

# 16.11 Pilotage Passage Plans (Gladstone, LNG, Cruise ships)

## PORT OF GLADSTONE

### SHIP :

#### Pilotage Plan - Arrival / Departure / Removal

Gladstone VTS listens continually 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 vessel position as required by Maritime Safety Queensland and international regulations.  
 Inform the Pilot before HELSMAN and OOW is changed.

Pilot			yes	no
Date			yes	no
Side Alongside	Port	Starboard		
Berth (+ Alignment)			Helicopter	Boat
Passage				
Channels				
Drafts			FWD	AFT
In metres				Δ
<b>UKC Calculations</b>				
Area				
Time				
Chan. Depth				
+ Tide				
Avail Depth				
- Draft				
SUKC				

Traffic List and vessels at anchorage	
pass / follow / lead	Position
pass / follow / lead	
pass / follow / lead	
pass / follow / lead	

Pilot remarks &/or diagram

### CHECKLIST > Pre - Arrival / Departure

- Security Level :
- Main Engine
  - Functioning ok and to seed 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 deared and ready for use?
  - When is fo'c'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 A/2045/06)
- Special Features?
  - If yes provide details:



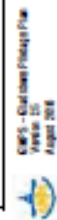
GLADSTONE TUGS	Bollard Pull	Position
SL Curtis Island	80 t	
SL Quoin Island	80 t	
SL Boyne Island	80 t	
SL Heon Island	80 t	
SL Wiggins Island	80 t	
SL Awoonga	70 t	
SL Kooongo	70 t	
SL Kullaroo	70 t	
SL Tendon	70 t	
SL Yallarm	70 t	
SL Targinnie	57 t	

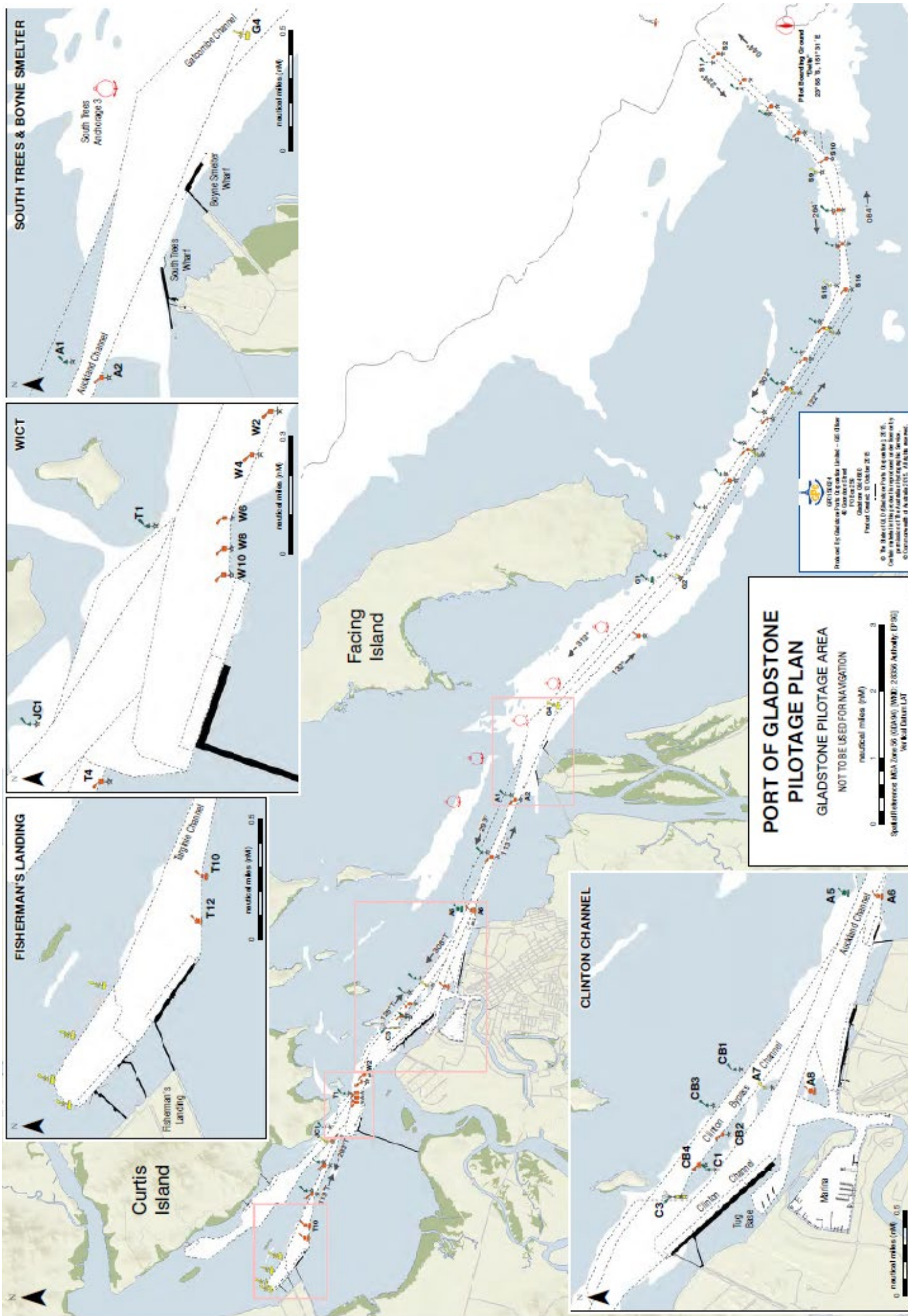
The Master and the Pilot certify that the Pilotage Plan has been agreed and discussed with the bridge team.

