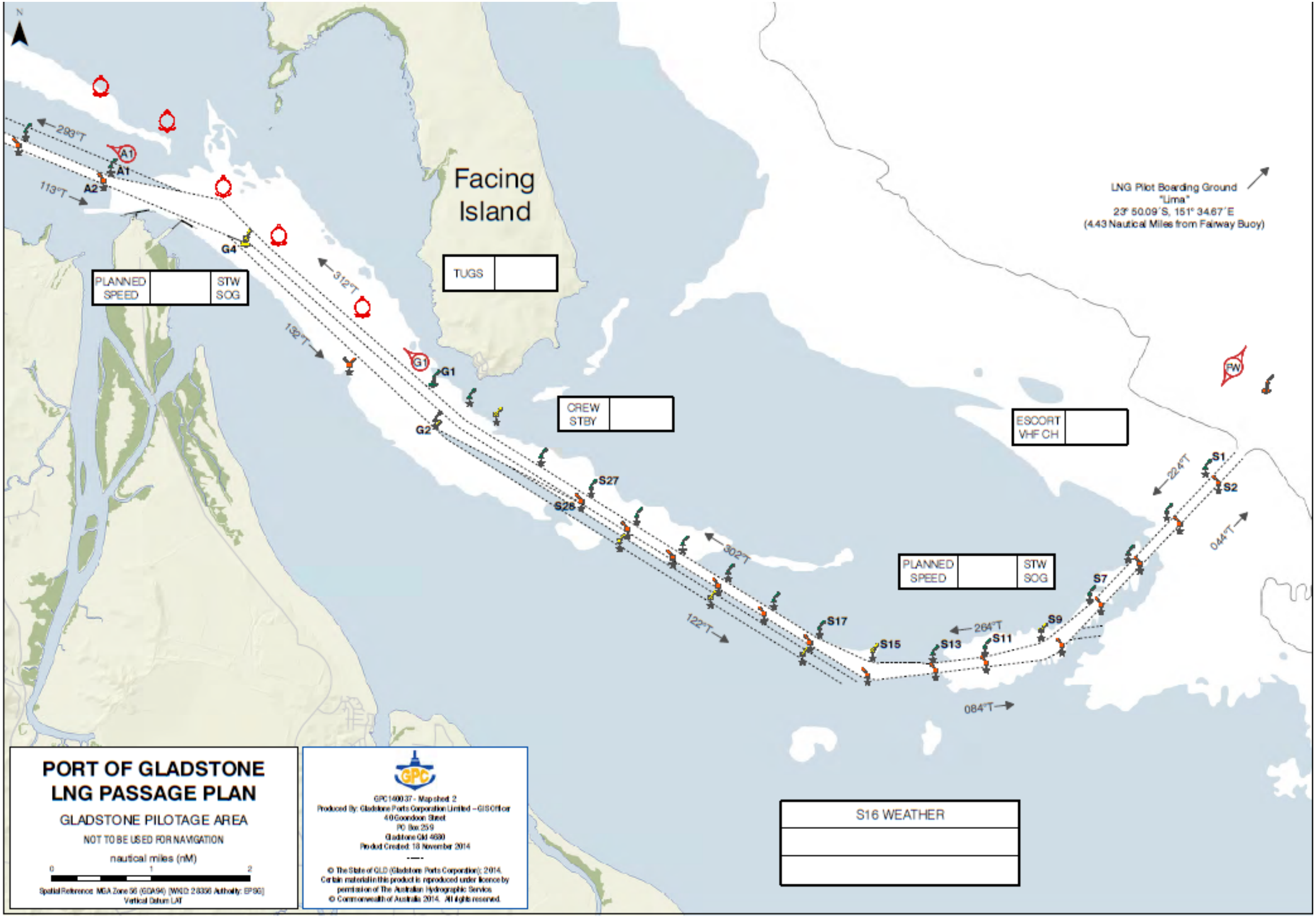
ECDIS Reference Point	
Dist. Bridge to Vap Line	

