

SHIP:

PILOT:

DATE:

DRAFTS	FWD	MOVEMENT			BERTH (FROM > TO)	PILOTS CHECKS - SOUTHPORT PILOTAGE
	AFT	ARR	DEP	REM		
LOA		POB TIME			ESCORT	
						☐ Launch Name: ☐ Contact:

ROUTE	ROUTE S1 Southport Marina	ROUTE S2 Coomera River	DEFECTS	Planned ETA's
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STATIC UKC CALCULATION	LOCATION	GC SEAWAY	SOUTHPORT YC	CARTERS BANK ^	SOVEREIGN IS ^	SANCTUARY COVE	BOAT WORKS / GCCM
	ETA / TIME						
	CHANNEL DEPTH						
	+ TIDE HEIGHT						
	TOTAL DEPTH						
	- DRAFT						
	= STATIC UKC						
	MIN UKC REQ	1.0m ☐	0.5m ☐	0.5m ☐	0.5m ☐	0.5m ☐	0.5m ☐

SLACK WATER CALCULATIONS					
SOUTHPORT			BOATWORKS / GCCM		
ARRIVAL & DEPARTURE			ARR & DEP - HW Slack		
Time HW/LW			Time HW		Time LW
	+ 1h 30m			+ 1h 45m	
HW/LW Slack			HW Slack		LW Slack
					+ 2h 20m

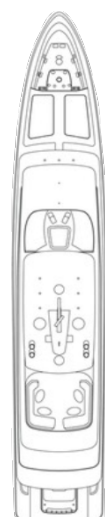
Tides	TIME	HEIGHT
SEAWAY	HW/LW	
	HW/LW	
	HW/LW	
	HW/LW	
	HW/LW	

PILOT'S CHECKS	☐ ANCHORS READY	☐ ECDIS ROUTE CORRECT?
	☐ STEERING TEST	☐ PROP / RUDDER TYPE
	☐ ENGINES TESTED	☐ STABILISERS?
	☐ WHISTLE TESTED	☐ THRUSTER/S ☐ BT
	☐ VHF Ch 73 & 16	☐ OK? ☐ ST

TRAFFIC / REMARKS / WEATHER

TRANSIT TIMES	
Steaming times	PBG > SYC = 1h 15m
	PBG > GCCM = 2h
	PBG > CB ^ = 45m
	PBG > SI ^ = 1h 15m
	SYC > GCCM = 2h 15m

TIDE STATION TIME INTERVALS	
For SUK calculations	Seaway > SYC = +1hr
	Seaway > CB ^ = +15m
	Seaway > SI ^ = +1hr
	Seaway > SC = 1hr20m
	Seaway > GCCM = 1h 45m

