


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

## 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 feasible to be manned?
- Doppler / GPS / EM Log
  - Circle available systems
- Radars
  - Both on and functioning correctly?
- Aidis Lamp
 



Day Shape
- Is the UKC adequate for passage?
- Constrained by draught signal
- Charts, ECDIS and publications
  - On board and up to date? (ENC AUS46X6)
- 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 : .....



## 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 vessel position as required by Maritime Safety Queensland and international regulations.  
 Inform the Pilot before HELMSMAN and COV 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	Inner Harbour	Sea Channel
Ship Size (Summer DWT)	0.7 m	1.5 m
Less than 65,000 t	1.2 m	1.8 m
65,000 to 200,000	1.2 m	2.0 m
More than 200,000		

Notes: - Local Pilotage Vessel handling the Tugboat Clearance is min 1.0m UKC  
 - Standard Tugboat Clearance is min 2.0m UKC

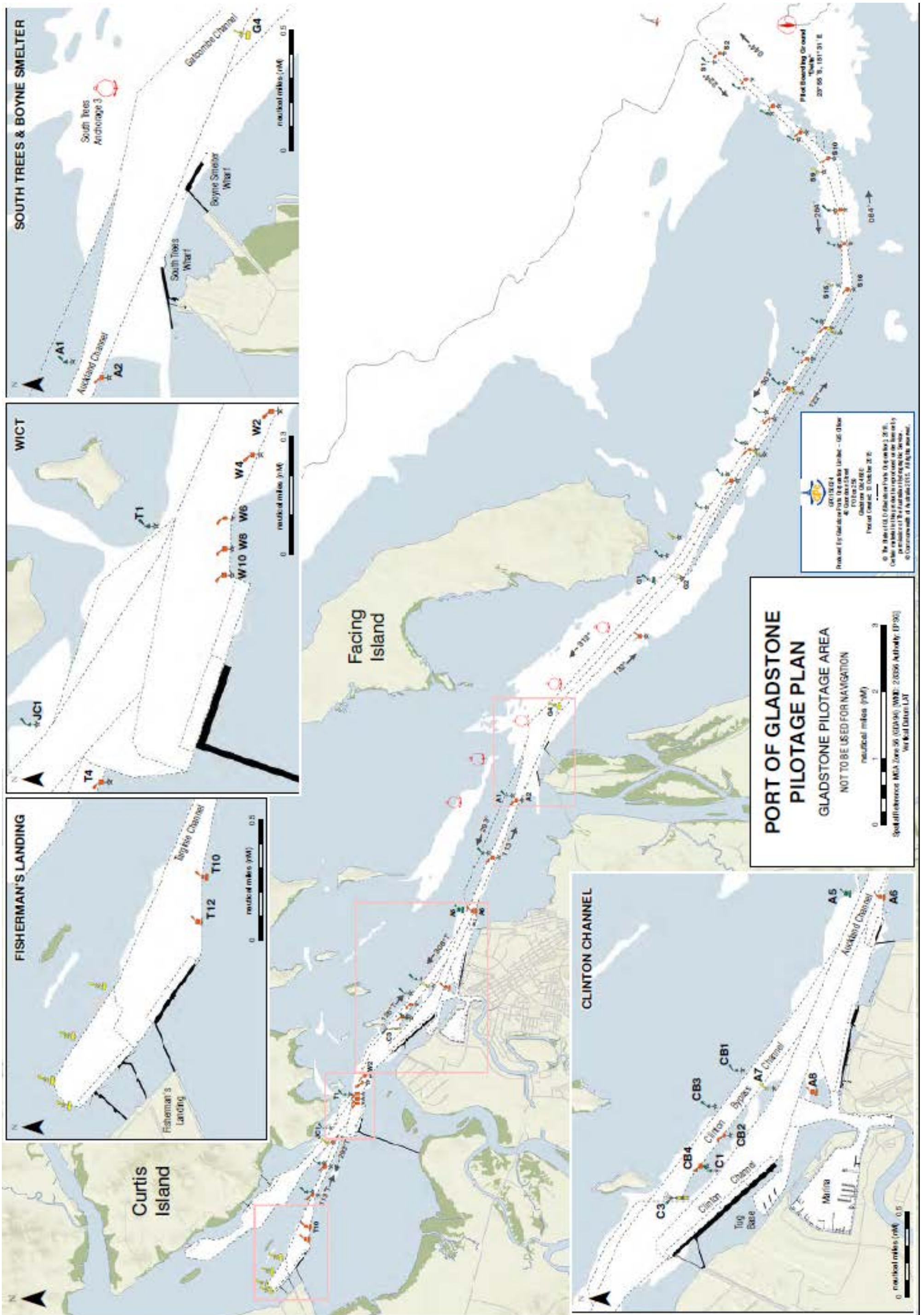
UKC Calculations	
Area	
Time	
Chan. Depth	
+ Tide	
Avail Depth	
- Draft	
SUKC	