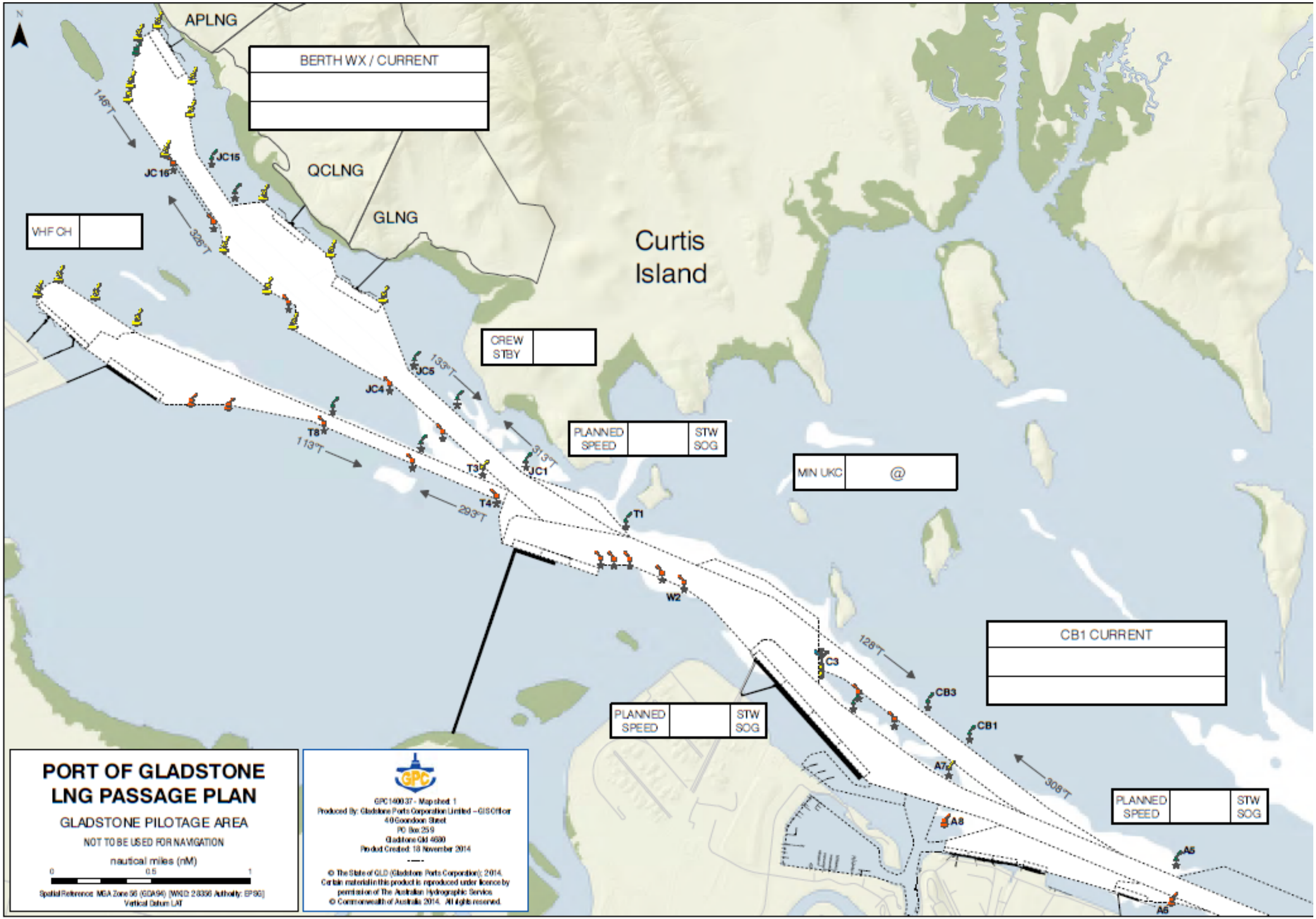
Traffic List and vessels at anchorage		Passing Prediction	
		Position	Time
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			

