

### 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.

If your draft is **more than 7.00m** please prepare a passage plan from PBG ALPHA as follows (please note that depending on the tide you may be called down to PBG Bravo):

Wpt Name	Position	Course	Dist	Remarks
PBG Alpha	19°06.57'S 146°54.16'E	203°T	1.9'	• Actual Course & Dist may vary due to ship pos'n when POB
Sea Channel Bcn S2	19°08.281'S 146°53.3806'E	201.5°T	3.5'	• Crew & anchors on standby • OOW to monitor course/positions • XTE 10m for deep draft ships.
Sea Ch A/C Platypus Ch	19°11.5010'S 146°52.0549'E	211.5°T	1.9'	• OOW to inform pilot before course alteration. • 10° Turn to starboard • 1 nm radius turn. ROT = Speed
Tugs	19°13.1484'S 146°50.9874'E	211.5°T	1.6'	• Tugs alongside at P9/10 ship speed 8 -9 kns
Breakwater	19°14.5429'S 146°50.0894'E	193°T	700m	• Cross currents at harbour entrance • 0.5 nm radius turn. ROT = 2 x Speed
Harbour Mid Point	19°14.8337'S 146°50.0251'E	Var	Var	• Pilot will discuss harbour manoeuvre to berth

If your deepest draft is **less than 7.00m** please prepare a passage plan from PBG Bravo (below) to the Platypus Channel W/O waypoint (above):

Wpt Name	Position	Course	Dist	Remarks
PBG Bravo	19°09.50'S 146°55.50'E	239.0°T	3.7'	• Actual Course & Dist may vary due to ship pos'n when POB
Sea Ch A/C Platypus Ch	19°11.3818'S 146°52.1266'E	211.5°T	2.1'	• When ship approaches Platypus channel entrance prepare to turn onto the channel leads. • 1 nm radius turn. ROT = Speed
Tugs	19°13.1484'S 146°50.9874'E	211.5°T	1.6'	• Tugs alongside at P9/10 ship speed 8 -9 kns
Breakwater	19°14.5429'S 146°50.0894'E	193°T	700m	• Cross currents at harbour entrance • 0.5 nm radius turn. • ROT = 2 x Speed
Harbour Mid Point	19°14.8337'S 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 when **asked to**.

### Townsville 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, 1.5m 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 if **ships draft is greater than 7m**:

Wpt Name	Position	Course	Dist	Remarks
Harbour Mid Point	19°14.8337'S 146°50.0251'E	Var	700m	•Pilot will discuss harbour manoeuvre to Entrance
Breakwater	19°14.5429'S 146°50.0894'E	031.5°T	3.6'	•Cross currents at harbour entrance •0.5 nm radius turn. •ROT = 2 x Speed •Tugs let go
Platypus Ch A/C Sea Ch	19°11.5010'S 146°52.0549'E	021.5°T	3.5'	• OOW to inform pilot approaching course alteration. •10°Turn to port •1 nm radius turn. •ROT = Speed
Sea Channel Bcn S2	19°08.281'S 146°53.3806'E	023°T	1.9'	•Crew & anchors on standby •OOW to monitor course/positions • XTE 10m for deep draft ships.
PBG Alpha	19°06.57'S 146°54.16'E	Var		•Disembarkation Speed approximately 7 knots.

If your deepest draft is **less than 7.00m** please prepare a passage plan from berth to PBG Bravo. Pilot may deviate from this plan in order to create a suitable lee once clear of the channel.

Wpt Name	Position	Course	Dist	Remarks
Harbour Mid Point	19°14.8337'S 146°50.0251'E	Var	700m	•Pilot will discuss harbour manoeuvre to Entrance
Breakwater	19°14.5429'S 146°50.0894'E	031.5°T	3.6'	•Cross currents at harbour entrance •0.5 nm radius turn. ROT = 2 x Speed • ROT = 2 x Speed
Platypus Ch A/C to PBG Bravo	19°11.5010'S 146°52.0549'E	059.5°T	3.7'	• OOW to inform pilot approaching course alteration. • 28°Turn to starboard 1 nm radius turn. ROT = Speed
PBG Bravo	19°09.50'S 146°55.50'E	Var		•Disembarkation Speed approximately 7 knots.

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

