

SHIP:

PILOT:

DATE:

DRAFTS	FWD	MOVEMENT			BERTH	BERTHING DIRECTION				TUGS		
	AFT	ARR	DEP	REM		HU	HD	PST	SST	1	2	3
LOA		POB TIME		PILOTS CHECKS - CRUISE SHIP SPECIFIC								
					NAV MODE	☐ Heading Mode	☐ Course Mode	☐ Hand Steering	☐ Max ROT?			
					☐ Ships anchoring Tangalooma - Does ship have a permit to anchor in the Moreton Bay Marine Park?							

ROUTE	ROUTE 6 NORTH NWF	ROUTE 7 SOUTH NWF	DEFECTS		Planned ETA's	
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STATIC UKC CALCULATION	LOCATION			
	TIME			
	DEPTH			
	+ TIDE HEIGHT			
	TOTAL DEPTH			
	- DRAFT			
	= STATIC UKC			
	MIN UKC REQ	☐	☐	☐

PILOT'S CHECKS	☐ ANCHORS CLEARED	☐ CHANGE OF CON POS'N
	☐ STEERING TEST / NFU	☐ PROP / RUDDER TYPE
	☐ ENGINES TESTED	☐ PODS / POWER
	☐ WHISTLE TESTED	☐ ASTERN POWER %
	☐ VHF Ch 12 & 16	☐ THRUSTER/S ☐ BT
	☐ ECDIS ROUTE CORRECT?	☐ OK? ☐ ST

Tides	TIME	HEIGHT
NW1		
FLOOD / EBB		
Brisbane Bar		
FLOOD / EBB		
Current at Berth		

WEATHER	

TRAFFIC / REMARKS	

VHF Working Ch	6	8	9	10

TUG NAME	BP	POSITION		
		F	A	C/L
Beltana	62			
Clontarf	62			
Colmslie	68			
Newstead	68			
Murrumbidgee	69			
SL Fitzroy	65			
SL Awoonga	70			

THREAT	
COLLISION	☐ Ensure a good look out is maintained visually and on radar - use ARPA
1 PERSON ERROR	☐ Give the pilot 1NM notice of the next waypoint & confirm next course
1 PERSON ERROR	☐ All helm & engine orders checked by OOW & use closed loop orders
PLAN CONTINUATION BIAS	☐ Pilot has discussed Contingencies, Commit Points & Abort Points
GROUNDING	☐ Question pilot immediately if ship deviates from plan or XTD exceeds 75m

MASTER
Signature

PILOT
Signature

TIME
(take conn)

MOORING	FWD	AFT	Distances	BridgeTo Bow	BridgeTo Stern

☐ **Discussed manoeuvre clearances and visual cues with Master**

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.

PSP SUMMARISED WAYPOINT LIST

ROUTE 1 – DEEP CHANNELS – DRAFT +10m				
NAME	LAT	LONG	RADIUS	COURSE
PBG	26° 43.000 S	153° 10.500 E	0	164
NWF E	26° 48.365 S	153° 12.241 E	1'	247
NW2	26° 49.630 S	153° 08.822 E	0.5'	171
NW4	26° 51.519 S	153° 09.167 E	1'	148
NW3	26° 57.777 S	153° 13.481 E	1'	161
NW12	27° 02.434 S	153° 15.337 E	0.75'	110
M1	27° 03.325 S	153° 18.100 E	0.5'	165
M3	27° 05.543 S	153° 18.786 E	1'	136
M5	27° 07.274 S	153° 20.660 E	1'	160
M7 E	27° 08.335 S	153° 21.100 E	1'	187
E1	27° 10.685 S	153° 20.788 E	1'	191
E5	27° 14.291 S	153° 20.029 E	1'	242
EB OUTER	27° 17.505 S	153° 13.328 E	1'	212
EB	27° 18.620 S	153° 12.550 E	0	212

ROUTE 2 – DEEP CHANNELS – NTH FAIRWAY – DRAFT 8-10m				
NAME	LAT	LONG	RADIUS	COURSE
PBG	26° 43.000 S	153° 10.500 E	0	178
NWF N	26° 48.478 S	153° 10.688 E	1'	235
NW2	26° 49.642 S	153° 08.822 E	0.5'	171
NW4	26° 51.519 S	153° 09.167 E	1'	148
NW3	26° 57.777 S	153° 13.481 E	1'	161
NW12	27° 02.434 S	153° 15.337 E	0.75'	110
M1	27° 03.325 S	153° 18.100 E	0.5'	165
M3	27° 05.543 S	153° 18.786 E	1'	136
M5	27° 07.274 S	153° 20.660 E	1'	160
M7 E	27° 08.335 S	153° 21.100 E	1'	187
E1	27° 10.685 S	153° 20.788 E	1'	191
E5	27° 14.291 S	153° 20.029 E	1'	242
EB OUTER	27° 17.505 S	153° 13.328 E	1'	212
EB	27° 18.620 S	153° 12.550 E	0	212

