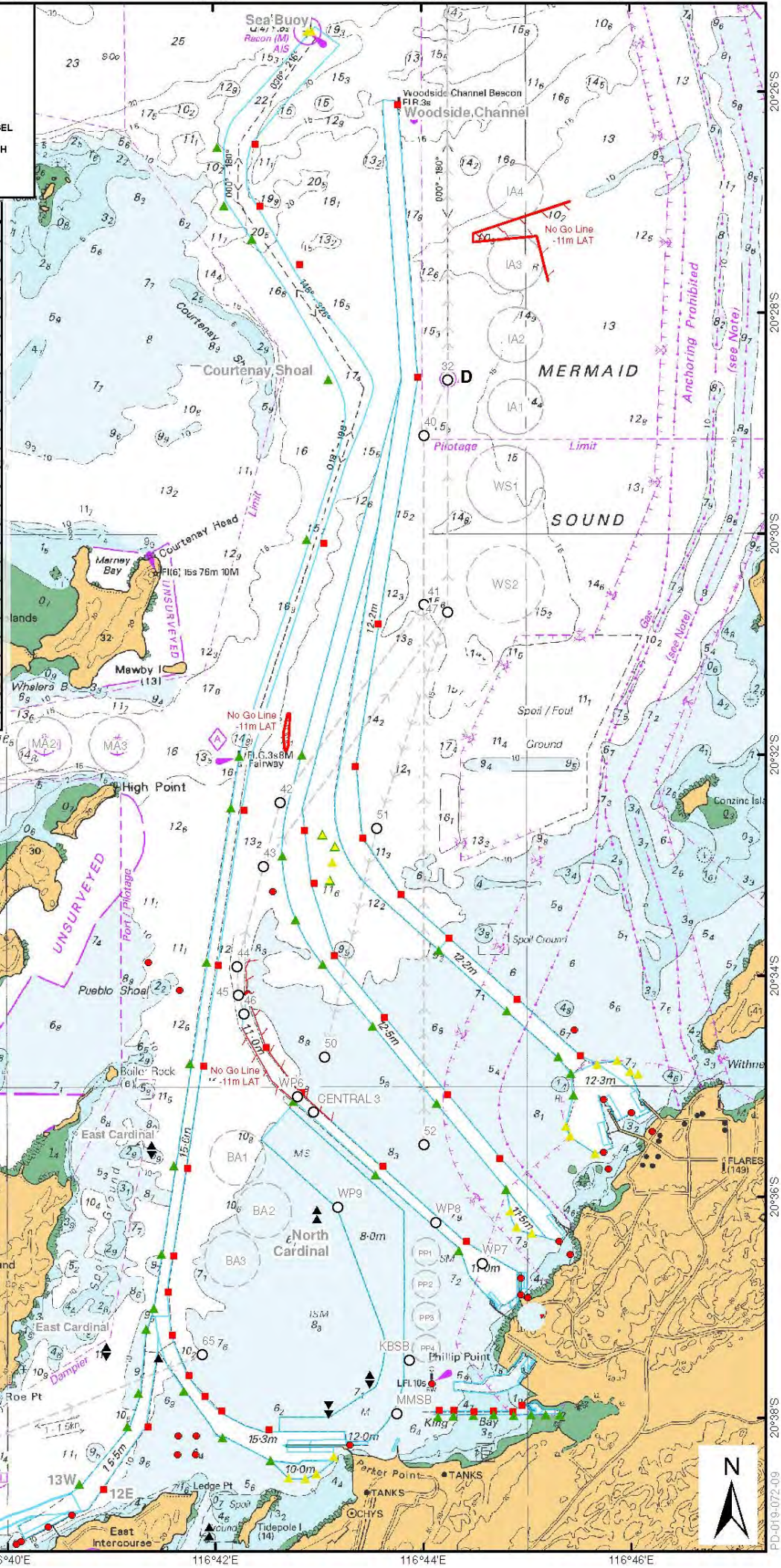


DAMPIER PASSAGE PLAN				DATE:			
Vessel:				Pilot:			
Critical Depth Information							
KBSB Channel / Berth		6 / 7.5m		BMF		7.9m	
				Mermaid Channel		5.9m	
Passage Details				Vessel Information			
From				LOA			
To							
Drafts (include Skeg)		Fwd		Beam			
		Aft		GRT			
Tides	Time	Height	Dynamic UKC Correction				
			Estimated Pitch/Roll/Heave				
Tide @							
Minimum Depth			Declared Squat				
Plus Tide = Total Water			Total Correction		(B)		
Minus Max Draft							
Static UKC (Minimum 1m or 10% of Draft)	(A)		Dynamic UKC (Minimum 0.5m)		(A – B)		
Current				Wind			
Equipment Checks – All equipment is to be checked iaw the Port of Dampier Handbook, including but not limited to the following items:							
Steering		Engine Ahead / Astern		Thrusters (KWa/HP)		Anchors Ready	
Pilot Card		Charts Correct		Navigation Lights / Shapes		Emergency Systems / Drills	
Gyro Error		Monitoring VHF 11/16		Change of Control Fwd - Aft		Pilot Ladder. Crew Ready	
Any other defect which may affect the manoeuvre?							
DG Classes for report to Dampier VTS (Outward Bound Only)–							
The Bridge Team is reminded of its duty to maintain an accurate check of vessel position and of all Bridge Resource Management principles. Any matter of concern is to be brought to the immediate attention of the pilot.							
