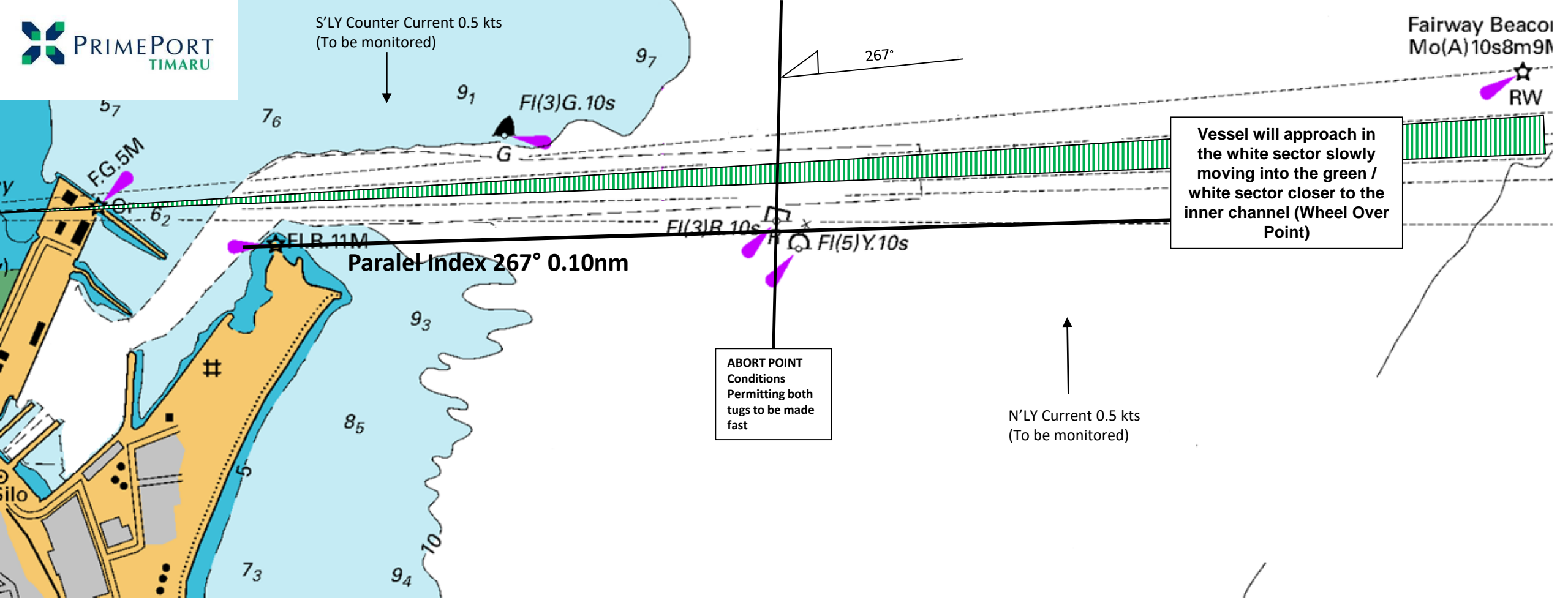


Waypoint No/Name:	Latitude Longitude	Turn Radius (TR)	Rate of Turn (ROT)	Course	Leg Distance	Minimum Depth @ LAT	Max XTD	Speed	Parral Index	Notes
0 Pilot Boarding Ground  Primary Fixing: PPU/ECDIS/Visual Outer Lead  Secondary Fixing Radar Parallel Index	44°22'850S 171°22'280E			267°	4.50nm	10.6m	50m	5-7Kts	267° 0.10nm	Pilot will set up PPU and Discuss MPX. Vessel to retain conduct of the vessel until Master and Pilot have agreed to hand over conduct of the vessel no later than passing the fairway beacon as the vessel is entering the compulsory Pilotage Area. Tugs to be made fast as per MPX Vessel will approach in the white sector slowly moving into the green / white sector closer to the Wheel Over Point (Port Entry Light) Clearing Distance to Fairway Beacon 0.12nm Clearing Distance to Red Buoy Fl(3)R.10s 0.09nm Clearing Distance to Green Buoy Fl(3)G.10S 0.09nm See Picture 1
1 Wheel Over Point  Primary Fixing: PPU/ECDIS/Visual Transit/Visual Inner Lead  Secondary Fixing: Radar Parallel Index	44°23'049S 171°16'325E			267°						<b>CRITICAL POINT</b> WAYPOINT INDICATING WHEEL OVER POINT ONLY (Visual Transit see picture 2) Vessel commence port turn turning into the white sector of the inner lead. Speed/position controlled by use of tugs, Rudder and main engine. Turn Radius and Rate of Turn as per WP 2 Outer Breakwater See Picture 2

