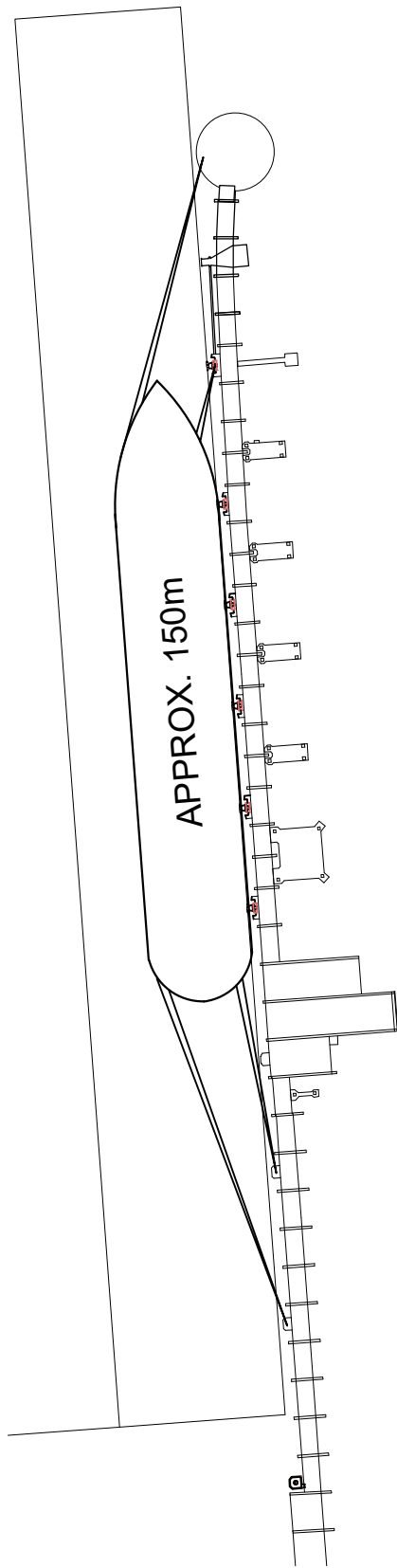
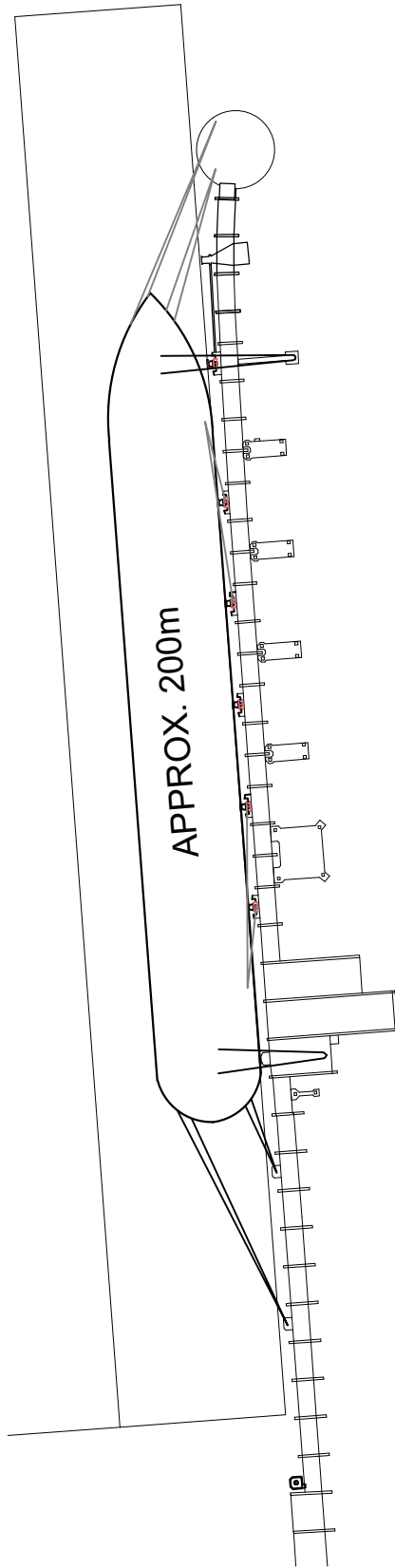


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SMALL VESSELS 3 + 2 + BREASTLINE ON BIGHT  
LARGE VESSELS 4 + 2 + BREASTLINE ON BIGHT



