

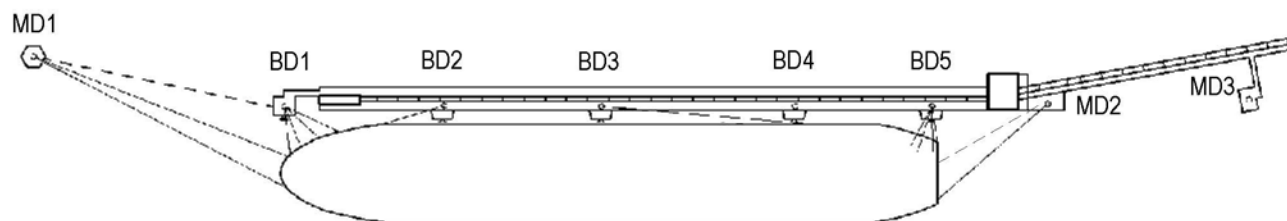
CAPE FLATTERY

MOORINGS: A minimum of 14 GOOD lines are required

	FWD H/L	FWD B/L	FWD S/L	AFT S/L	AFT B/L	AFT ST/L	AFT ST/L
Number of lines and positions	2	4	1	1	4	2	
Line sequence							
	MD.1	BD.1	BD.2	BD.3	BD.5	MD.2	MD.3

Monitor all lines - Keep the vessel alongside
- Keep even tension on all lines
Pilot confirm with shore - all hooks reset to berthing

PLAN VIEW



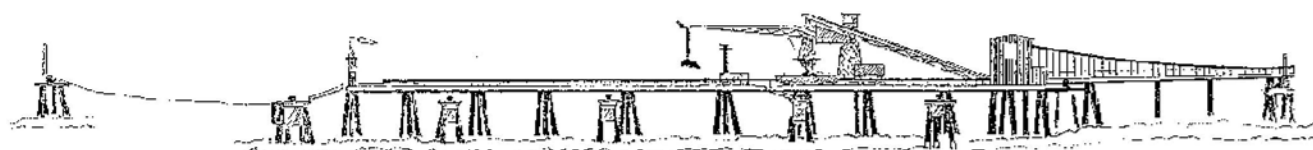
GENERAL INFORMATION

Cape Flattery Port Control VHF Ch 13

Berthing restriction - 30kts mean wind speed OR
tugs unable to work alongside due to sea state.

Tugs MV MUYAAR 30t B/P
MV WALBURN 30t B/P
ASD (Azimuthing Stern Drive). Robert Allan Rascal 1800

Berthing only to be conducted with tugs.
Substitute tugs may be used at times with restrictions:
Wind - not northerly maximum 25 kts
Northerly wind 12 kts. Gusts 15 kts. Max current < 0.4kts or
tugs ability to work alongside due to sea state.



BD1 Fender
Larger than others
Also has two rubber (Pipe type)
on N.E. corner vertically positioned

BD5 Fender
Higher than the others

ELEVATED VIEW

Map: S20c-5-15

PORT OF CAPE FLATTERY PILOTAGE PLAN

Checklist - INBOUND		Checklist - OUTBOUND	
Security level 1	Yes/No	Security level 1	Yes/No
<input type="checkbox"/>	Main engine (tested astern)	<input type="checkbox"/>	Main engine (tested astern)
<input type="checkbox"/>	Thruster(s) Bow Stern	<input type="checkbox"/>	Thruster(s) Bow Stern
<input type="checkbox"/>	Steering (tested backup)	<input type="checkbox"/>	Steering (tested backup)
<input type="checkbox"/>	Whistle	<input type="checkbox"/>	Whistle
<input type="checkbox"/>	Gyro Error	<input type="checkbox"/>	Gyro Error
<input type="checkbox"/>	Doppler GPS EM	<input type="checkbox"/>	Doppler GPS EM
<input type="checkbox"/>	Radar(s)	<input type="checkbox"/>	Radar(s)
<input type="checkbox"/>	Port Chart / ECDIS	<input type="checkbox"/>	Port Chart / ECDIS
<input type="checkbox"/>	Pilot card	<input type="checkbox"/>	Pilot card
<input type="checkbox"/>	Special features/ Problems	<input type="checkbox"/>	Special features/ Problems
<input type="checkbox"/>	Anchors on emergency standby	<input type="checkbox"/>	Anchors on emergency standby
<input type="checkbox"/>	Mooring lines Min no.	<input type="checkbox"/>	Mooring lines Min no.
<input type="checkbox"/>	Do I have full use of the engine in Manoeuvring mode with no delays? Y / N	<input type="checkbox"/>	Do I have full use of the engine in Manoeuvring mode with no delays? Y / N
<input type="checkbox"/>	Emergency procedures discussed	<input type="checkbox"/>	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
.....

