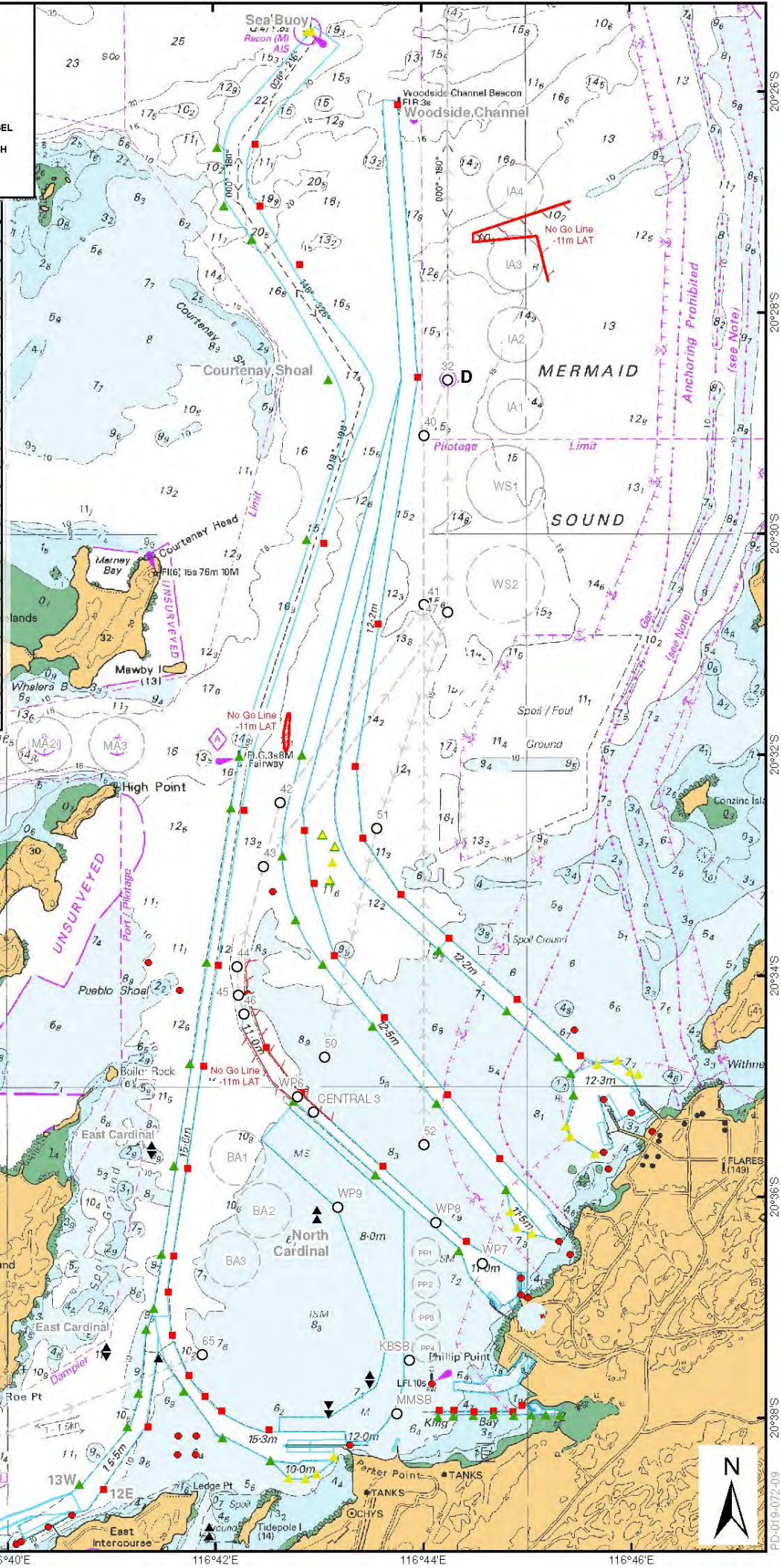


DAMPIER PASSAGE PLAN				DATE:											
Vessel:				Pilot:											
Critical Depth Information															
KBSB Channel / Berth		6 / 7.5m		BMF		7.9m		Mermaid Channel		5.9m					
Passage Details						Vessel Information									
From						LOA									
To															
Drafts (include Skeg)		Fwd				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)–															
<b>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.</b>															
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'



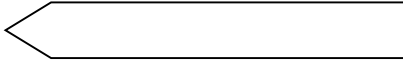
20°26'S  
20°28'S  
20°30'S  
20°32'S  
20°34'S  
20°36'S  
20°38'S