Date / Time : .....

Master : .....

Pilot : .....





# 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 local 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:



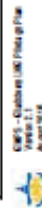
GLADSTONE TUGS	Bollard Pull	Position
SL Curtis Island	80 t	
SL Quoin Island	80 t	
SL Boyne Island	80 t	
SL Heron Island	80 t	
SL Wiggins Island	80 t	
SL Awoonga	70 t	
SL Koongo	70 t	
SL Kullaroo	70 t	
SL Tomboon	70 t	
SL Yallarm	70 t	
SL Targinnie	87 t	

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

Date / Time : .....

Master : .....

Pilot : .....



# PORT OF GLADSTONE

## SHIP :

### LNG Pilotage Plan - Arrival / Departure / Removal

Pilot # 1		Pilot Card	yes	no
Pilot # 2		Defects	yes	no
Date		Standby @		
Side Alongside	Port Starboard	Transfer By		

Berth (+ Alignment)	
Passage Channels	
Drafts in meters	FWD AFT
	Δ

UKC Calculations		
Area		
Time		
Chan. Depth		
+ Tide		

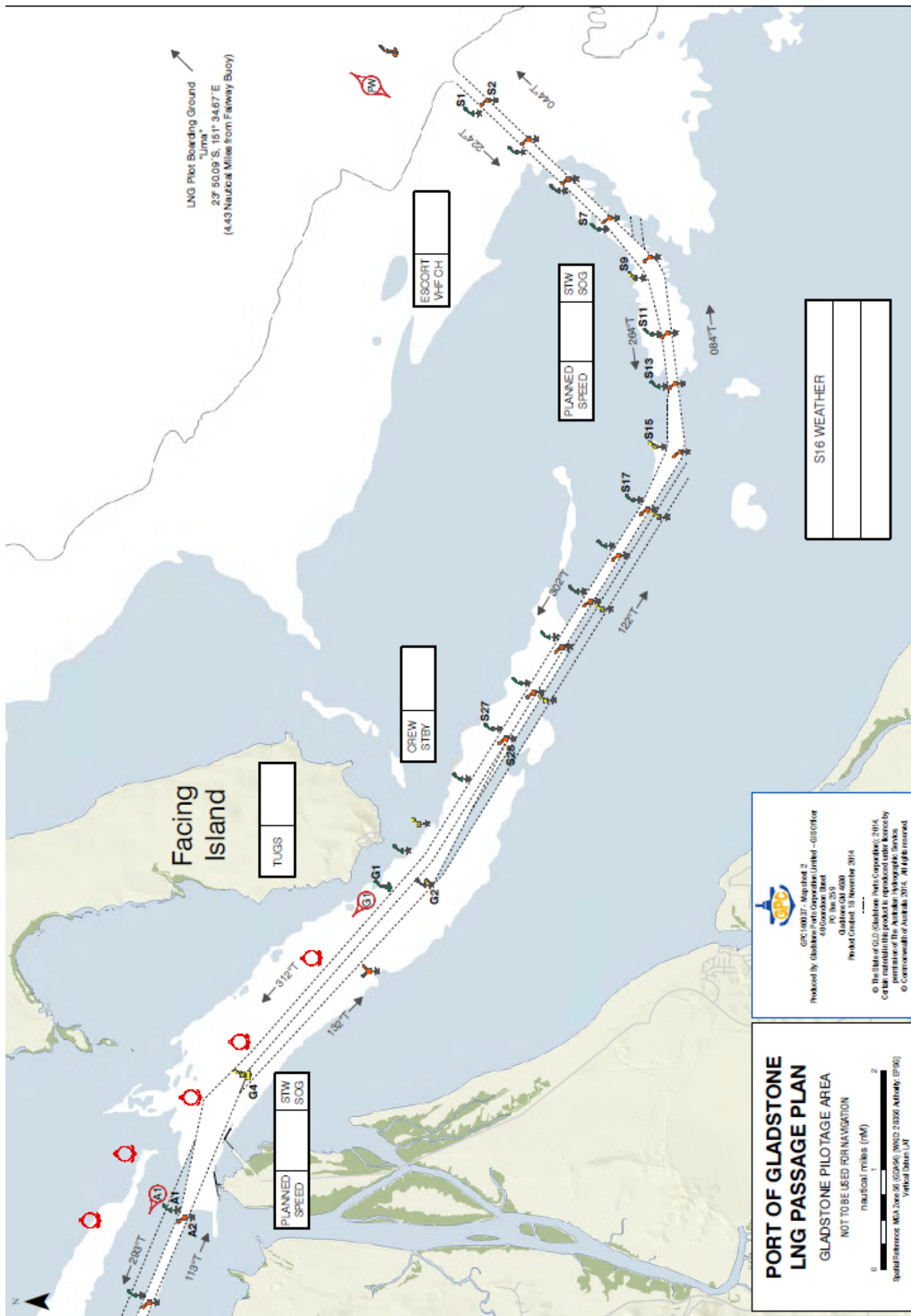
ECDIS Reference Point	
Dist. Bridge to Vap Line	

Traffic List and vessels at anchorage		
pos / Mbr / lead		Posing/Position Time
pos / Mbr / lead		
pos / Mbr / lead		
pos / Mbr / lead		

LNG Terminal VHF Channels		
APLNG Marine	87	76
COLNG Marine	83	-
GLNG Marine	68	71

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 HELMSEAN and OOW is changed. The pilotage passage will be monitored by Gladstone VTS. The bridge team must monitor vessel position as required by Maritime Safety Queensland and International regulations.