Vessel

PILOTAGE PLAN - ARRIVAL

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage		Tugs	tug lines	position
Draft in metres	F	A	Minimum UKC	No. of shackles in water.
Tide	Time	Height	LAT	14.1m
Wind	DIR	SP	TIDE	Remarks
Current on/off WF	DIR	SP	Avl Water	
Sea and swell conditions	Direction:		- Draft	
	Description:		UKC	

Vessel

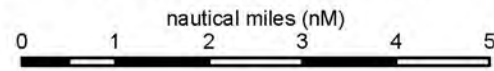
PILOTAGE PLAN - DEPARTURE

Pilot		Pilot card	yes	no
Date		Defects	yes	no
Passage		Tugs	tug lines	position
Draft in metres	F	A	Minimum UKC	Remarks
Tide	Time	Height	LAT	14.1m
Wind	DIR	SP	TIDE	
Current on/off WF	DIR	SP	Avl Water	
Sea and swell conditions	Direction:		- Draft	
	Description:		UKC	

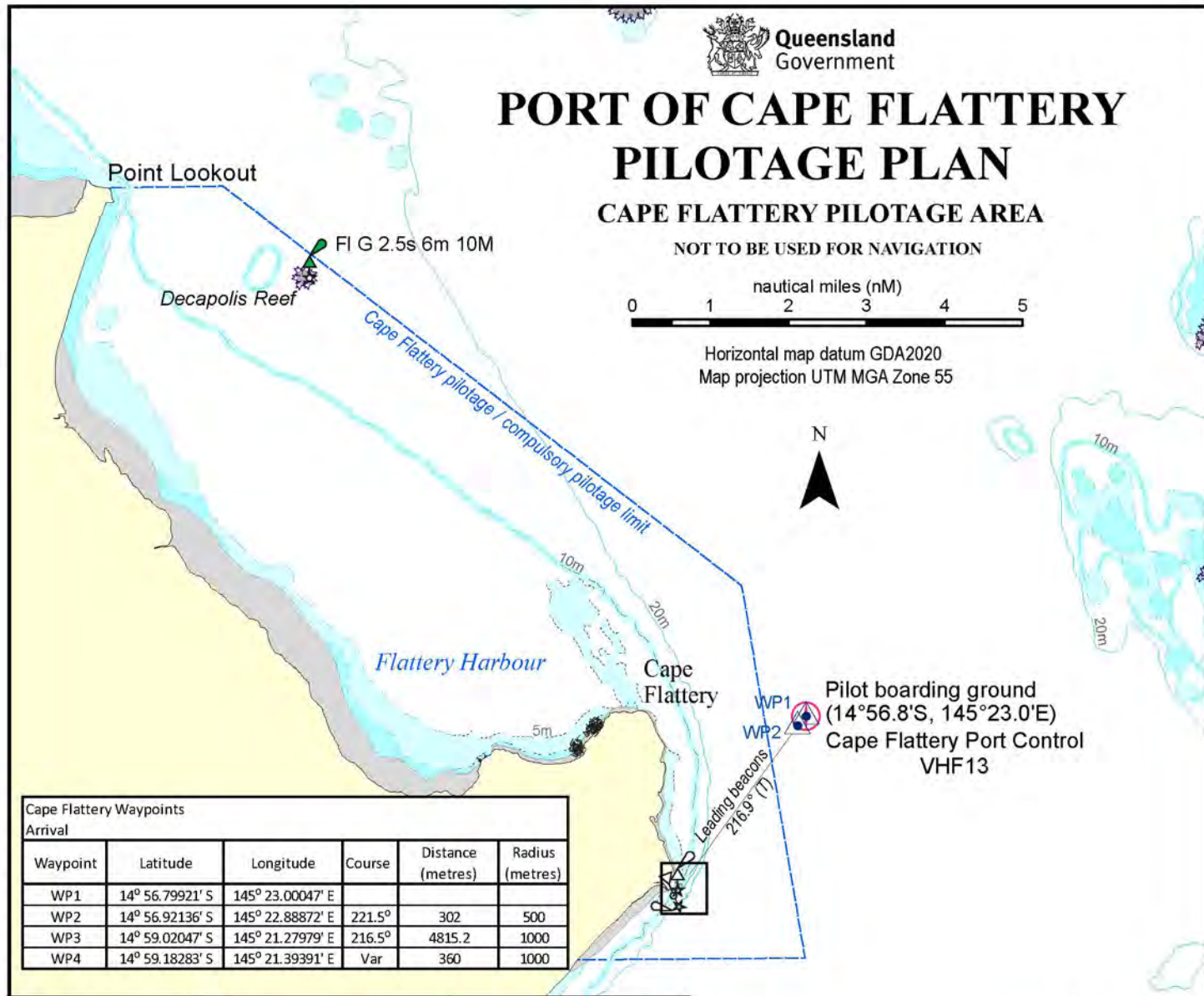
PORT OF CAPE FLATTERY PILOTAGE PLAN

CAPE FLATTERY PILOTAGE AREA

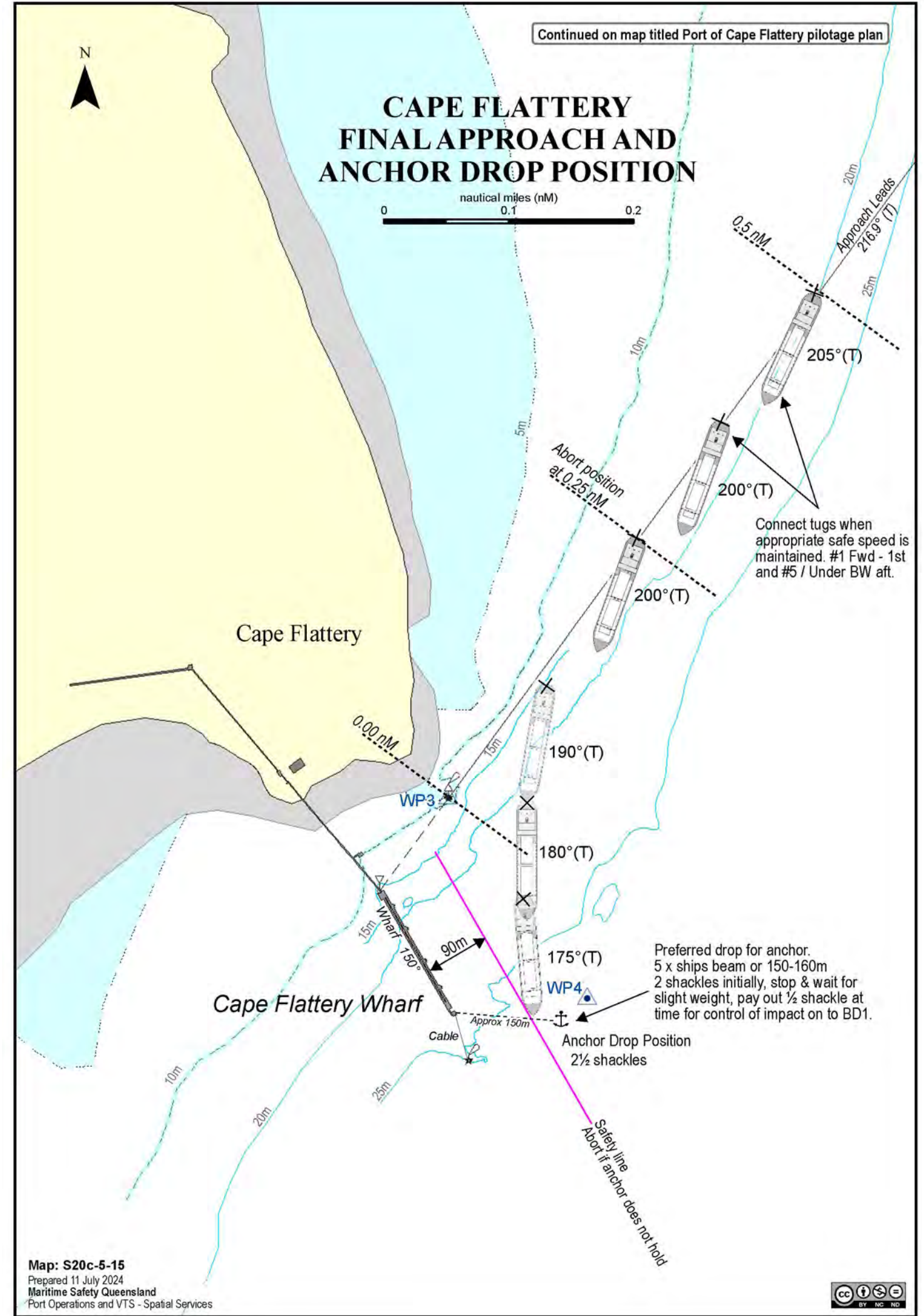
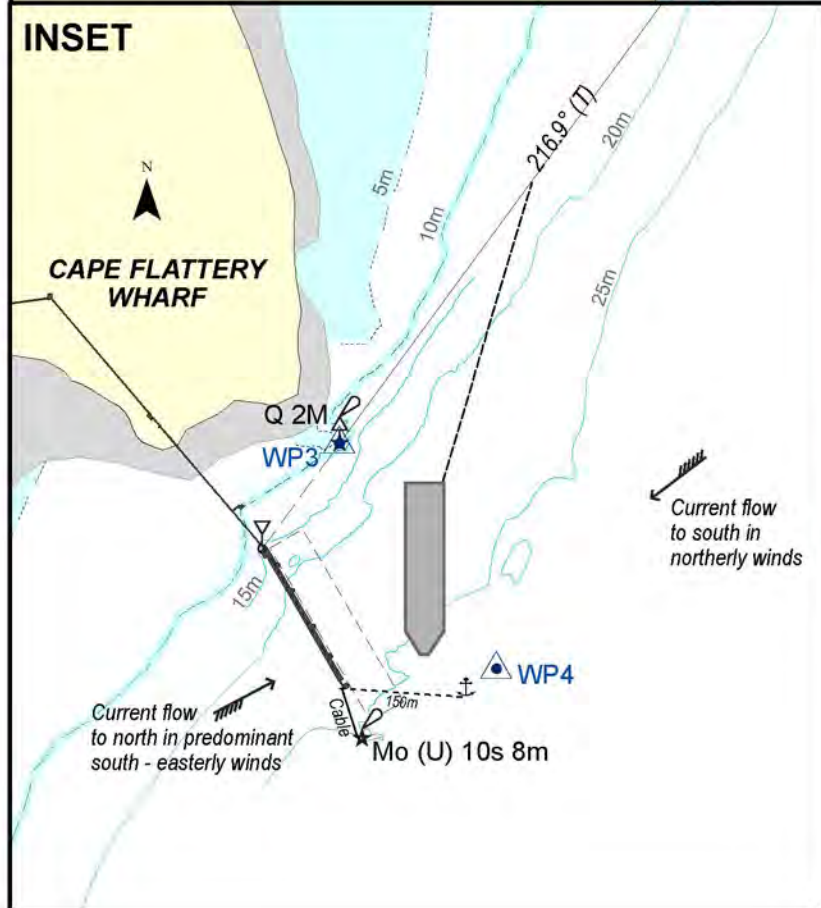
NOT TO BE USED FOR NAVIGATION