MOORING			
			
MOORING	FWD	AFT	Distances
			Bridge To Bow
			Bridge To Stern

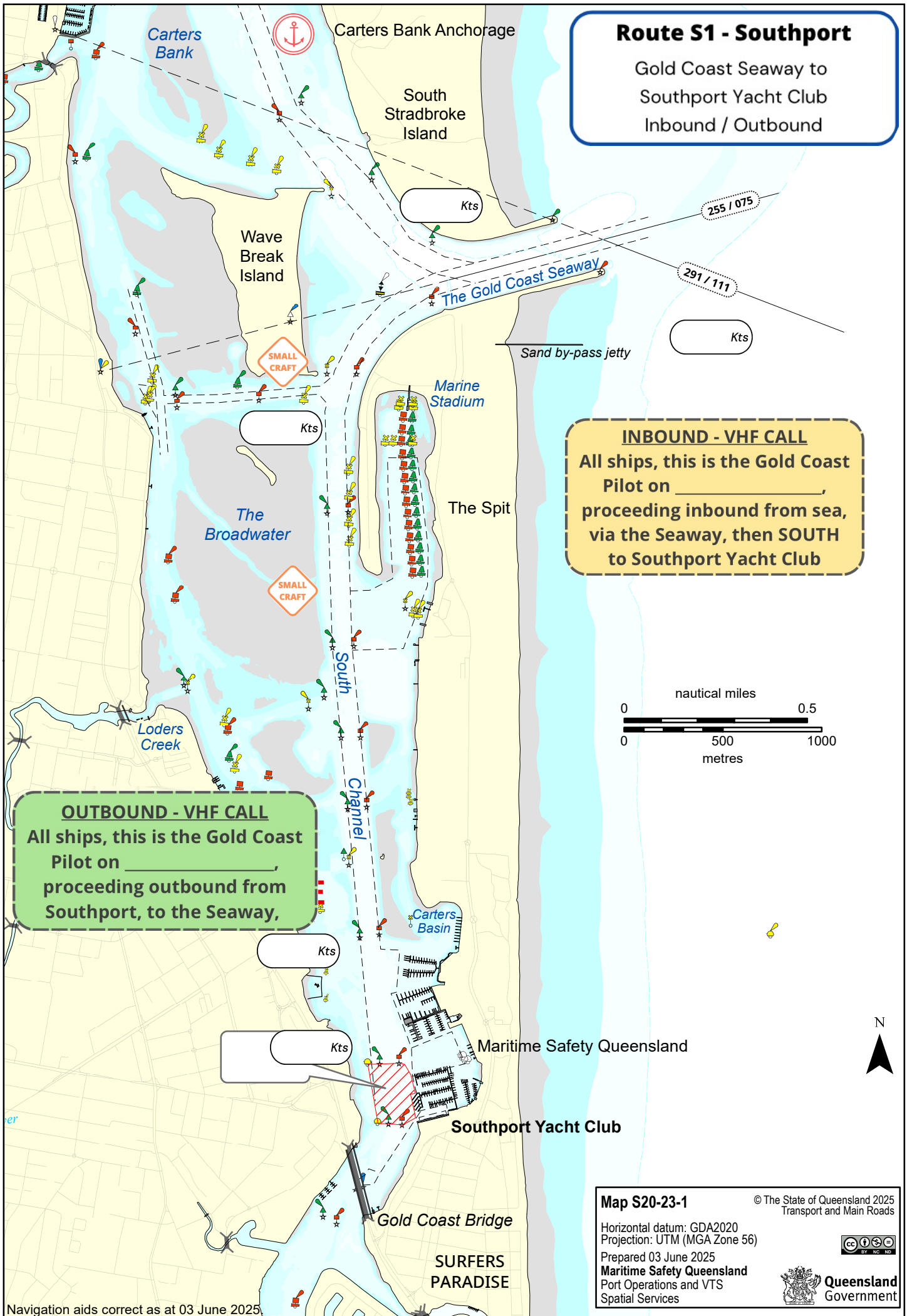
THREAT	HUMAN FACTORS ERROR MANAGEMENT
COLLISION	☐ Ensure a good look out is maintained visually and on radar - use ARPA
1 PERSON ERROR	☐ Pilot and bridge team to engage in shared mental model/thinking aloud
PLAN CONTINUATION BIAS	☐ Pilot has discussed Contingencies, Commit Points & Abort Points

MASTER Signature	PILOT Signature	TIME (take conn)	☐ Discussed manoeuvre clearances and visual cues with Master
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Bridge team should communicate in ENGLISH and utilise BRM Techniques at all times. If the bridge team is unsure of the pilots actions at any time they must challenge and seek clarification.

The Master should ensure that sufficient resources are available to comply with the above requirements. On request by pilot, the pilotage charge (conduct) is to be handed to the pilot.

