

### 1.3 Townsville 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:

- Contact your agent if you are aware of any deficiencies or defects on your vessel;
- Discuss with your agent which side to you will berth and gangway / access issues;
- Prepare your pilot ladder on the lee side, 1.5m above the water line with two manropes and a heaving line;
- Have your anchors and crew on standby once your pilot has boarded.
- Prepare a passage plan as follows:

| Wpt Name                  | Position                      | Course  | Dist | Remarks   |
|---------------------------|-------------------------------|---------|------|---|
| PBG Alpha                 | 19°06.00'S<br>146°54.15'E     | 203°T   | 1.9' | • Actual Course & Dist may vary due to ship pos'n when POB  |
| Sea Channel<br>Bcn S2     | 19°08.281'S<br>146°53.3806'E  | 201.5°T | 3.5' | • Crew & anchors on standby<br>• OOW to monitor course/positions<br>• XTE 10m for deep draft ships.             |
| Sea Ch A/C<br>Platypus Ch | 19°11.5010'S<br>146°52.0549'E | 211.5°T | 1.9' | • OOW to inform pilot before course alteration.<br>• 10°Turn to starboard<br>• 1 nm radius turn.<br>ROT = Speed |
| Tugs                      | 19°13.1484'S<br>146°50.9874'E | 211.5°T | 1.6' | • Tugs alongside at P9/10 ship speed 8 -9 kns   |
| Breakwater                | 19°14.5429'S<br>146°50.0894'E | 193°T   | 700m | • Cross currents at harbour entrance<br>• 0.5 nm radius turn.<br>ROT = 2 x Speed                                |
| Harbour Mid<br>Point      | 19°14.8337'S<br>146°50.0251'E | Var     | Var  | • Pilot will discuss harbour manoeuvre to berth   |

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

The port's channels are 90m wide and it is essential that your vessel navigate in the centre of the channel/s (refer to diagram on next page).

**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 tug/s utilise their own tug's lines and will approach in the vicinity of beacons P9/10.

Your Pilot will discuss tug positions.

Ensure your crew remain well clear of tug's lines once they are made fast.

As your vessel approaches its berth please run lines as per pilot's instructions and standby to heave lines tight **if asked to.**

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## 1.4 Townsville Passage Plan Information – Departure

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:

- Contact your agent if you are aware of any deficiencies or defects on your vessel;
- Discuss with your agent which side to you will berth and gangway / access issues;
- Prepare your pilot ladder on the lee side (Check with pilot), 1.5m above the water line with two manropes and a heaving line;
- Prepare a passage plan as follows:

| Wpt Name                  | Position                      | Course  | Dist | Remarks  |
|---------------------------|-------------------------------|---------|------|--|
| Harbour Mid Point         | 19°14.8337'S<br>146°50.0251'E | Var     | 700m | <ul style="list-style-type: none"> <li>• Pilot will discuss harbour manoeuvre to Entrance</li> </ul>   |
| Breakwater                | 19°14.5429'S<br>146°50.0894'E | 031.5°T | 3.6' | <ul style="list-style-type: none"> <li>• Cross currents at harbour entrance</li> <li>• 0.5 nm radius turn.</li> <li>• ROT = 2 x Speed</li> <li>• Tugs let go</li> </ul>                |
| Platypus Ch<br>A/C Sea Ch | 19°11.5010'S<br>146°52.0549'E | 021.5°T | 3.5' | <ul style="list-style-type: none"> <li>• OOW to inform pilot approaching course alteration.</li> <li>• 10°Turn to port.</li> <li>• 1 nm radius turn.</li> <li>• ROT = Speed</li> </ul> |
| Sea Channel<br>Bcn S2     | 19°08.281'S<br>146°53.3806'E  | 023°T   | 1.9' | <ul style="list-style-type: none"> <li>• Crew &amp; anchors on standby</li> <li>• OOW to monitor course/positions</li> <li>• XTE 10m for deep draft ships.</li> </ul>                  |
| PBG Alpha                 | 19°06.57'S<br>146°54.16'E     | Var     |      | <ul style="list-style-type: none"> <li>• Disembarkation Speed approximately 7 knots.</li> </ul>  |

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 handling characteristics of your vessel;
2. Deficiencies or defects;
3. Specific requirements.

The port's channels are 90m wide and it is essential that your vessel navigate in the centre of the channel/s.

**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 tug/s utilise their own tug's lines and will make fast prior to your vessel departing the berth.

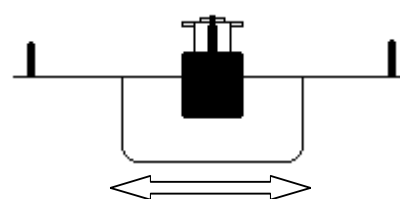
Tug positions will be discussed by your pilot.

Actual Courses may vary as required.

Tug arrangements may vary as required.

### Channel Diagram

Beacon Width 180 m



Channel Width 92 m

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