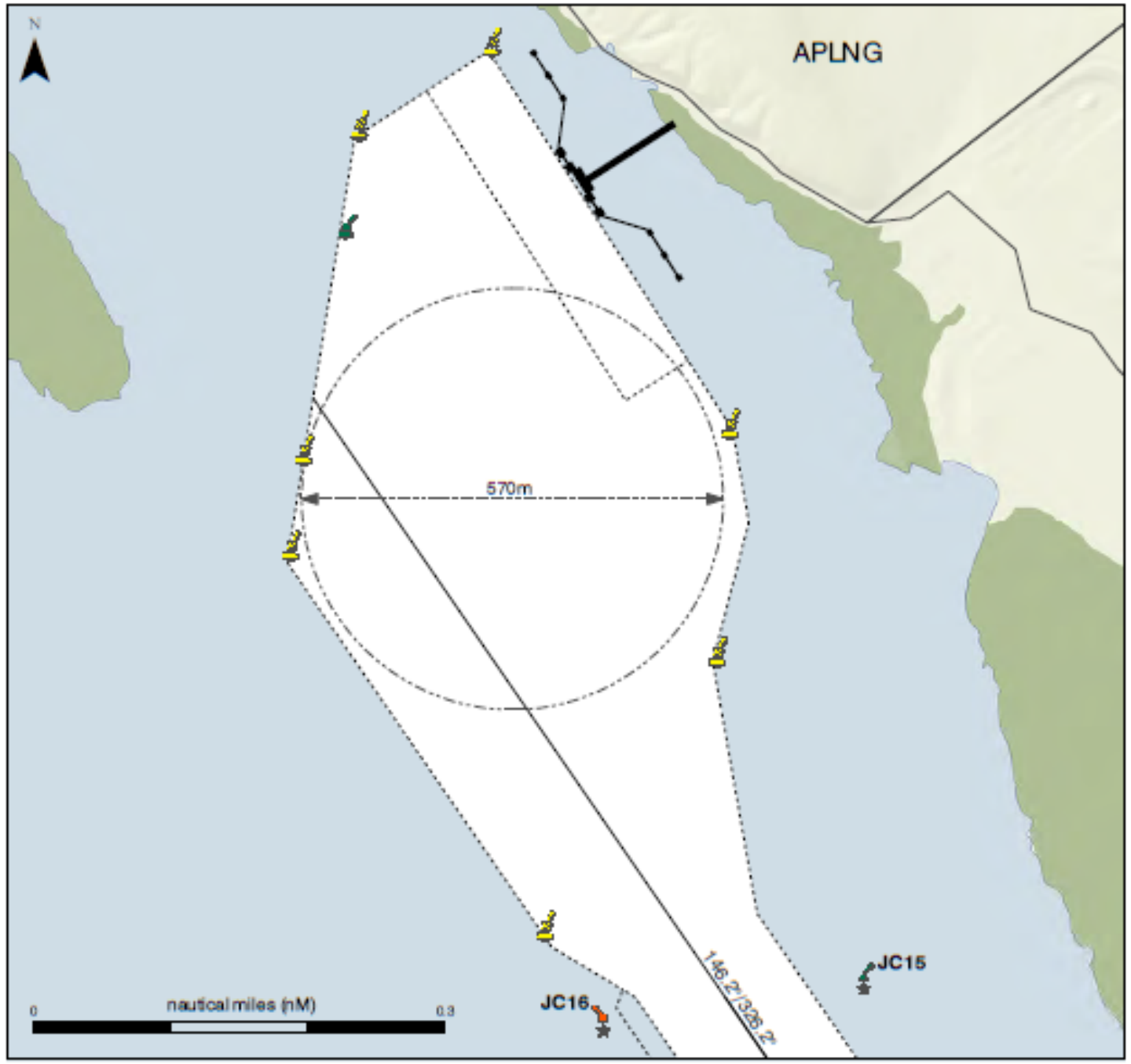
Gladstone VTS listens continuously on VHF Channels 13 & 16.
Communications for pilot transfer operations are conducted using VHF Ch10.
Should any emergency arise, call Gladstone VTS on VHF Ch13 for assistance.
Inform the Pilot before HELMSMAN and OOW is changed.
The pilotage passage will be monitored by Gladstone VTS.
The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.