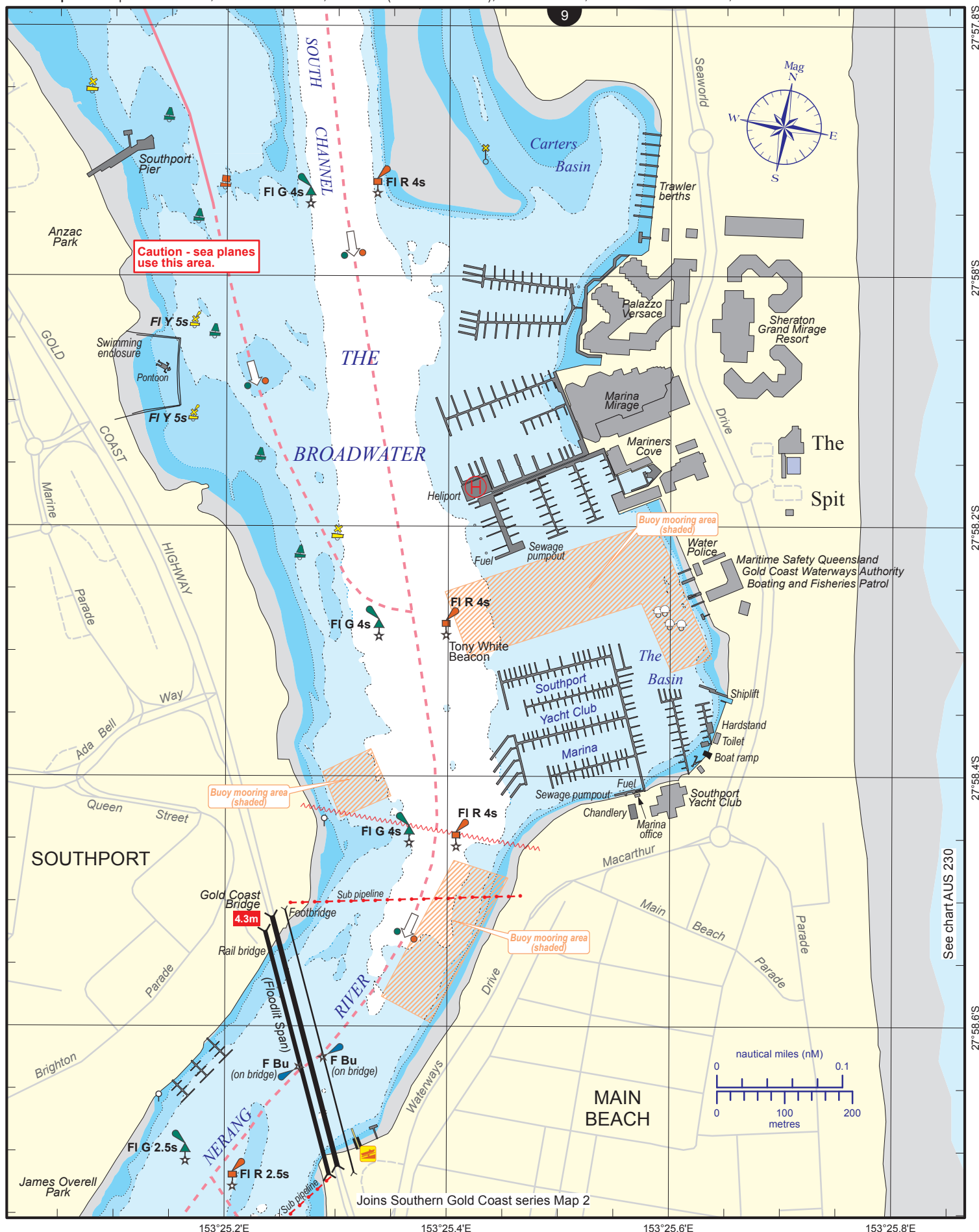
On signing this Plan the Master confirms the ship is SEAWORTHY in all respects, including a passage plan for the entire pilotage including CORRECT ROUTE AND WAYPOINTS loaded into ships ECDIS.



VMR Southport: base phone 5591 1300, 24 hrs 7 days, 27MHz 86 88 91, VHF 16 22 67 73 82, MF/HF 2182 2524 4125 4483.

CG Southport: base phone 5531 1421, Mon-Thu 0800-1800, 24 hrs w/e (Fri 0800-Sun 1800), 27MHz 91 88 86, VHF 73 21 22 67 81 82 16, MF/HF 2524.

NGC-10



Always keep a proper lookout when boating.

Look up and live for power and cable crossings that may not be shown on these maps due to scale or recent construction.

For depth contour date information, refer to the Key Sheet for this guide. Note that depths may change following floods.

Exercise care when travelling outside suggested navigation tracks.

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Nautical information current to 6 July 2020



Queensland Government