ROUTE 3 – NW BP, SPBP, MAIN – DRAFT 5-8m				
NAME	LAT	LONG	RADIUS	COURSE
PBG	26° 43.000 S	153° 10.500 E	0	178
NWF N	26° 48.478 S	153° 10.688 E	1'	235
NW2	26° 49.642 S	153° 08.822 E	0.5'	171
NW4	26° 51.519 S	153° 09.167 E	1'	153

NW12	27° 02.434 S	153° 15.337 E	1'	135
M3	27° 05.484 S	153° 18.736 E	1'	143
M7 E	27° 08.350 S	153° 21.200 E	1'	211
M9	27° 09.599 S	153° 20.349 E	1'	232
M8	27° 11.919 S	153° 17.004 E	1'	199
RR E	27° 15.277 S	153° 15.734 E	1'	224
EB OUT	27° 17.505 S	153° 13.328 E	1'	212
EB	27° 18.620 S	153° 12.550 E	0	212

ROUTE 5 – NWBP, SPBP, EKBP, MAIN – DRAFT <5m				
NAME	LAT	LONG	RADIUS	COURSE
PBG	26° 43.000 S	153° 10.500 E	0	178
NWF N	26° 48.478 S	153° 10.688 E	1'	235
NW2	26° 49.642 S	153° 08.822 E	0.5'	171
NW4	26° 51.520 S	153° 09.167 E	1'	153
NW12	27° 02.434 S	153° 15.337 E	0.75'	135
M3	27° 05.543 S	153° 18.786 E	1'	165
EK1	27° 08.186 S	153° 19.582 E	1'	175
M9 W	27° 10.010 S	153° 19.765 E	1'	232
M8	27° 11.919 S	153° 17.004 E	1'	199
RR E	27° 15.277 S	153° 15.734 E	1'	224
EB OUTER	27° 17.504 S	153° 13.328 E	1'	212
EB	27° 18.620 S	153° 12.550 E	0	212