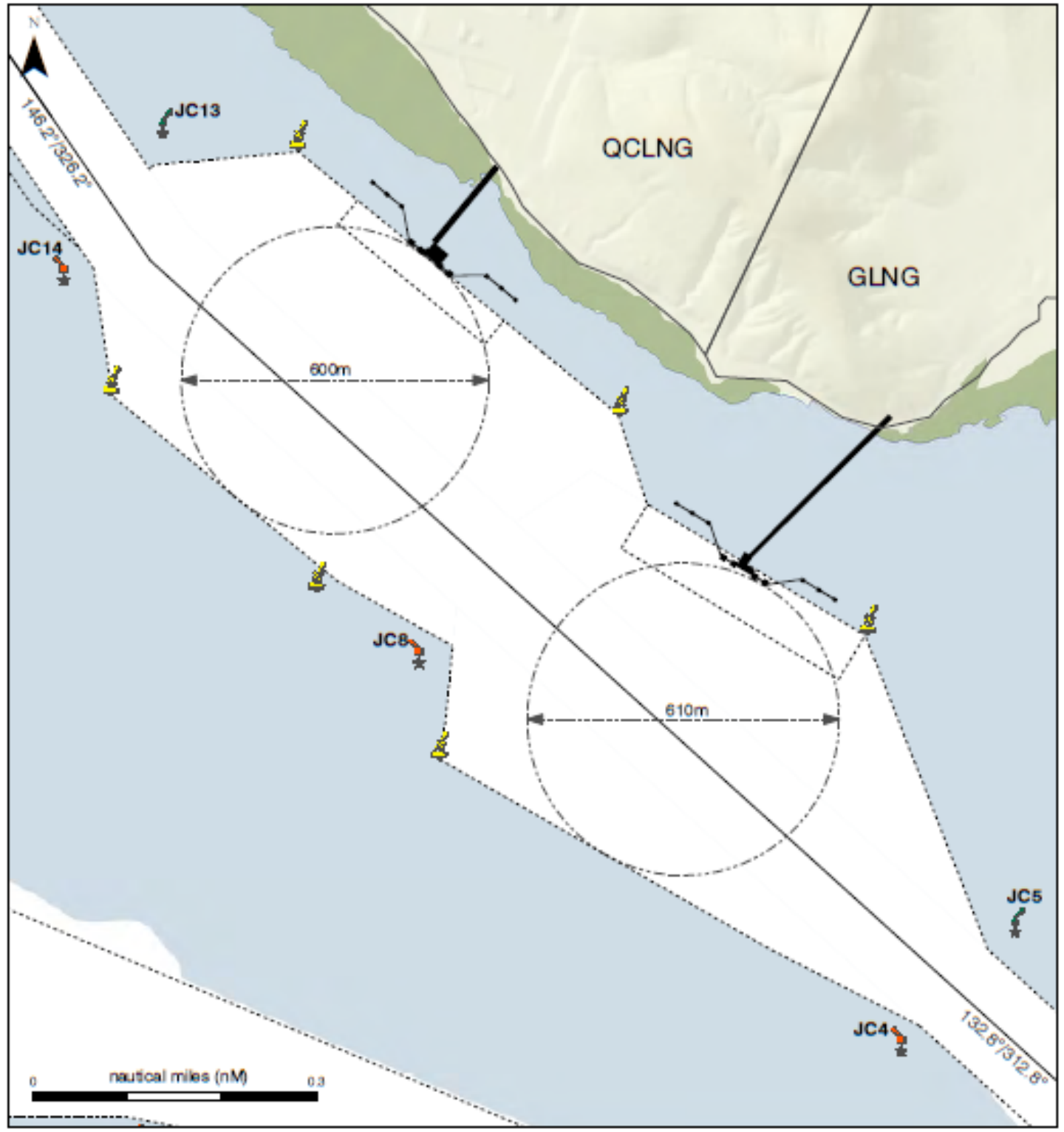
LNG Terminal VHF Channels		
APLNG Marine	67	79
QCLNG Marine	63	-
GLNG Marine	68	71