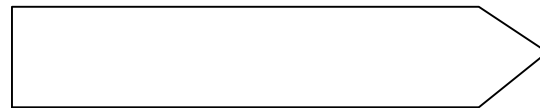
LARGE VESSELS 4 + 2 + BREASTLINE ON BIGHT  
IF VESSELS REQUIRES FLEETING (SHIFTING) CONSIDER ADDITIONAL LINES.  
MOORING GANG MAY BE REQUIRED TO SHIFT LINES  
PANAMAX VESSELS (225m LOA) - SUGGEST LOAD HATCHES 2,3,4,5,6. If 1 AND 7 TO BE LOADED  
FLEETING IS REQUIRED - SEE ABOVE.

GILES11\_PASSAGE PLANS\_VESSEL APPROACH\_4.1



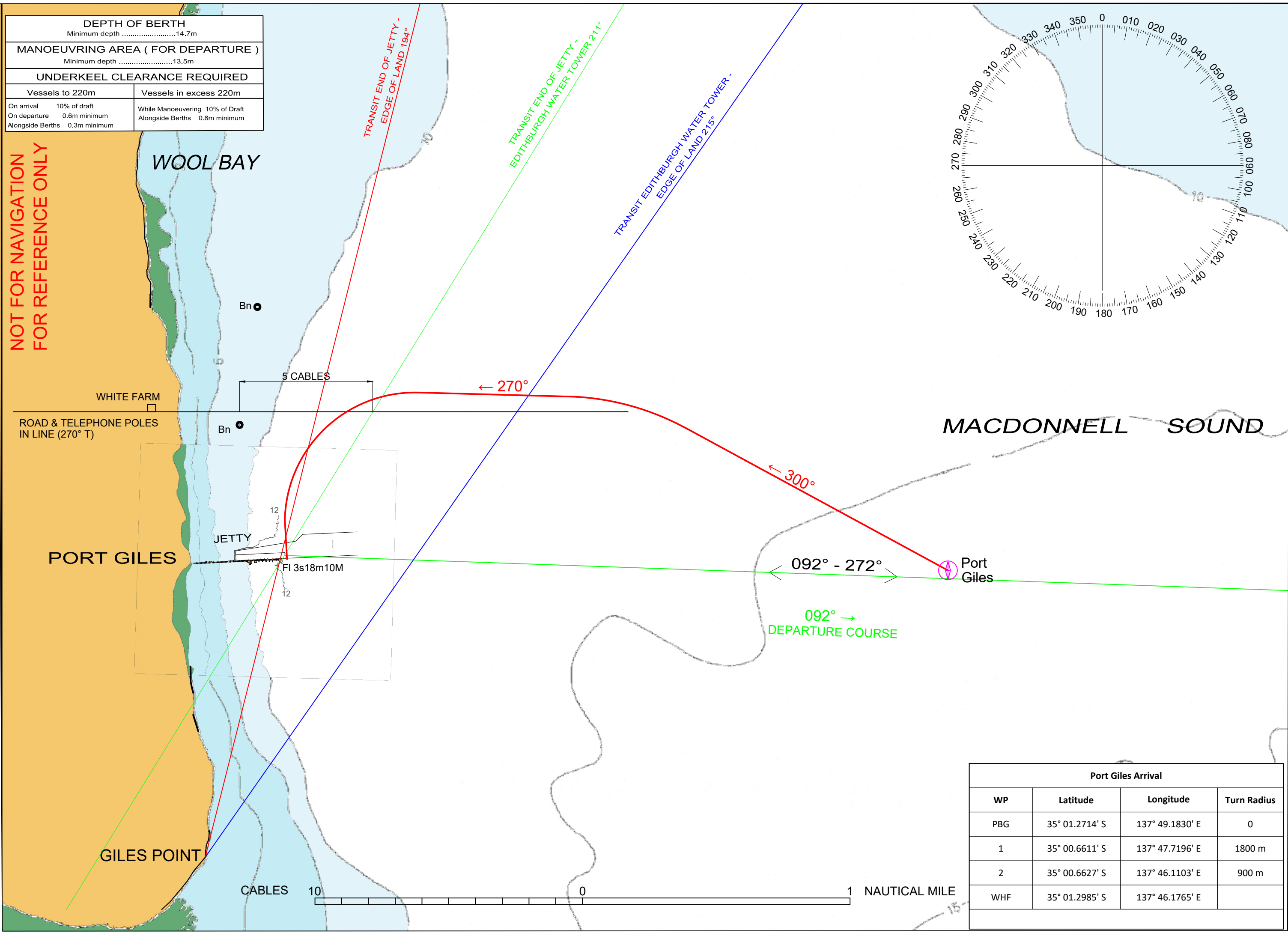
**MASTER PILOT EXCHANGE**  
**PORT GILES**