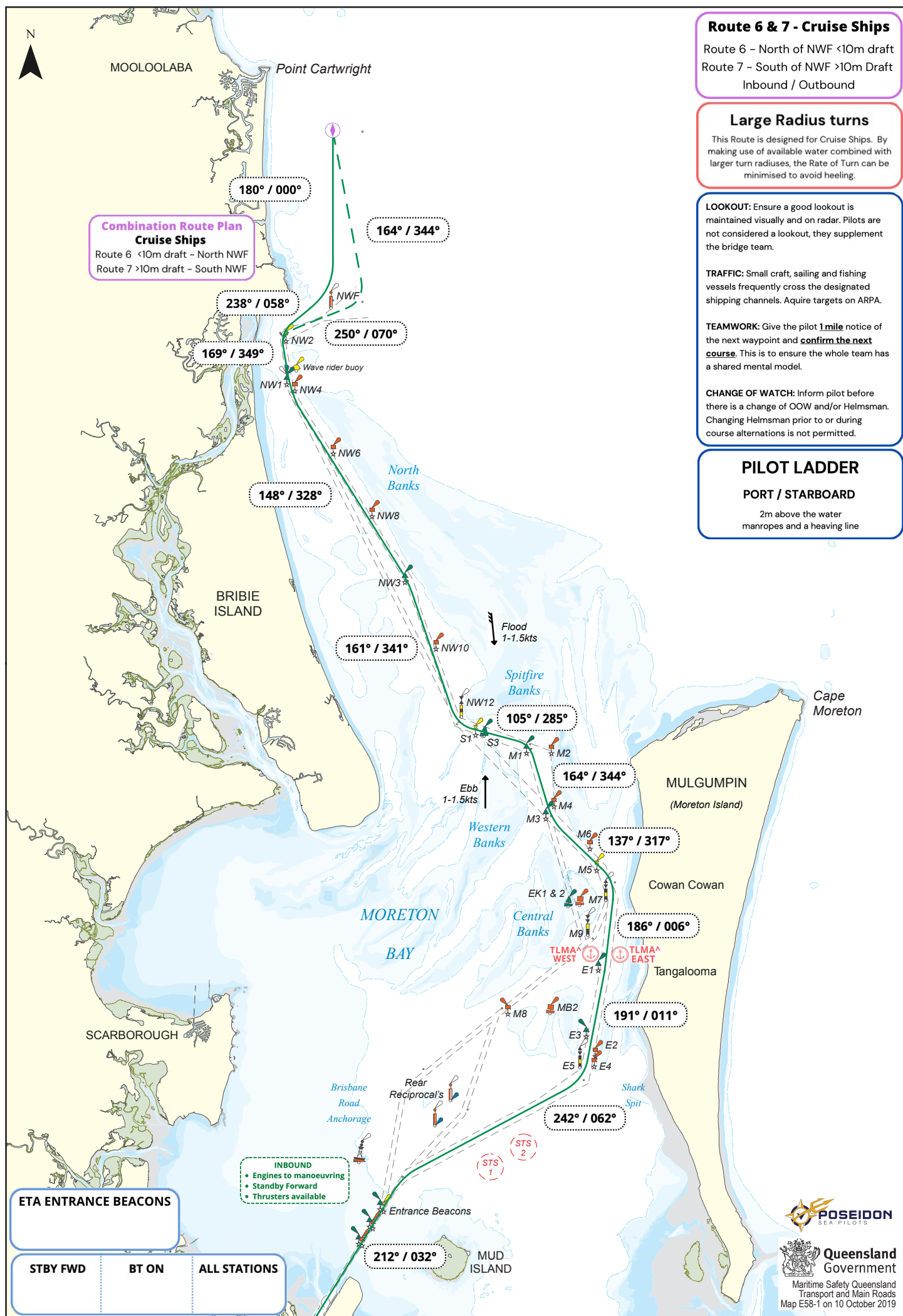
ROUTE 6 – CRUISE – NORTH NWF – DRAFT <10m				
NAME	LAT	LONG	RADIUS	COURSE
PBG	26° 42.900 S	153° 10.700 E	0	180
NWF E	26° 48.477 S	153° 10.689 E	1.5'	238
NW2	26° 49.556 S	153° 08.756 E	0.75'	169
NW4	26° 51.520 S	153° 09.168 E	1.5'	148
NW3	26° 57.768 S	153° 13.482 E	1.5'	161
NW12	27° 02.510 S	153° 15.300 E	1.25'	105
M1	27° 03.170 S	153° 18.010 E	1.25'	164
M3	27° 05.543 S	153° 18.786 E	1.25'	137
M5-M7	27° 07.740 S	153° 21.117 E	1.5'	186
E1	27° 10.685 S	153° 20.788 E	1.5'	191
E5	27° 14.291 S	153° 20.029 E	1.5'	242
EB OUTER	27° 17.505 S	153° 13.329 E	1.5'	212
EB	27° 18.620 S	153° 12.549 E	0	212

ROUTE 7 – CRUISE – SOUTH NWF – DRAFT +10m				
NAME	LAT	LONG	RADIUS	COURSE
PBG	26° 42.900 S	153° 10.700 E	0	164
NWF E	26° 48.366 S	153° 12.467 E	1.5'	250
NW2	26° 49.556 S	153° 08.756 E	0.75'	169
NW4	26° 51.520 S	153° 09.168 E	1.5'	148
NW3	26° 57.768 S	153° 13.482 E	1.5'	161
NW12	27° 02.510 S	153° 15.300 E	1.25'	105
M1	27° 03.170 S	153° 18.010 E	1.25'	164
M3	27° 05.543 S	153° 18.786 E	1.25'	137
M5-M7	27° 07.740 S	153° 21.117 E	1.5'	186
E1	27° 10.685 S	153° 20.788 E	1.5'	191
E5	27° 14.291 S	153° 20.029 E	1.5'	242
EB OUTER	27° 17.505 S	153° 13.329 E	1.5'	212
EB	27° 18.620 S	153° 12.549 E	0	212

ROUTE 8 – MOOLOOLABA CRUISE ANCHORAGE				
PBG	26° 43.000 S	153° 10.500 E	0	000
GNEERING	26° 39.149 S	153° 10.687 E	1'	248
MBA	26° 40.000 S	153° 8.300 E	-	-

