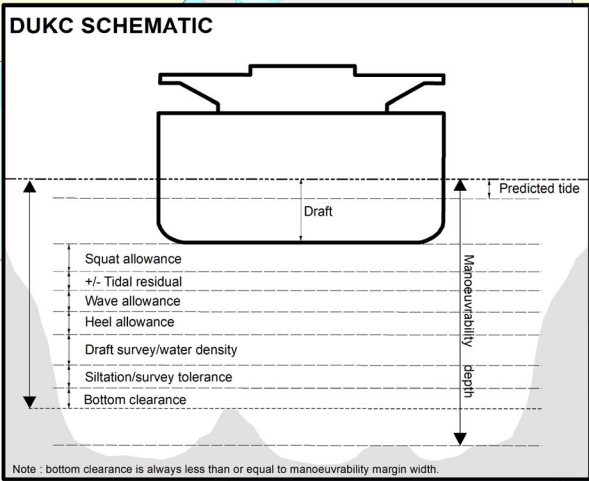


| Checklist - INBOUND | | Checklist - OUTBOUND | |
|---|--------|---|--------|
| Security level 1 | Yes/No | Security level 1 | Yes/No |
| <input type="checkbox"/> Main engine (tested astern) | | <input type="checkbox"/> Main engine (tested astern) | |
| <input type="checkbox"/> Thruster(s) Bow <input type="checkbox"/> Stern | | <input type="checkbox"/> Thruster(s) Bow <input type="checkbox"/> Stern | |
| <input type="checkbox"/> Steering tested 1 or 2 motors | | <input type="checkbox"/> Steering tested 1 or 2 motors | |
| <input type="checkbox"/> NFU tested <input type="checkbox"/> QM familiar | | <input type="checkbox"/> NFU tested <input type="checkbox"/> QM familiar | |
| <input type="checkbox"/> Whistle | | <input type="checkbox"/> Whistle | |
| <input type="checkbox"/> Gyro Error | | <input type="checkbox"/> Gyro Error | |
| <input type="checkbox"/> Doppler GPS EM | | <input type="checkbox"/> Doppler GPS EM | |
| <input type="checkbox"/> Radar(s) | | <input type="checkbox"/> Radar(s) | |
| <input type="checkbox"/> Port chart(s) / ECDIS | | <input type="checkbox"/> Port chart(s) / ECDIS | |
| <input type="checkbox"/> Special features/ Problems | | <input type="checkbox"/> Special features/ Problems | |
| <input type="checkbox"/> Anchors on emergency standby | | <input type="checkbox"/> Anchors on emergency standby | |
| <input type="checkbox"/> Mooring lines Min no. | | <input type="checkbox"/> Mooring lines Min no. | |
| <input type="checkbox"/> Do I have full use of the engine in Manoeuvring mode with no delays? Y/N | | <input type="checkbox"/> Do I have full use of the engine in Manoeuvring mode with no delays? Y/N | |
| <input type="checkbox"/> Emergency procedures discussed | | <input type="checkbox"/> Emergency procedures discussed | |

The Pilot and the Master certify that the pilotage plan has been discussed with the Bridge Team

| | | | |
|--------|------|--------|------|
| Pilot | Time | Pilot | Time |
| Master | Time | Master | Time |

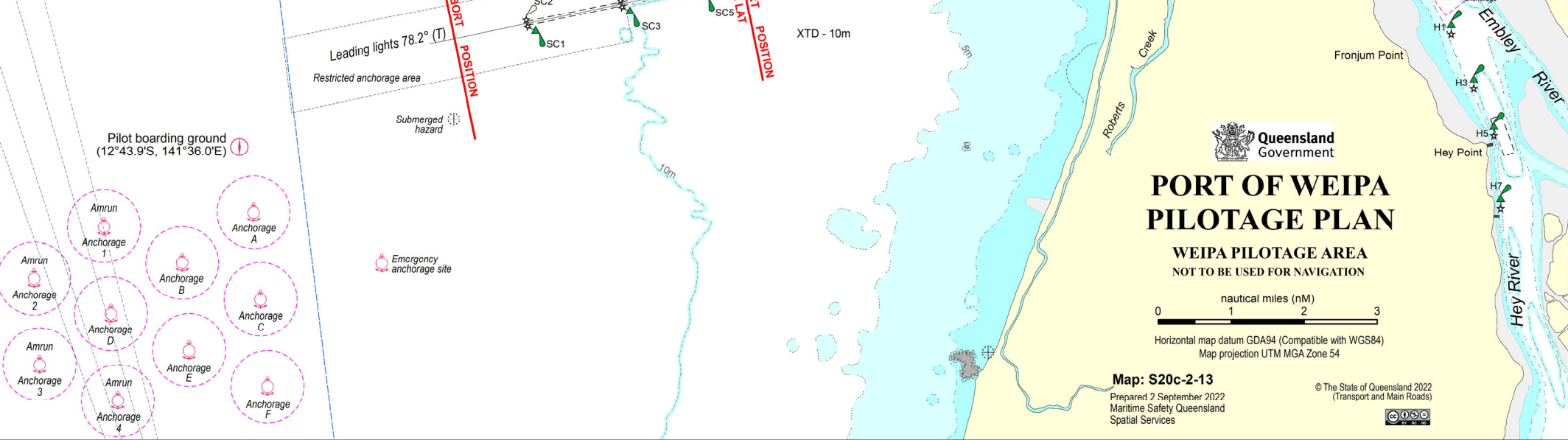
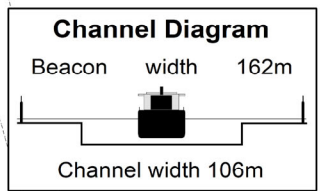