#### Traffic List and vessels at anchorage

	Position	Time
pass / follow / lead		
pass / follow / lead		
pass / follow / lead		
pass / follow / lead		

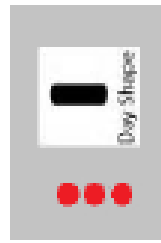
Pilot remarks &/or diagram

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 Avononga	70 t	
SL Koongo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yallarm	70 t	
SL Tanginnie	67 t	



# 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 : Gyro Error noted
  - Functioning ok? Gyro error noted
- Anchors cleaned and ready for use?
  - When is forecast 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 Kooingoo	70 t	
SL Kullaroo	70 t	
SL Tondoon	70 t	
SL Yallarm	70 t	
SL Tanginnee	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 : .....



# 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		
Berth (+ Alignment)		Transfer By		
Passage Channels				

Drafts in meters	FWD	AFT	Δ
------------------	-----	-----	---

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

ECDIS Reference Point	
Dist. Bridge to Vap Line	

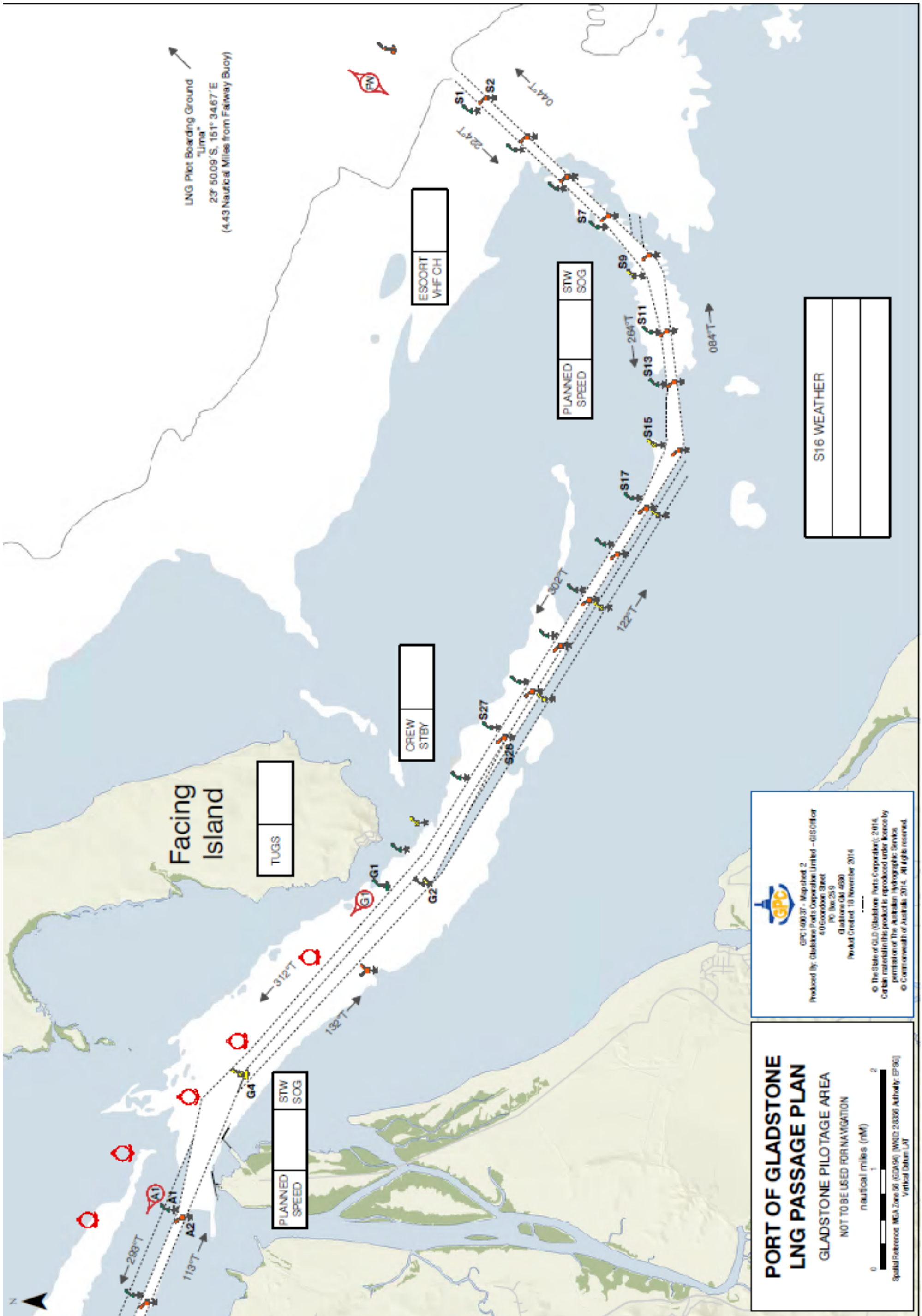
Traffic List and vessels at anchorage	
posn / M/ber / head	Passing Prediction
posn / M/ber / head	Position
posn / M/ber / head	Time
posn / M/ber / head	

