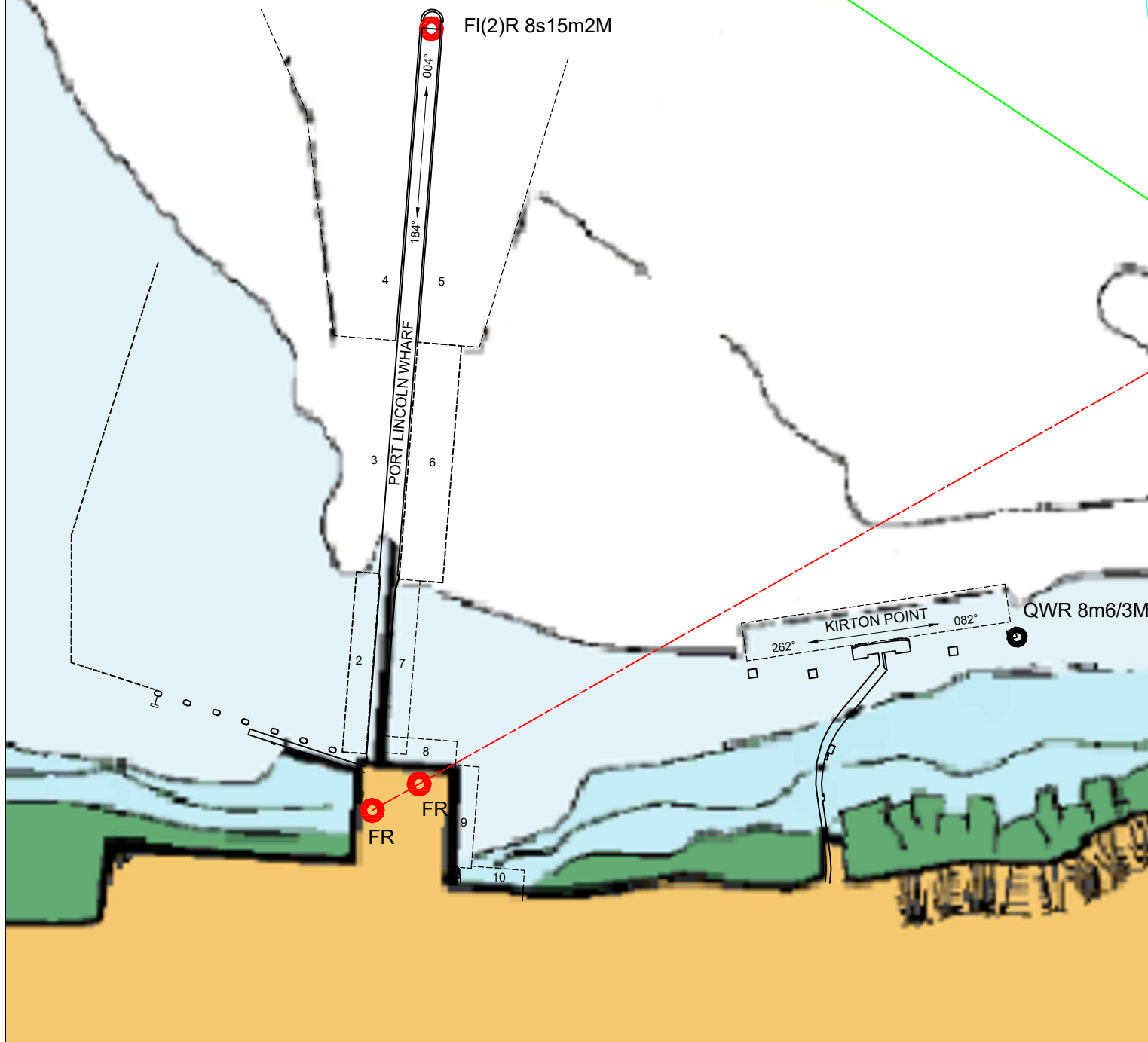

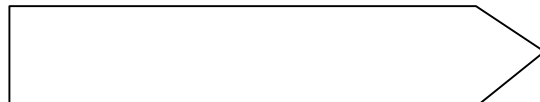
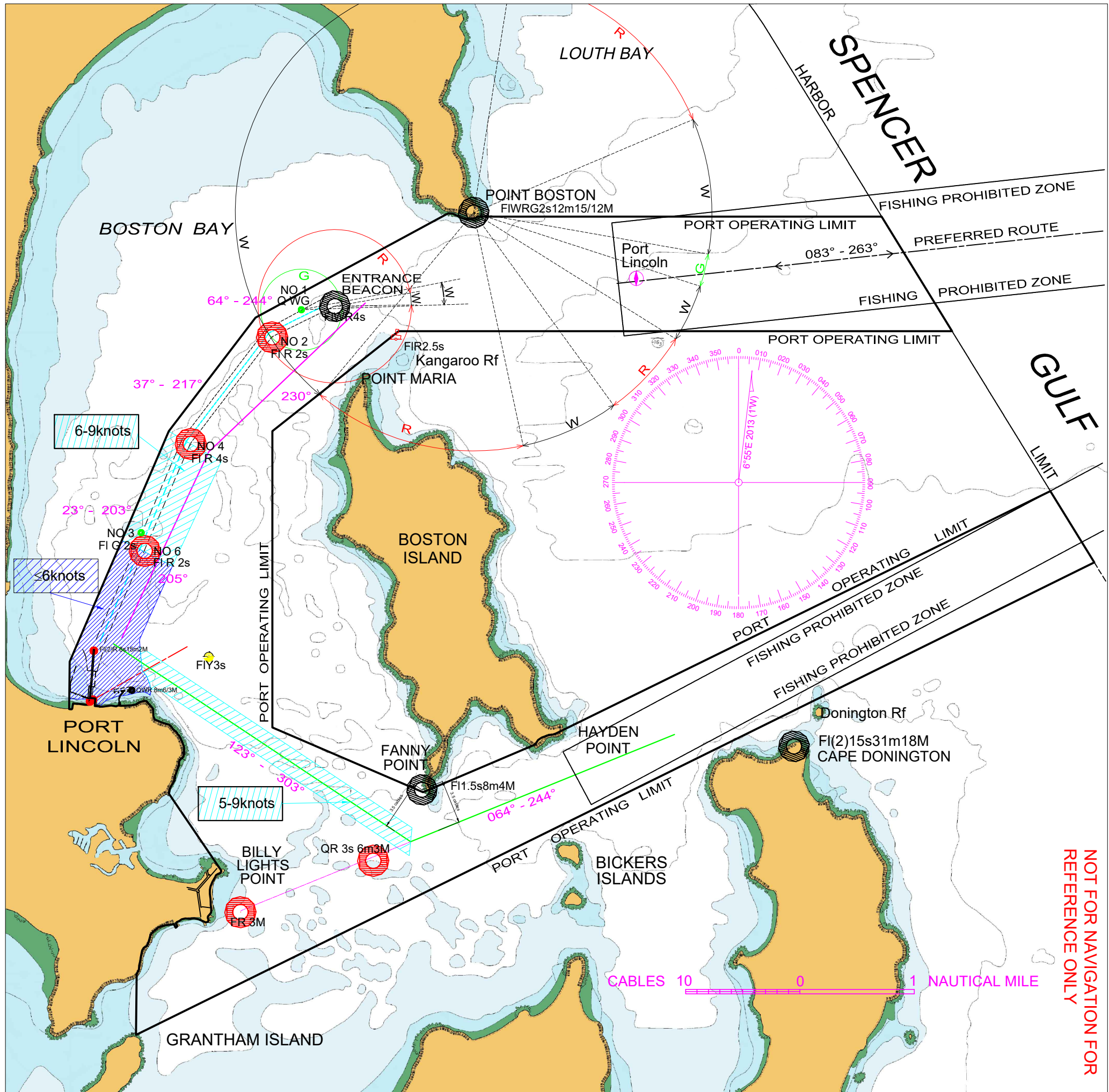


BERTH INFORMATION			
BERTH	Length	Width	Depth
No2	190m	25m	8.7m
No3	246m		Not Dec
No4	330m	no width	15.2m
No5	330m	no width	15.2m
No6	250m	46m	12.2m
No7	183m	25m	8.4m
No8	77m	25m	5.7m
No9	107m	25m	4.6m
No10	56m	18m	0.2m
Kirton Point	280m	40m	9.9m