Horizontal map datum GDA2020
Map projection UTM MGA Zone 55

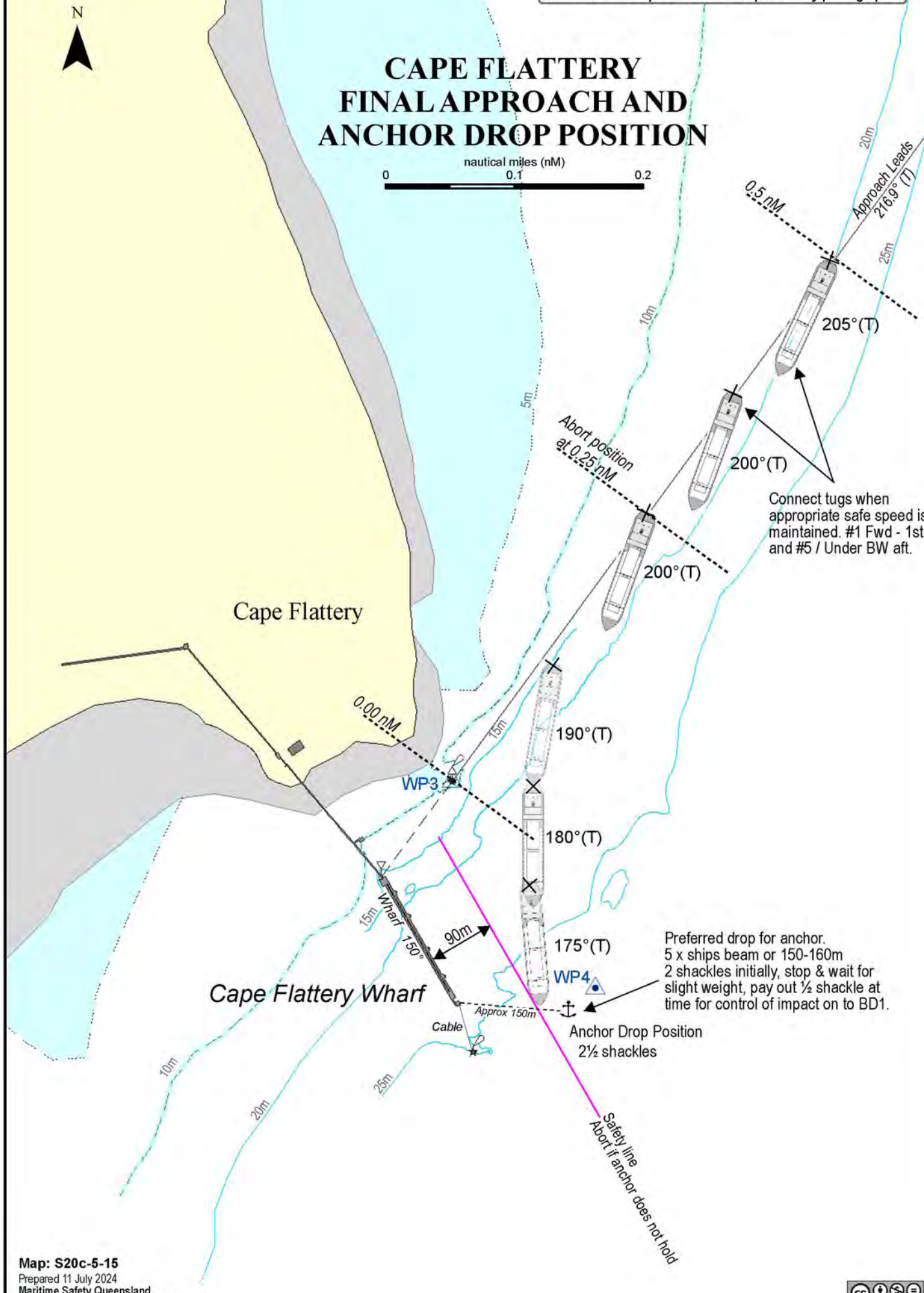
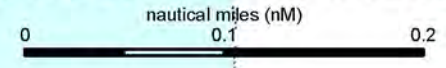


Cape Flattery Waypoints					
Arrival					
Waypoint	Latitude	Longitude	Course	Distance (metres)	Radius (metres)
WP1	14° 56.79921' S	145° 23.00047' E			
WP2	14° 56.92136' S	145° 22.88872' E	221.5°	302	500
WP3	14° 59.02047' S	145° 21.27979' E	216.5°	4815.2	1000
WP4	14° 59.18283' S	145° 21.39391' E	Var	360	1000



Continued on map titled Port of Cape Flattery pilotage plan

CAPE FLATTERY FINAL APPROACH AND ANCHOR DROP POSITION



Connect tugs when appropriate safe speed is maintained. #1 Fwd - 1st and #5 / Under BW aft.

Preferred drop for anchor.
5 x ships beam or 150-160m
2 shackles initially, stop & wait for slight weight, pay out 1/2 shackle at time for control of impact on to BD1.

Anchor Drop Position
2 1/2 shackles

Safety line
Abort if anchor does not hold