BRISBANE RIVER WAYPOINTS				
EB	27° 18.620 S	153° 12.550 E	0	212
IBB	27° 21.145 S	153° 10.787 E	0	212
LP	27° 22.781 S	153° 9.646 E	0	212
PB	27° 23.263 S	153° 9.308 E	0.4'	186
LR	27° 23.746 S	153° 9.255 E	0.4'	199
QF	27° 24.421 S	153° 8.991 E	0.4'	209
WAG	27° 24.989 S	153° 8.645 E	0.4'	217
LYTTON	27° 25.250 S	153° 8.420 E	0.4'	246
PINKENBA	27° 25.504 S	153° 7.772 E	0.4'	237
EFF	27° 25.852 S	153° 7.178 E	0.4'	216
PI	27° 26.478 S	153° 6.657 E	0.4'	242
QR	27° 26.691 S	153° 6.212 E	0.4'	256
HAM	27° 26.899 S	153° 5.302 E	0.4'	288
HAM SB	27° 26.638 S	153° 4.391 E	-	-

**INBOUND COURSES SHOWN.
REVERSE FOR OUTBOUND.**



Port of Brisbane

Bar Cutting to Pelican Banks
Inbound / Outbound

BERTHING DISCUSSION

- Timings - Fwd / BT / Stations
- Weather - Wind / Current
- Tugs - Meet / Fast / SWL
- Target Speeds
- Manoeuvre / Clearances
- Visual cues discussed
- Mooring sequence
- Traffic - passing / alongside
- Contingency - BT / ANCHOR
- Abort Point

OUTBOUND

- Stand Down Forward
- Bosun Available on Radio
- Confirm Pilot Ladder



Entrance Beacons
to Luggage Point
Max Speed 13kts SOG



Upstream of Luggage Point
Max Speed 8kts SOG or
6kts STW when passing
vessels alongside