NOT FOR NAVIGATION  
FOR REFERENCE ONLY



		MASTER PILOT EXCHANGE			
		PORT LINCOLN			
Date		Time			
Ship Name			Pilot		
From			To		
Drafts	FWD		AFT	Air Draft	
LOA		Beam	Bow To Bridge		
ENGINEERING CHECKS		ENVIRONMENTALS			
ME Tested:	Yes / No		Time	HT	
Bow Thruster:	Yes / No	KW / H.P	HW	TIDE HOURLY RANGE:	
Stern Thruster:	Yes / No	KW / H.P	LW	Time	
Steering Tested:	Yes / No		Channel Depth	HT	
Steering Motors:	1 / 2 / More than 2		Tide	Range	
Gyro Compass Error		High / Low	Total Depth		
Anchors Cleared	P / S / More than 2		Max Draft	Wind	
Nav Equipment Operational	Yes / No		UKC	Direction	
Engine Load Program	Yes / No			Speed	
TUGS/ LAUNCHES / MOORINGS	VHF CH 6 / 8		Defects/Wx Warnings:		
			Notes: 1. CHART IS NOT SUITABLE FOR NAVIGATION PURPOSES. 2. COURSES ON THE CHART ARE AN INDICATION ONLY. 3. BRIDGE TEAM TO CONTINUOUSLY MONITOR THAT THE VESSEL IS PROCEEDING ACCORDING TO THE PLAN AND IMMEDIATELY BRING TO THE ATTENTION OF THE PILOT ANY MATTER WHICH CAUSES CONCERN. 4. CHART DATUM IS LAT - REFER TO AUS133 or AUS134. 5. AIS TO BE ON AND IN UNDERWAY MODE 6. PLAN MAY ALTER DUE TO OPERATIONAL REQUIREMENTS AND DEVIATIONS WILL BE DISCUSSED.		
TUGS USE OWN LINES			*FLINDERS PORTS IS A SMOKE FREE WORK PLACE. PLEASE DO NOT SMOKE ON THE BRIDGE WHILST THE VESSEL IS UNDER PILOTAGE		
LOWER TUGS LINE SLOWLY					
DO NOT USE HEAVY WEIGHTS ON HEAVING LINE					
DO NOT DROP TOW LINES IN WATER					
ADDITIONAL INFORMATION:					
MASTER SIGNATURE			PILOT SIGNATURE		
FP5377 - CURRENT AS AT 16/08/2022			TIME	DATE	



**DECLARED DEPTH OF CHANNEL**  
 Main Channel.....14.6m  
 Outside Channel.....11.6m  
 South Approach.....8.5m

**UNDERKEEL CLEARANCE REQUIRED**  
 While Manoeuvring 10% of Draft  
 Alongside Berths 0.3m minimum

Port Lincoln - Arrivals - North Approach - Inside Channel

WP No	LAT	LONG	Turn Radius
1	34° 39.60002'S	135° 57.84993'E	0m
2	34° 39.68245'S	135° 54.74263'E	500m
3	34° 39.99638'S	135° 54.03613'E	900m
4	34° 40.94292'S	135° 53.17188'E	500m
5	34° 42.62844'S	135° 52.31611'E	0m

WP 5 position is central to all berth options - to be varied dependant on berth

Port Lincoln - Arrivals - North Approach - Outside Channel

WP No	LAT	LONG	Turn Radius
1	34° 39.60002'S	135° 57.84993'E	0m
2	34° 39.68568'S	135° 55.38452'E	1800m
3	34° 40.22901'S	135° 54.44301'E	1800m
4	34° 42.78911'S	135° 52.61266'E	0m

WP 4 position is central to all berth options - to be varied dependant on berth

Port Lincoln - Arrivals - South Approach

WP No	LAT	LONG	Turn Radius
1	34° 43.30210'S	135° 58.73034'E	0m
2	34° 44.41497'S	135° 55.74785'E	1300m
3	34° 42.82775'S	135° 52.56953'E	0m

WP 3 position is central to all berth options - to be varied dependant on berth