The Master and Pilot agree on the passage plan including the berthing plan overleaf		Pilot Signature		Master Name		Master Signature	



1. CHART IS NOT SUITABLE FOR NAVIGATION PURPOSES
2. COURSES ON THE CHART ARE AN INDICATION ONLY
3. BRIDGE TEAM TO CONTINUOUSLY MONITOR THAT THE VESSEL IS PROCEEDING ACCORDING TO PLAN AND IMMEDIATELY BRING TO THE ATTENTION OF THE PILOT ANY MATTER WHICH CAUSES CONCERN.
4. REFER TO CHART AUS 58

WAYPOINT	LATITUDE	LONGITUDE
30	20° 19.240' S	116° 41.334'
31	20° 22.000' S	116° 44.250'
32	20° 28.603' S	116° 44.250'
40	20° 29.105' S	116° 44.019'
41	20° 30.633' S	116° 44.017'
42	20° 32.424' S	116° 42.634'
43	20° 33.002' S	116° 42.471'
44	20° 33.907' S	116° 42.218'
45	20° 34.170' S	116° 42.229'
46	20° 34.335' S	116° 42.283'
47	20° 30.703' S	116° 44.247'
50	20° 34.728' S	116° 43.054'
51	20° 32.658' S	116° 43.560'
52	20° 35.524' S	116° 44.008'
60	20° 36.925' S	116° 25.000'
61	20° 39.269' S	116° 28.880'
62	20° 37.748' S	116° 35.971'
63	20° 38.445' S	116° 37.415'
64	20° 38.500' S	116° 39.000'
65	20° 37.420' S	116° 41.873'
CENTRAL 3	20° 35.228' S	116° 42.951'
KBSB	20° 37.470' S	116° 43.868'
MMSB	20° 37.954' S	116° 43.747'
WP6	20° 35.086' S	116° 42.796'
WP7	20° 36.599' S	116° 44.572'
WP8	20° 36.226' S	116° 44.123'
WP9	20° 36.086' S	116° 43.179'



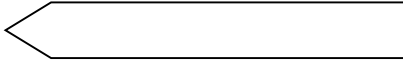
20°26'S
20°28'S
20°30'S
20°32'S
20°34'S
20°36'S
20°38'S