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**

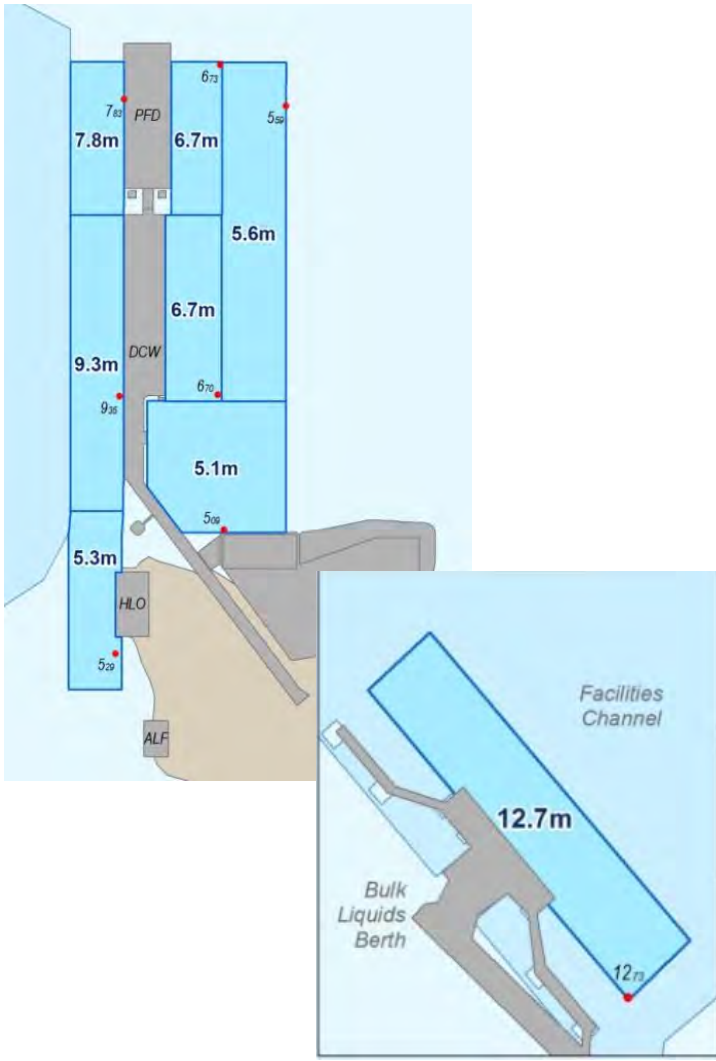
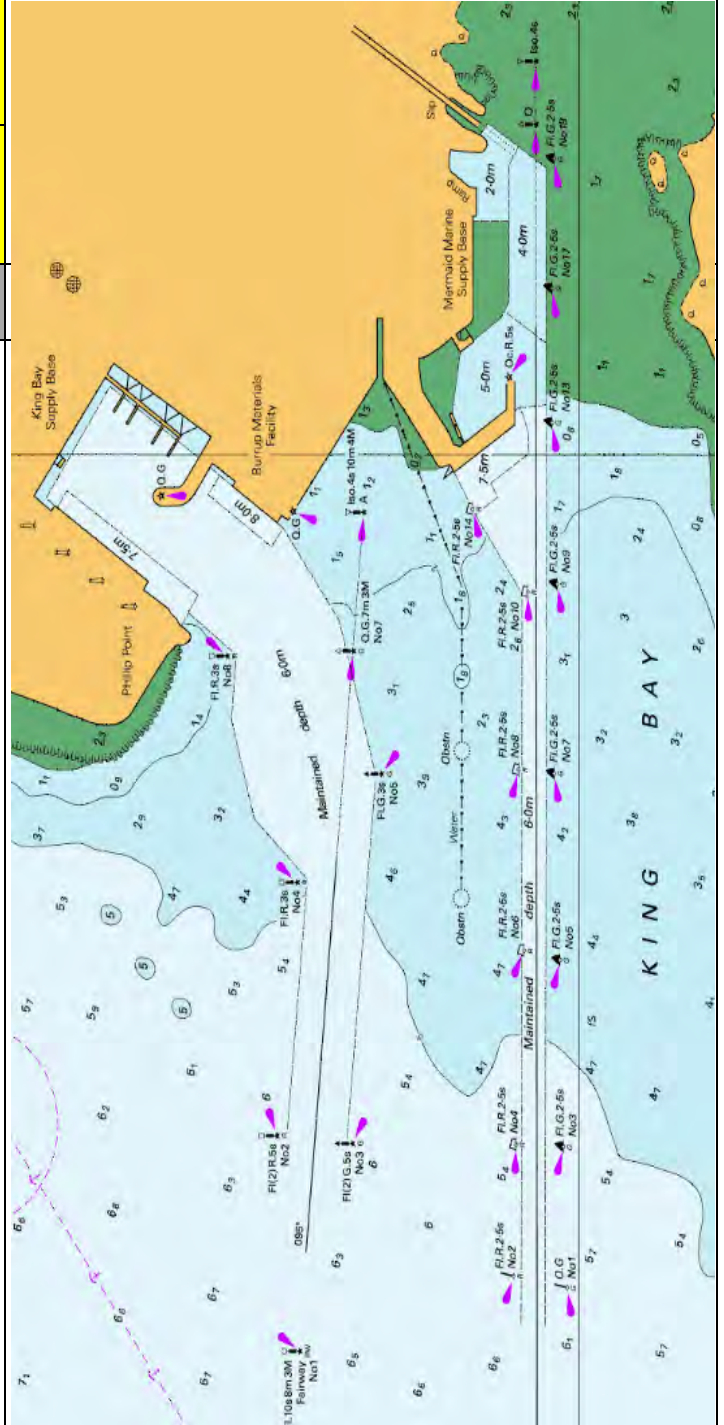


**Ship crews are NOT to heave on any mooring lines until instructed by the Pilot.**

**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**

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