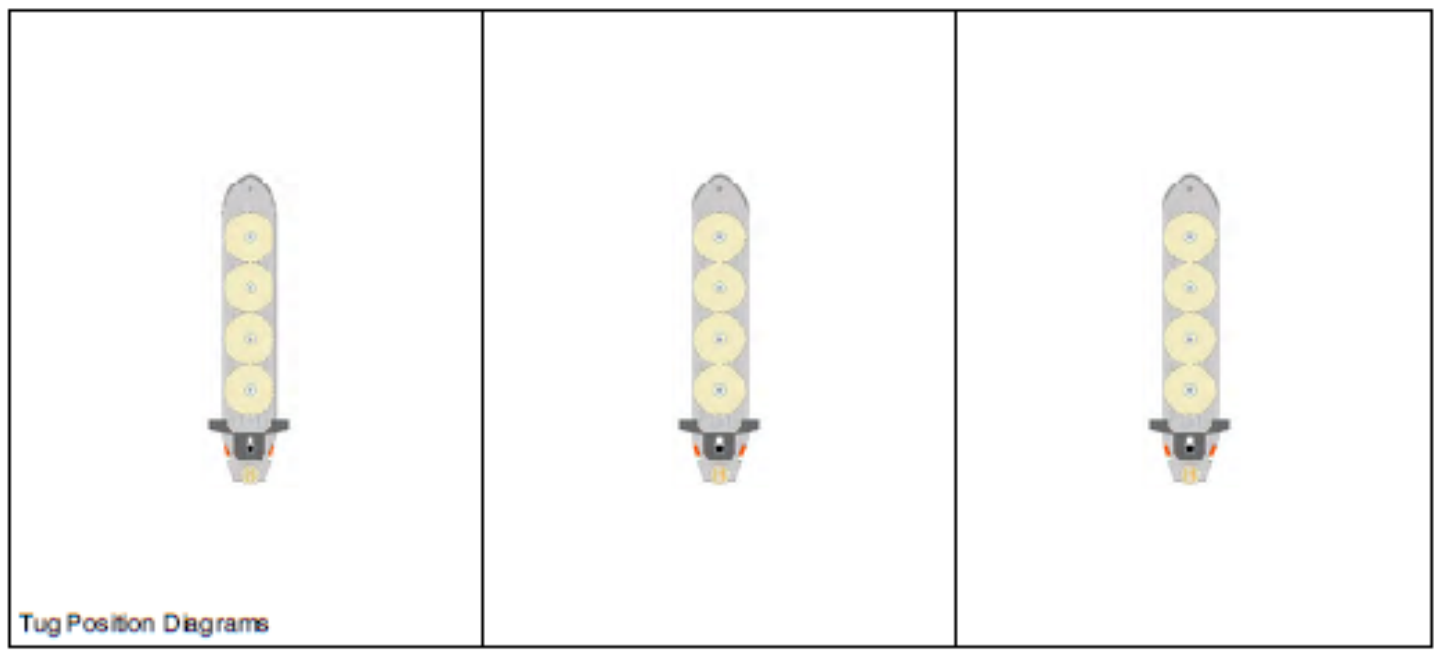
Pilot remarks &/or diagram











NOTES

CHECKLIST > Pre - Arrival / Departure

- ☐ Security Level :
- ☐ Main Engine
  - Functioning ok and tested astern? Any recent repairs conducted?
- ☐ Steering
  - Tested? Are 2 motors running? Has emergency steering been tested?
- ☐ Thrusters
  - Bow / Stern? Power? Functioning reliably?
- ☐ Whistle
- ☐ Gyro Gyro Error :
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- ☐ Aldis Lamp
- ☐ Is the UKC adequate for passage?
- ☐ Charts, ECDIS and publications
  - On board and up to date?
- ☐ Special Features?
  - If yes provide details :

The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.
Date / Time : ……
Master : ……
Pilot : ……

GLADSTONE TUGS	Bollard Pull	Position
SL Curtis	80 t	
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SL Wiggins	80 t	
SL Awoonga	70 t	
SL Koongo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yallarm	70 t	
SL Targinnie	67 t	

PORT OF GLADSTONE

Passenger Ship :

Pilotage Plan - Arrival / Departure / Removal

Gladstone Harbour Control listens continuously on VHF Ch 13 & 16.
Gladstone Tugs operate on VHF Ch 12 & 08.
Communications for pilot transfer operations are conducted using VHF Ch 10.
Should any emergency arise, call Gladstone Harbour Control on VHF Ch 13 for assistance.
The bridge team must monitor vessels position as required by Maritime Safety Queensland and international regulations.
Inform the Pilot before HELMSMAN and OOW is changed.

Pilot		
Date		
Side Alongside	Port	Starboard
Berth *(+ Alignment)*		
Passage		
Channels		

Pilot Card	yes	no
Defects	yes	no
Standby @		
Transfer By	Helicopter	Boat

Drafts	FWD	AFT	Δ
In metres			

Tide	Time	Height	Range

Minimum Under Keel Clearance		
Ship Size (Summer DWT)	Inner Harbour	Sea Channel
Less than 85,000 t	0.7 m	1.5 m
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More than 200,000	1.2 m	2.0 m

UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

Traffic List and vessels at anchorage		Passing Prediction	
		Position	Time
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			
pass / follow / lead			

Pilot remarks &/or diagram