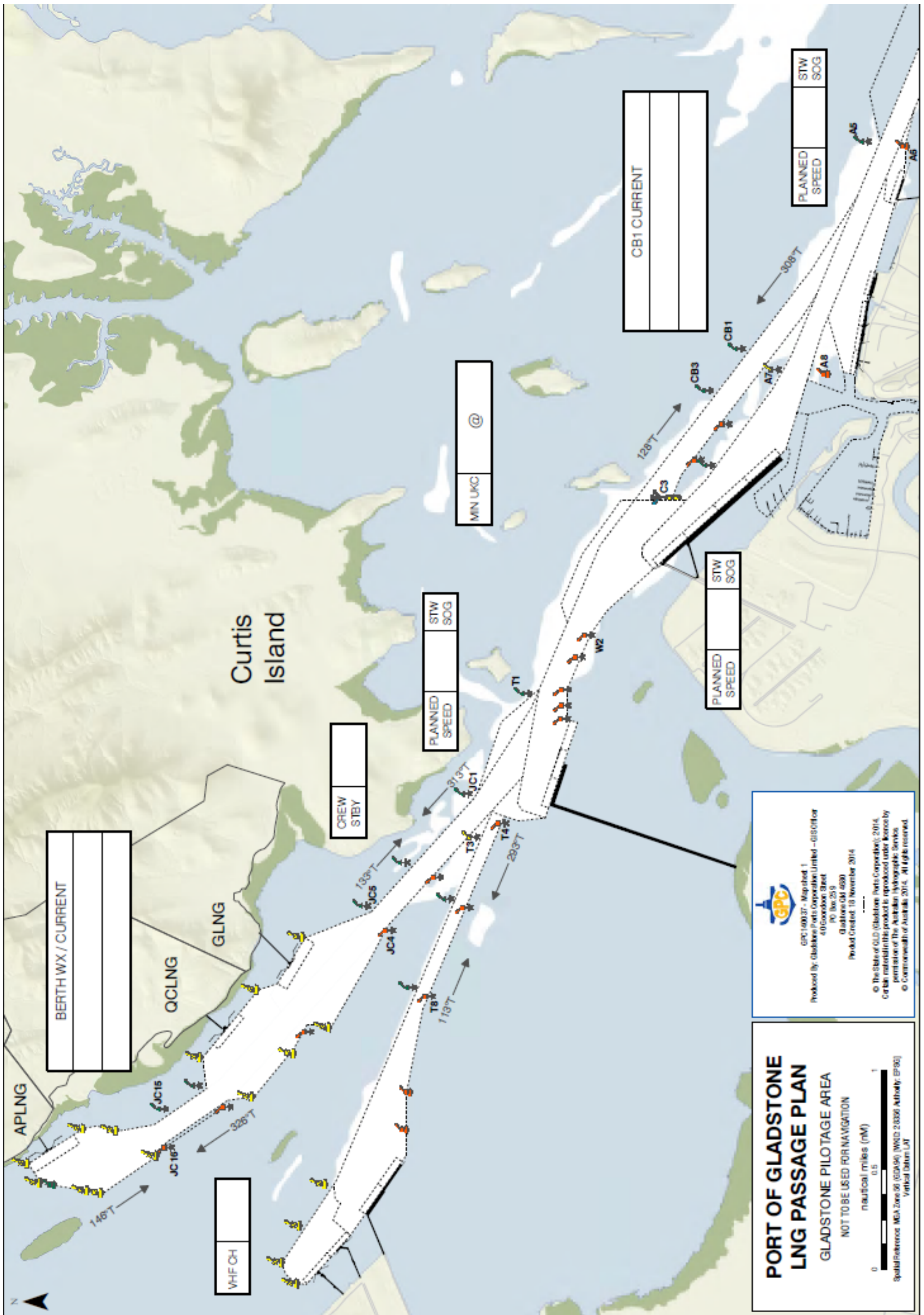
Gladstone VTS listens continuously on VHF Channels 13 & 16. Communications for pilot transfer operations are conducted using VHF Ch10. Should an emergency arise, call Gladstone VTS on VHF Ch13 for assistance. Inform the Pilot before HELMSMAN and OOW is changed. The pilotage passage will be monitored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

