

Lucinda Passage Plan Information - Arrival

This document contains information to assist you in preparing your Passage Plan.

The Pilot will discuss a detailed Pilotage Plan during your Master / Pilot Exchange of Information.

Please:

- Notify your agent if you are aware of any deficiencies or defects on your vessel;
- Notify your agent if you are unable to arrange your mooring lines as described below;
- Notify your agent if you have a mid-ship's accommodation ladder;
- Prepare your Pilot ladder on the lee side, 1.5m above the water line with two manropes and a heaving line;
- Secure your ladder to the ship's side level with the lower platform of your vessel's combination ladder;
- Have your anchors and crew on standby once your Pilot has boarded;
- Prepare your ship's mooring lines as per the description below;

Please prepare a passage plan as follows:

Wpt Name	Position	Course	Dist	Remarks
PBG	18°29.91'S 146°23.98'E	Var		• Actual Course & Dist may vary due to ship pos'n when POB
Off Jetty	18°31.20'S 146°23.251'E	208°T	1.5'	• Crew & anchors on standby for emergency • OOW to monitor course • Crew to inform Pilot about course alteration

Please ensure your officers are aware of the intended passage and that they **monitor the vessel's position, pilot's orders and crew's responses.**

If there are any discrepancies, concerns or you have any questions you MUST bring them to the pilot's attention.

During the Master / Pilot Information Exchange please discuss unusual handling characteristics of your vessel, deficiencies or defects and any specific requirements you have.

Please ensure your steering has been thoroughly tested and that your helmsman is competent; and your officer monitors helm / engine orders and rudder / engine indicators and bring any deficiencies to the bridge team's attention.

The port's tugs utilise their own tug's lines and will approach when the vessel is approximately 1 nmile from the jetty. Tugs will generally make fast on the Port Bow and on the Port Quarter just forward of the accommodation superstructure. Ensure your crew remain well clear of tug's lines once they are made fast.

Mooring Lines – depending on the size of the vessel, standard mooring pattern is:

Fwd: (1) 2 x back springs; (2) 4 x head lines;

Aft: (1) 2 x back springs; (2) 4 x sternlines;

Lines are run 1 at a time via ships heaving lines. Please have heaving lines on standby to send ashore.

Lucinda Passage Plan Information – Departure

This document contains information to assist you in preparing for your Passage Plan.

The Pilot will discuss a detailed Pilotage Plan during your Master / Pilot Exchange of Information.

Please contact your agent if you are aware of any deficiencies or defects on your vessel.

Please prepare your Pilot ladder on the lee side, 2.0m above the water line with two manropes and a heaving line on standby for the pilot's bags.

Please prepare a passage plan as follows:

Wpt Name	Position	Course	Dist	Remarks
Jetty	18°31.26'S 146°23.2'E	Var	Var	•Pilot will discuss manoeuvre to berth
PBG	18°31.26'S 146°24.3'E	090.0°T	1.00'	•Actual Course & Dist may vary due to ship pos'n when POB
Your Pilot will discuss his disembarkation point and the Pilot transfer operation.				

Please ensure your officers are aware of the intended passage and that they **monitor the vessel's position, pilot's orders and crew's responses.**

If there are any discrepancies, concerns or you have any questions you MUST bring them to the pilot's attention.

During the Master / Pilot Information Exchange please discuss:

1. Unusual mooring patterns and any difficulties you may have in retrieving mooring lines;
2. Unusual handling characteristics of your vessel;
3. Deficiencies or defects;
4. Specific requirements.

Please ensure your steering has been thoroughly tested and that your helmsman is competent; and your officer monitors helm / engine orders and rudder / engine indicators and bring any deficiencies to the bridge team's attention.

The port's tugs utilise their own tug's lines and will make fast prior to your vessel departing the berth. Tugs will generally make fast on the forc'sle and the Port Quarter fwd of the accommodation superstructure.

Mooring lines will usually be let go from Outside to In:

Fwd: (1) Port side Headlines; (2) Stbd side Head lines; (3) Backsprings – same time as aft

Aft: (1) Port side Stern lines; (2) Stbd side Stern lines; (3) Backsprings – same time as fwd