Pilot remarks &/or diagram

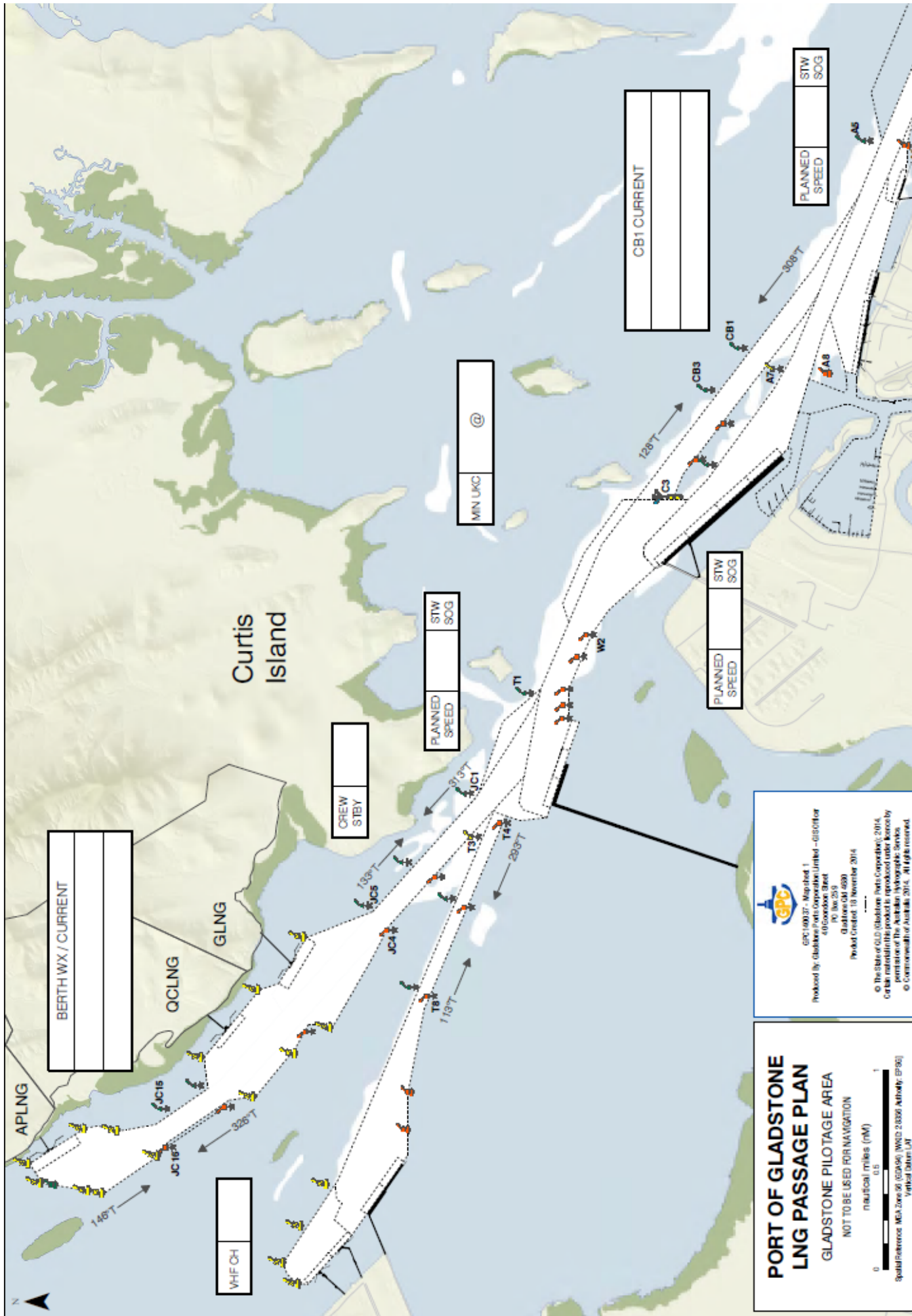


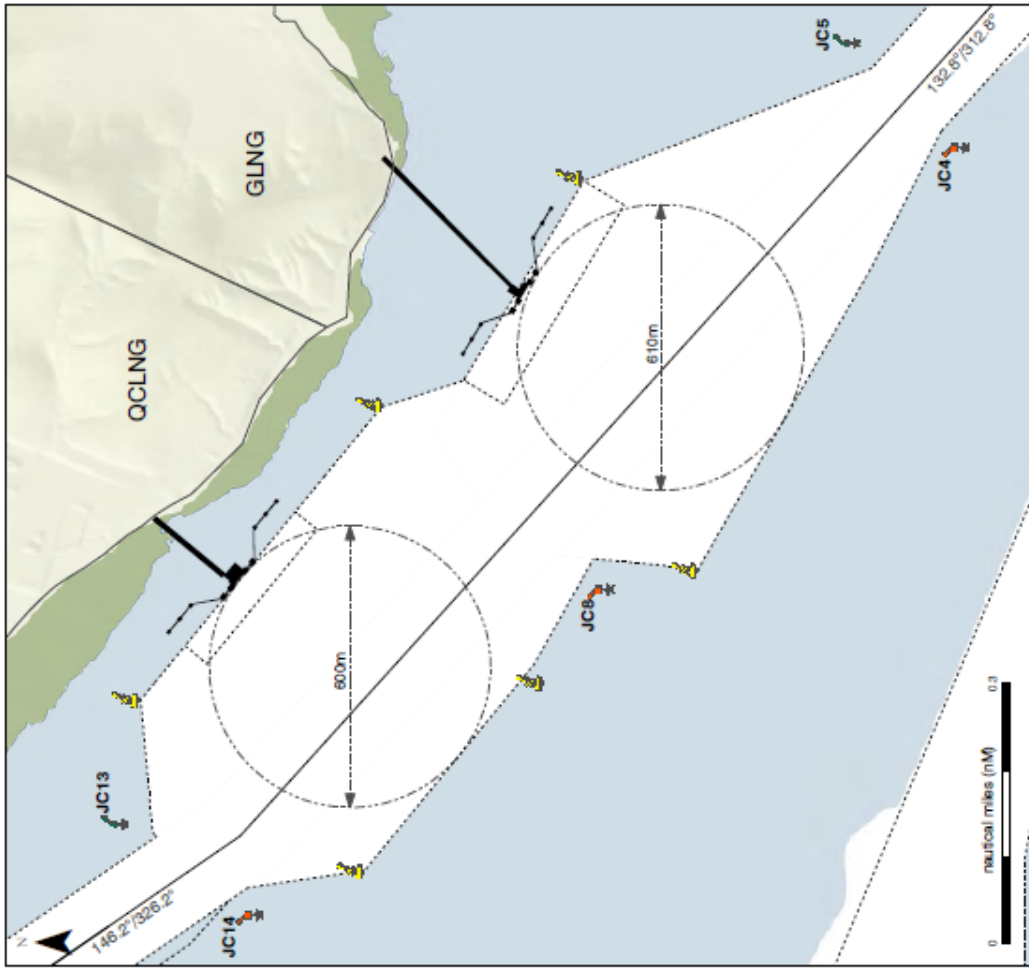
**GPC**  
 GPC 60037, Modified 2  
 Produced by Gladstone Ports