20°26'S
20°28'S
20°30'S
20°32'S
20°34'S
20°36'S
20°38'S



Tug Positions and Line Priorities

Port / Starboard Side To

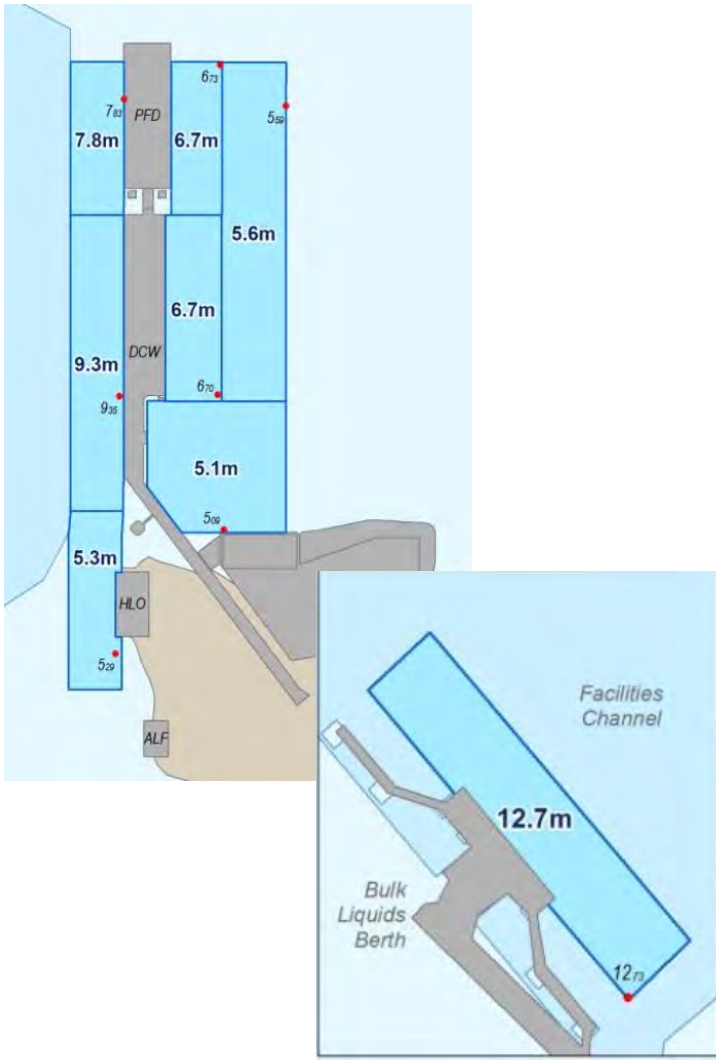
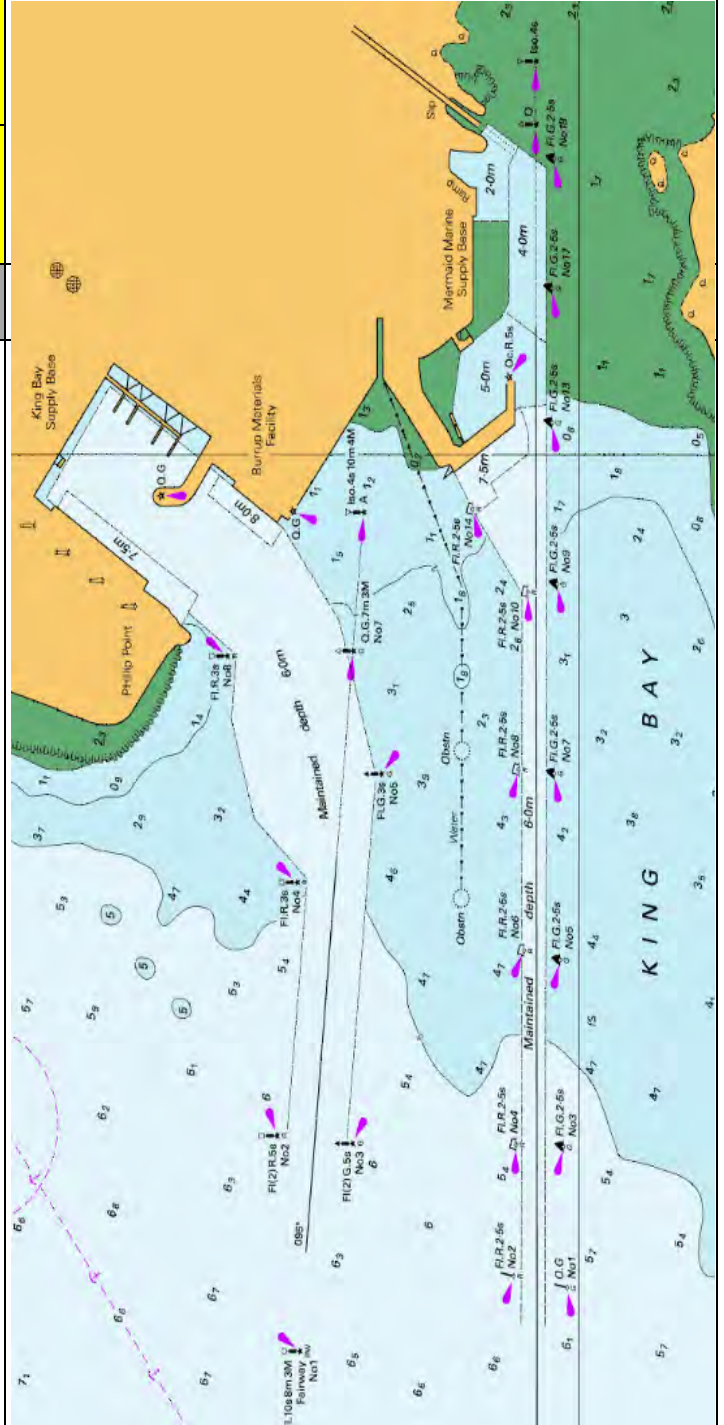


Ship crews are NOT to heave on any mooring lines until instructed by the Pilot.

Ship crews are reminded to lower tug lines in a controlled manner. TUG LINES ARE NOT TO BE DROPPED.

DCW, FDTS, LMF, BLB

King Bay Supply Base and Toll Supply Base



Communications Information

Dampier VTS:	11	Toll Wharf:	10	MSWA Pilots:	13/68
Dampier Cargo Wharf:	9/73	Woodside Radio:	82		