|  |          |   |             |               |  |               |                    |       |   |  |  |  |
|--|----------|---|-------------|---------------|--|---------------|--------------------|-------|---|--|--|--|
| 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            | TIDE HOURLY RANGE: |       |   |  |  |  |
| Bow Thruster:  | Yes / No |   | KW / H.P    | HW            |  |               | Time               | HT    |   |  |  |  |
| Stern Thruster:  | Yes / No |   | KW / H.P    | LW            |  |               |                    | Range |   |  |  |  |
| Steering Tested:   | Yes / No |   |             | Channel Depth |  |               |                    |       |   |  |  |  |
| Steering Motors:   | 1        | 2 | More than 2 | Tide          |  |               |                    |       |   |  |  |  |
| 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  |          |   |             |               | Defects/Wx Warnings:   |               |                    |       |   |  |  |  |
|  |          |   |             |               | VHF CH 6 / 8   |               |                    |       |   |  |  |  |
| <p>TUGS USE OWN LINES</p> <p><u>LOWER TUGS LINE SLOWLY</u></p> <p>DO NOT USE HEAVY WEIGHTS ON HEAVING LINE</p> <p>DO NOT DROP TOW LINES IN WATER</p> |          |   |             |               | <p>*FLINDERS PORTS IS A SMOKE FREE WORK PLACE.<br/>PLEASE DO NOT SMOKE ON THE BRIDGE WHILST THE VESSEL IS UNDER PILOTAGE</p> |               |                    |       |   |  |  |  |
|  |          |   |             |               |  |               |                    |       | Notes:  |  |  |  |
|  |          |   |             |               |  |               |                    |       | <ol style="list-style-type: none"> <li>1. CHART IS NOT SUITABLE FOR NAVIGATION PURPOSES.</li> <li>2. COURSES ON THE CHART ARE AN INDICATION ONLY.</li> <li>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.</li> <li>4. CHART DATUM IS LAT - REFER TO AUS139.</li> <li>5. OVERHEAD CLEARANCE HEIGHTS ARE IN H.A.T.</li> <li>6. AIS TO BE ON AND IN UNDERWAY MODE</li> <li>7. PLAN MAY ALTER DUE TO OPERATIONAL REQUIREMENTS AND DEVIATIONS WILL BE DISCUSSED.</li> </ol> |  |  |  |
| ADDITIONAL INFORMATION:  |          |   |             |               |  |               |                    |       |   |  |  |  |
| MASTER SIGNATURE   |          |   |             |               | PILOT SIGNATURE  |               |                    |       |   |  |  |  |
| FP4728 - CURRENT AS AT 19/02/2020  |          |   |             |               | TIME   |               | DATE               |       |   |  |  |  |



|   |                                |
|---|--------------------------------|
| <b>DEPTH OF BERTH</b><br>Minimum depth .....14.7m                     |                                |
| <b>MANOEUVRING AREA ( FOR DEPARTURE )</b><br>Minimum depth .....13.5m |                                |
| <b>UNDERKEEL CLEARANCE REQUIRED</b>                                   |                                |
| Vessels to 220m   | Vessels in excess 220m         |
| On arrival 10% of draft   | While Manoeuvring 10% of Draft |
| On departure 0.6m minimum   | Alongside Berths 0.6m minimum  |
| Alongside Berths 0.3m minimum   |                                |

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| Port Giles Arrival |                |                 |             |
|--------------------|----------------|-----------------|-------------|
| WP                 | Latitude       | Longitude       | Turn Radius |
| PBG                | 35° 01.2714' S | 137° 49.1830' E | 0           |
| 1                  | 35° 00.6611' S | 137° 47.7196' E | 1800 m      |
| 2                  | 35° 00.6627' S | 137° 46.1103' E | 900 m       |
| WHF                | 35° 01.2985' S | 137° 46.1765' E |             |