Corporation Limited - GIS Office  
 40 Coedooie Street  
 PO Box 259  
 Gladstone Q4 4808  
 Revised: 15 November 2014

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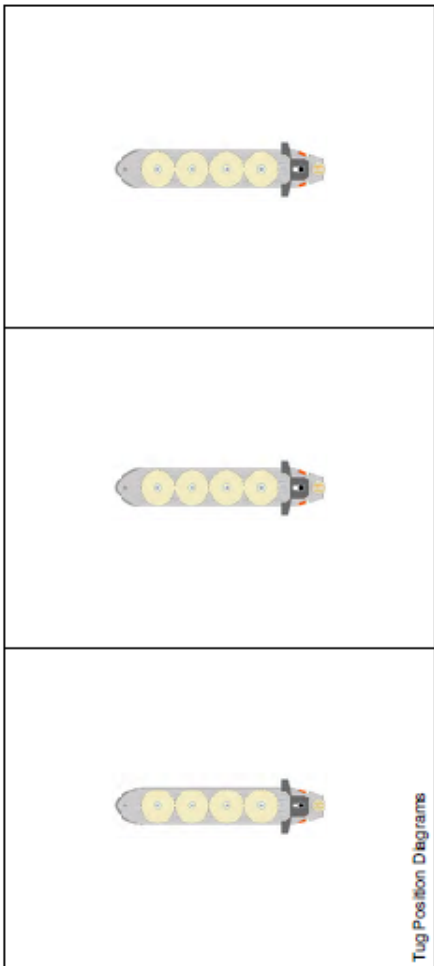
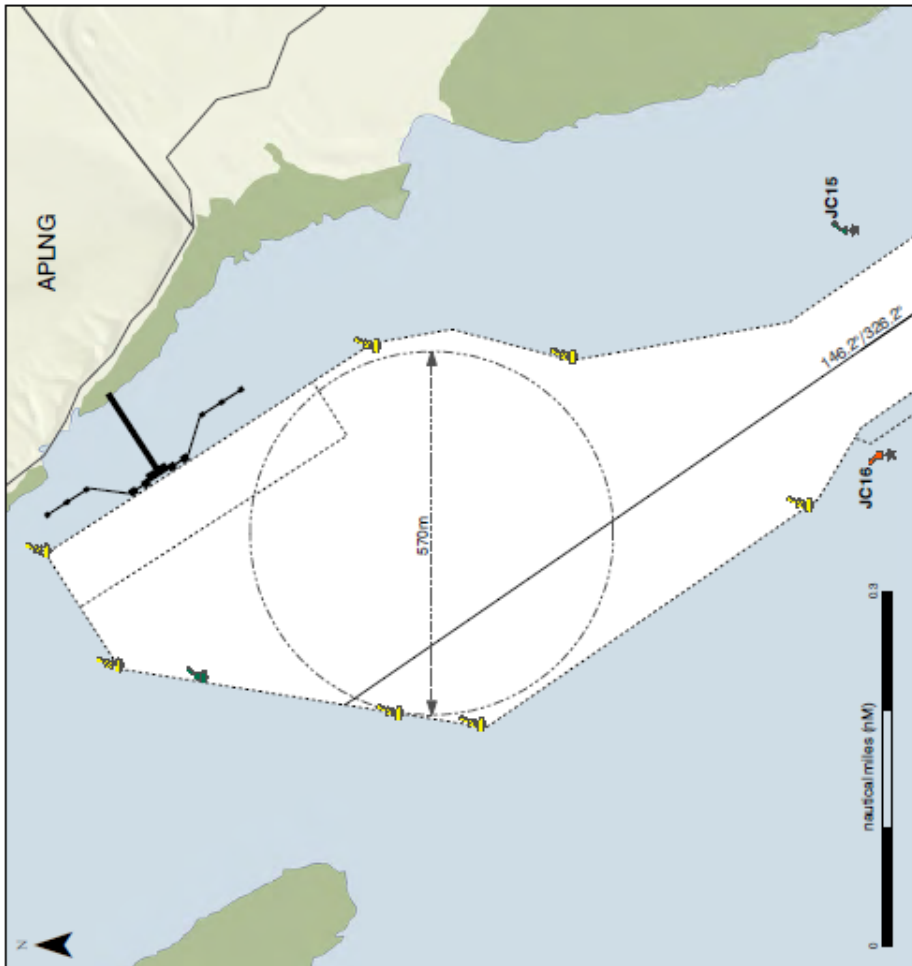
**PORT OF GLADSTONE  
 LNG PASSAGE PLAN  
 GLADSTONE PILOTAGE AREA**  
 NOT TO BE USED FOR NAVIGATION