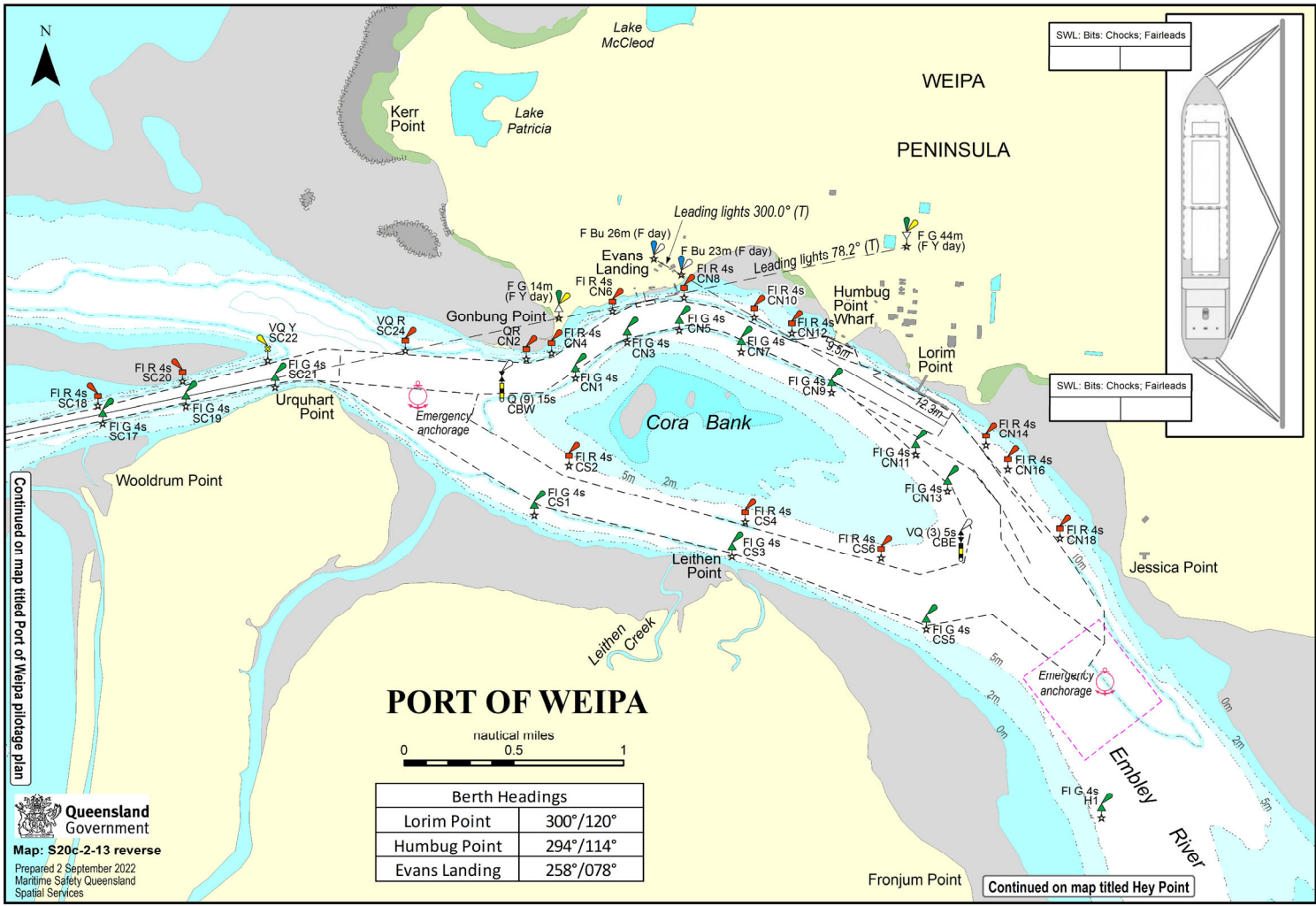
Weipa entry (courses may vary to suit conditions)