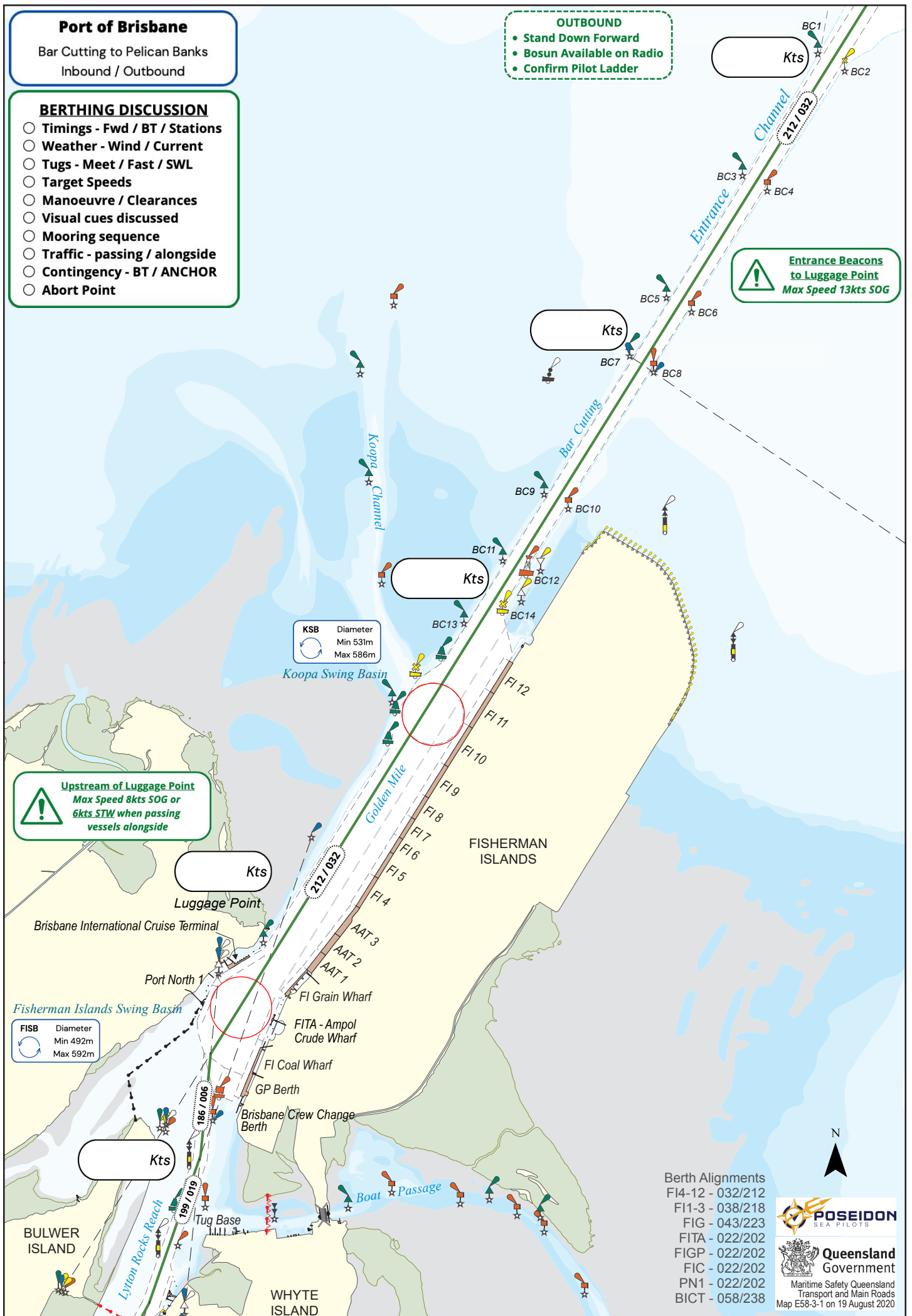
KSB Diameter
Min 531m
Max 586m

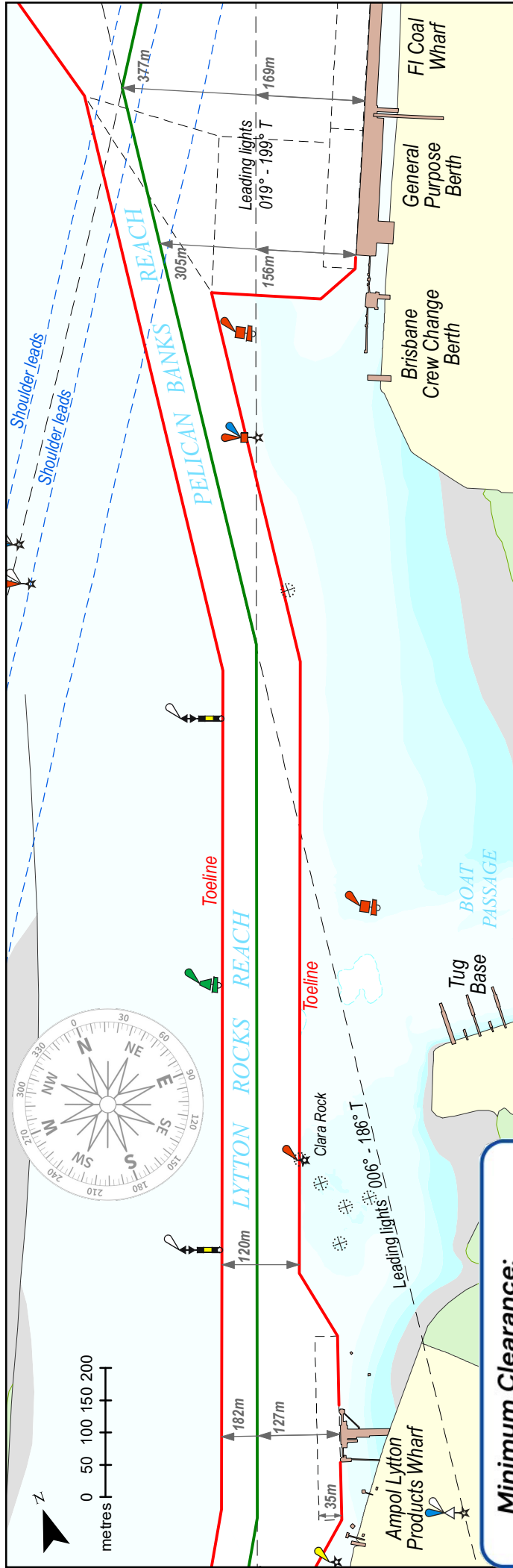
FISB Diameter
Min 492m
Max 592m

Berth Alignments
FI4-12 - 032/212
FI1-3 - 038/218
FIG - 043/223
FITA - 022/202
FIGP - 022/202
FIC - 022/202
PN1 - 022/202
BICT - 058/238



Queensland Government
Maritime Safety Queensland
Transport and Main Roads
Map E58-3-1 on 19 August 2020





AMPR to AAT NO 3

