PORT OF CAIRNS
PILOTAGE PLAN
CAIRNS PILOTAGE AREA
NOT TO BE USED FOR NAVIGATION

Cairns pilotage / compulsory pilotage limit

Pilot boarding ground "Bravo"
(16°48.6'S, 145°50.0'E)

Pilot boarding ground "Bravo"
(16°48.6'S, 145°50.0'E)

TRINITY BAY

Pilot boarding ground "Charlie"
(16°50.26'S, 145°49.04'E)

Pilot boarding ground "Delta"
(16°46.00'S, 145°50.00'E)

Channel Diagram
Beacon width 180m
Channel width 90m

CAIRNS ENTRY WAYPOINTS

<table>
<thead>
<tr>
<th>Waypoint</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Course to waypoint</th>
<th>Distance nM</th>
<th>Radius metres (default 500m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP1</td>
<td>16°46.36821'S</td>
<td>145°51.95100'E</td>
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<tr>
<td>WP2</td>
<td>16°54.5624'S</td>
<td>145°47.18456'E</td>
<td>209.1</td>
<td>8.1</td>
<td>500</td>
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<tr>
<td>WP3</td>
<td>16°56.0429'S</td>
<td>145°46.8253'E</td>
<td>192.9</td>
<td>1.5</td>
<td>1000</td>
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<tr>
<td>WP4</td>
<td>16°56.45312'S</td>
<td>145°46.9125'E</td>
<td>167.9</td>
<td>0.4</td>
<td>1000</td>
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</tbody>
</table>

Checklist - INBOUND

Security level 1 Yes/No

Main engine (tested astern)
Main engine (tested astern)

Thruster(s) Bow Stern
Thruster(s) Bow Stern

Steering (tested backup)
Steering (tested backup)

Whistle
Whistle

Gyro Error
Gyro Error

Doppler GPS EM
Doppler GPS EM

Radar(s)
Radar(s)

Port Chart / ECDIS
Port Chart / ECDIS

Pilot card
Pilot card

Special features/ Problems
Special features/ Problems

Anchors on emergency standby
Anchors on emergency standby

Mooring lines Min no.
Mooring lines Min no.

Does the ship have an engine load program that can affect manoeuvring? Y / N
Does the ship have an engine load program that can affect manoeuvring? Y / N

Emergency procedures discussed
Emergency procedures discussed

The Pilot and Master certify that the pilotage plan has been discussed with the Bridge Team

Pilot
Time
Pilot
Time

Master
Time
Master
Time

Continued on map titled Port of Cairns
PORT OF CAIRNS

Vessel ....................................................

PILOTAGE PLAN - REMOVAL/DEPARTURE

Cairns VTS listens continuously on VHF 12 VHF 16.

Should any emergency arise, call Cairns VTS on VHF 12 for assistance.

The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.

The pilotage passage will be monitored by VTS Cairns.

<table>
<thead>
<tr>
<th>Plot</th>
<th>Pilot card</th>
<th>yes</th>
<th>no</th>
<th>Fairway</th>
<th>Harbour</th>
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<tbody>
<tr>
<td>Date</td>
<td>yes</td>
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<td>Passage</td>
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<td>no</td>
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<td>Channels (VHF)</td>
<td>16 - 12 - 6</td>
<td>Tusker</td>
<td>47T</td>
<td>Az.D.</td>
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<td>Draft</td>
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<td>Tide</td>
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<td>Tide Time Height</td>
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<td>风</td>
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<td>Wind</td>
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<td>Remarks:</td>
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<td>no</td>
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</tbody>
</table>
Tug and barge operations
- Slack water
- No vessels on the Maritime Operations Base Wharf 0-35m (no vessels for barges over 50m)
- Workboats in attendance entering Smiths Creek
- ‘Duck Pond’ requires 0.3m UKC
- Workboats should be fit for purpose and manned by a trained competent operator.

Smiths Creek
- In general, passing will not occur if a vessel is 35m LOA or more.
- ‘Duck Pond’ datum is 1.5m

Prepared 25 February 2019
Maritime Safety Queensland
Spatial Services
Map: S20c-1-9
Smiths Creek/Trinity Inlet
Continued on map titled Port of Cairns