| Waypoint | Latitude | Longitude | Course to waypoint | Distance nM | Radius metres |
|----------|-----------------|------------------|--------------------|-------------|---------------|
| WP1 | 12° 42.89432' S | 141° 36.66101' E | | | |
| WP2 | 12° 42.19004' S | 141° 40.03064' E | 77.9 | 3.4 | 500 |
| WP3 | 12° 40.21460' S | 141° 49.49349' E | 77.9 | 9.4 | 500 |
| WP4 | 12° 40.80821' S | 141° 50.41613' E | 123.4 | 1.1 | 1000 |
| WP5 | 12° 41.29889' S | 141° 52.17531' E | 106 | 1.8 | 1000 |
| WP6 | 12° 41.26261' S | 141° 52.76427' E | 86.4 | 0.6 | 500 |
| WP7 | 12° 40.75789' S | 141° 52.46265' E | 329.8 | 0.6 | 500 |
| WP8 | 12° 40.37585' S | 141° 52.10202' E | 317.4 | 0.5 | 500 |

Weipa departure waypoints

| Waypoint | Latitude | Longitude | Course to waypoint | Distance nM | Radius metres (default 500 m) |
|----------|-----------------|------------------|--------------------|-------------|-------------------------------|
| WP1 | 12° 40.37771' S | 141° 52.10653' E | | | |
| WP2 | 12° 39.88852' S | 141° 50.93008' E | 293.1 | 1.2 | 500 |
| WP3 | 12° 40.28047' S | 141° 50.42745' E | 231.4 | 0.6 | 1200 |
| WP4 | 12° 40.18341' S | 141° 49.47913' E | 276 | 0.9 | 1200 |
| WP5 | 12° 40.46042' S | 141° 48.31747' E | 256.3 | 1.2 | 1200 |
| WP6 | 12° 42.19980' S | 141° 40.03073' E | 257.9 | 8.3 | 500 |





Queensland Government
Map: S20c-2-13 reverse
 Prepared 2 September 2022
 Maritime Safety Queensland
 Spatial Services

| Berth Headings | |
|----------------|-----------|
| Lorim Point | 300°/120° |
| Humbug Point | 294°/114° |
| Evans Landing | 258°/078° |

PORT OF WEIPA

PILOTAGE PLAN - ARRIVAL

Weipa VTS listens continuously on VHF 16/12. Should any emergency arise, call Weipa VTS for assistance.

The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
 The pilotage passage will be monitored by Weipa VTS.

Master/OOW are to monitor the vessel's progress and Pilot's orders (especially helm).
 Master to challenge the Pilot if there is any doubt about the planned passage or ship's progress.

| Pilot | Defects | yes | no | * South Channel | Cora Bank |
|-----------------|--------------|---------|-------------|-----------------|-----------|
| Date | | | | | |
| Passage | Tugs | yes | no | | |
| Channels (VHF) | Harry Evans | 44T ASD | Position | | |
| Berth | Peter Crooke | 44T ASD | | | |
| Draft in metres | F | A | SL King | 65T ASD | |
| Tide | Time | Height | Minimum UKC | South Channel | 1.2m |
| Tide | Time | Height | Cora Bank | | 0.6m |
| Wind | DIR | SP | REMARKS: | | |
| TIME | TIDE | CHANGE | | | |
| | | | | UKC | |

* Static UKC is calculated using Humbug tides.

PORT OF WEIPA

PILOTAGE PLAN - REMOVAL/DEPARTURE

Weipa VTS listens continuously on VHF 16/12. Should any emergency arise, call Weipa VTS for assistance.

The bridge team will be required to plot vessel's position as required by Maritime Safety Queensland and International Regulations.
 The pilotage passage will be monitored by Weipa VTS.

| Pilot | Defects | yes | no | * Departure channel |
|-----------------|-------------|---------|--------------|---------------------|
| Date | | | | |
| Passage | Tugs | yes | no | |
| Channels (VHF) | Harry Evans | 44T ASD | Position | |
| Draft in metres | F | A | Peter Crooke | 44T ASD |
| Tide | Time | Height | SL King | 65T ASD |
| Tide | Time | Height | Minimum UKC | South Channel |
| Wind | DIR | SP | Cora Bank | 0.6m |
| TIME | TIDE | CHANGE | REMARKS: | |
| | | | | UKC |

* Static UKC is calculated using Humbug tides at the time of departure.