0 1 2  
 nautical miles (nm)  
 Spatial Reference: MGA Zone 56 (GDMS), WGS 84  
 Vertical Datum: LAT





**NOTES**



## CHECKLIST > Pre - Arrival / Departure

- Security Level :
- Main Engine
  - Functioning ok and tested stern? 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 to be manned?
- Doppler / GPS / EM Log
  - Circle available systems
- Radars
  - Both on and functioning correctly?
- Aidis 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	Ballard Pile	Predion
SL Curtis	80 t	
SL Quinn	80 t	
SL Boyne	80 t	
SL Heron	80 t	
SL Wiggins	80 t	
SL Awoonga	70 t	
SL Kongo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yalarrm	70 t	
SL Targinnie	87 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 vessel position as required by Maritime Safety Queensland and International regulations.  
 Inform the Pilot before HELMSMAN and OOW is changed.

<b>Pilot</b>		<b>Pilot Card</b>	yes	no
<b>Date</b>		<b>Defects</b>	yes	no
<b>Side Alongside</b>	Port Starboard	<b>Standby @</b>		
<b>Berth (+Alignment)</b>		<b>Transfer By</b>	Helicopter	Boat
<b>Passage</b>		<b>Drafts</b>	FWD	AFT
<b>Channels</b>		<b>In metres</b>		Δ

<b>UKC Calculations</b>	
<b>Area</b>	
<b>Time</b>	
<b>Chan. Depth</b>	
<b>+ Tide</b>	
<b>Avail Depth</b>	
<b>- Draft</b>	
<b>SUKC</b>	

<b>Mileage Under Total Clearance</b>		<b>Line Harbour</b>	<b>Size Channel</b>
<b>Min (10,000 ft)</b>	0.7 m		1.5 m
<b>10,000 to 200,000 ft</b>	1.2 m		1.8 m
<b>More than 200,000 ft</b>	1.2 m		2.0 m

#### Traffic List and vessels at anchorage

pass / follow / lead	Position	Track
pass / follow / lead		
pass / follow / lead		
pass / follow / lead		

Pilot remarks & / or diagram