LNG Terminal VHF Channels	
APLNG Marine	87 79
OGLNG Marine	63 -
GLNG Marine	68 71

Pilot remarks &/or diagram







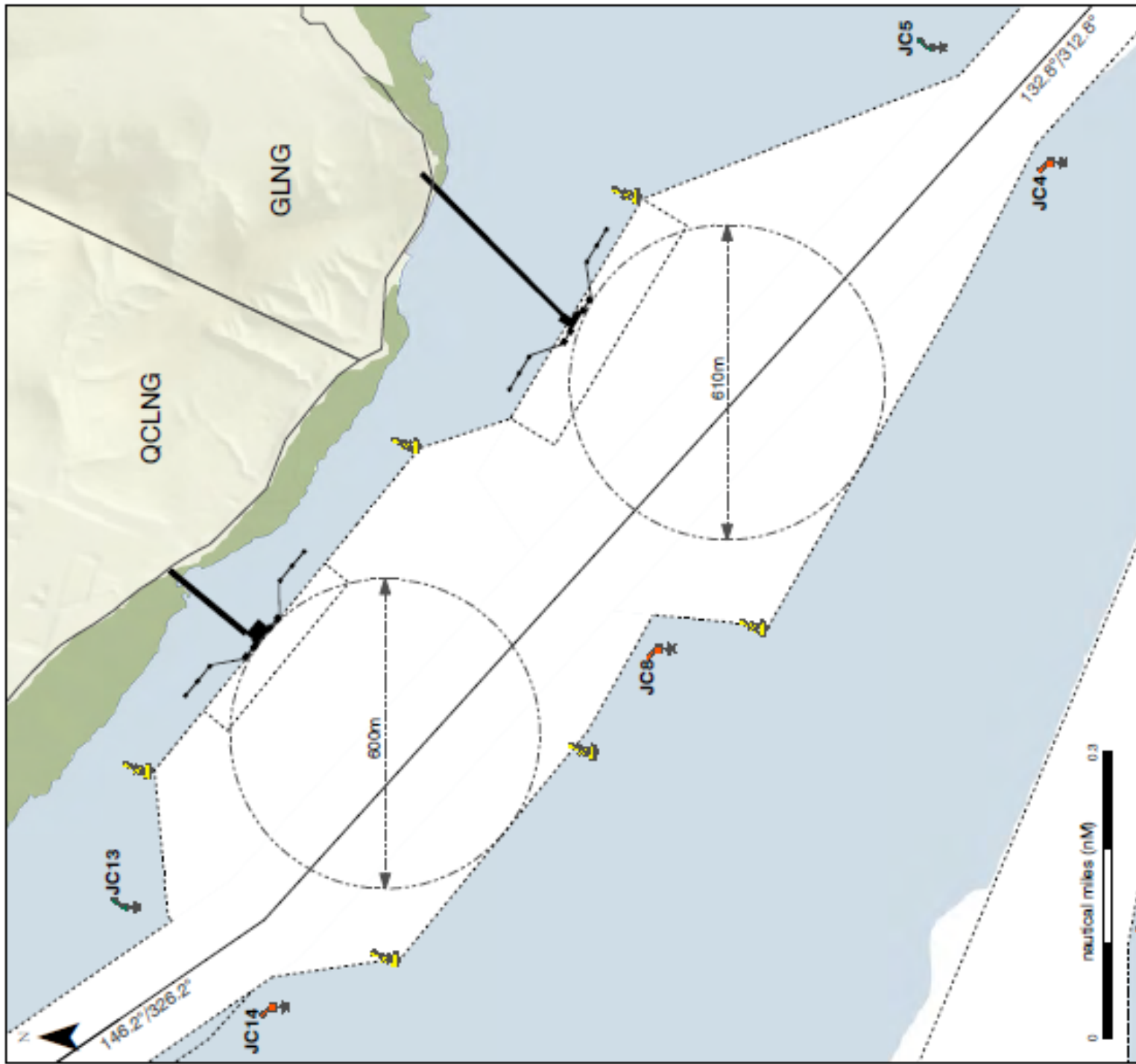
**GPC**  
 GPC 100037 - Mapsheet 1  
 Produced by: Gladstone Ports Corporation Limited - GIS Office  
 40 Goodwood Street  
 PO Box 259  
 Gladstone QLD 4680  
 Product Created: 19 November 2014

© The State of QLD (Gladstone Ports Corporation), 2014.  
 Certain material in this product is reproduced under license by  
 permission of the Australian Hydrographic Service  
 © Commonwealth of Australia 2014. All rights reserved.

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

0 0.5 1  
 nautical miles (nm)  
 Spatial Reference: MGA Zone 56 (GDA94) (WGS 84) Authority: EP90  
 Vertical Datum: LAT





**NOTES**