**IN THE EVENT OF AN EMERGENCY USE ANCHORS AND TUGS TO MAINTAIN SAFE POSTION**

Waypoint No/Name:	Latitude Longitude	Turn Radius (TR)	Rate of Turn (ROT)	Course	Leg Distance	Minimum Depth @ LAT	Max XTD	Speed	Parral Index	Notes
2 Outer Breakwater  Primary Fixing: PPU/ECDIS/Visual Inner Lead  Secondary Fixing Radar Parallel Index	44°23'060S 171°16'016E	0.33nm	3 x SOG	227°	0.53nm	10.1m	21m	0-5Kts	227° 0.06nm	<b>CRITICAL POINT</b> Vessel will enter the port between the Inner Breakwater and 1 Extension speed/position controlled by use of tugs and main engine See Picture 3
3 Inner Harbour Turning Circle  Primary Fixing: PPU/Visual  Secondary Fixing Distances from Pilot Boat/Wharf/Tugs	44°23'415S 171°15'484E					10.1m				<b>CRITICAL POINT</b> Turning Circle Diameter 330m centred on WP No3 Position. Vessel midship position will be close to the centre of the turning circle and vessel will be swung and manoeuvred alongside into position utilising tugs, main engine and thrusters available

**IN THE EVENT OF AN EMERGENCY USE ANCHORS AND TUGS TO MAINTAIN SAFE POSTION**



Picture 1

WP 2 Course 267° - 227° Radius  
0.33nm ROT 3 x SOG

Wheel Over Point

WP2

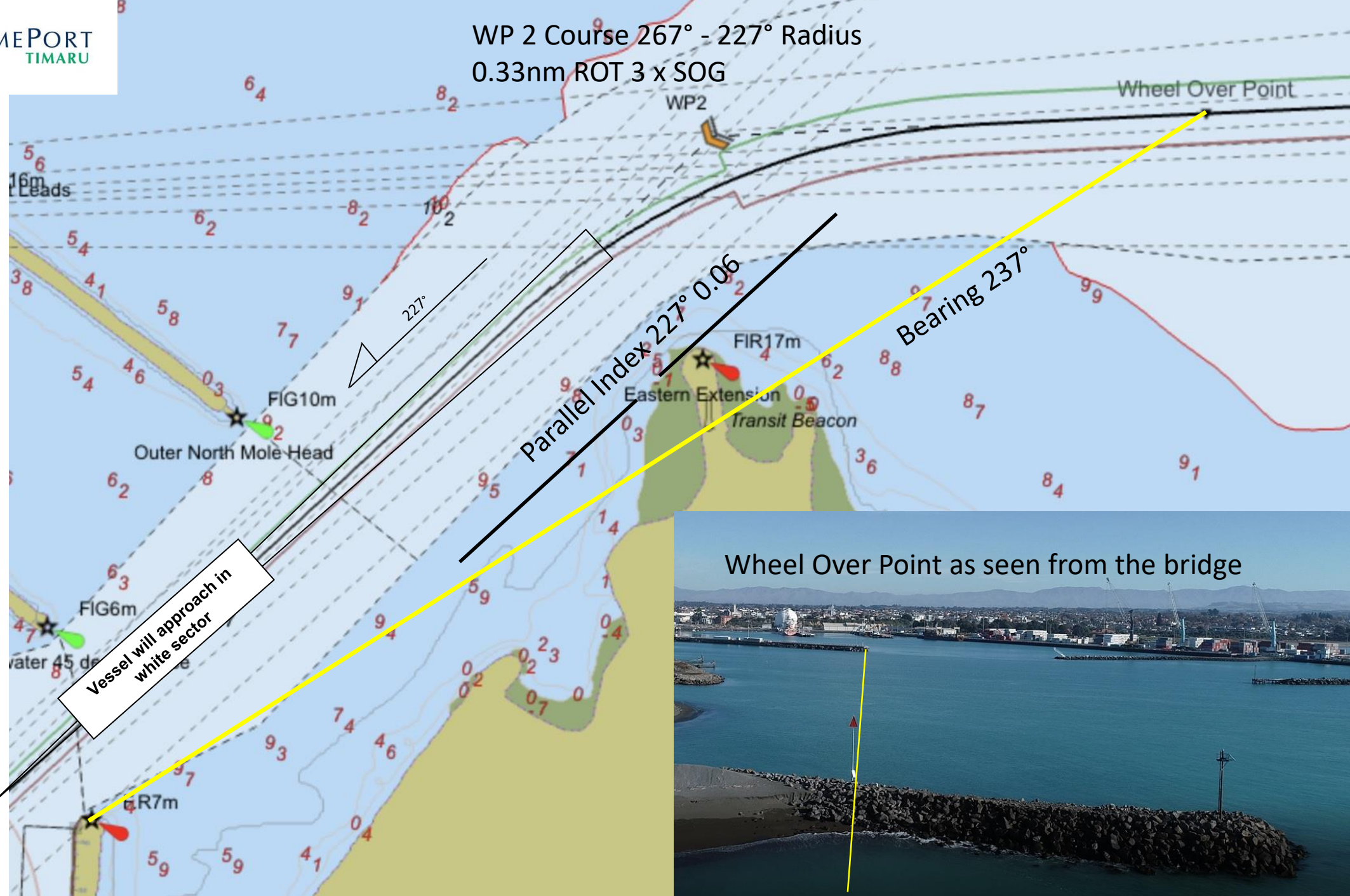
Parallel Index 227° 0.06

Bearing 237°

227°

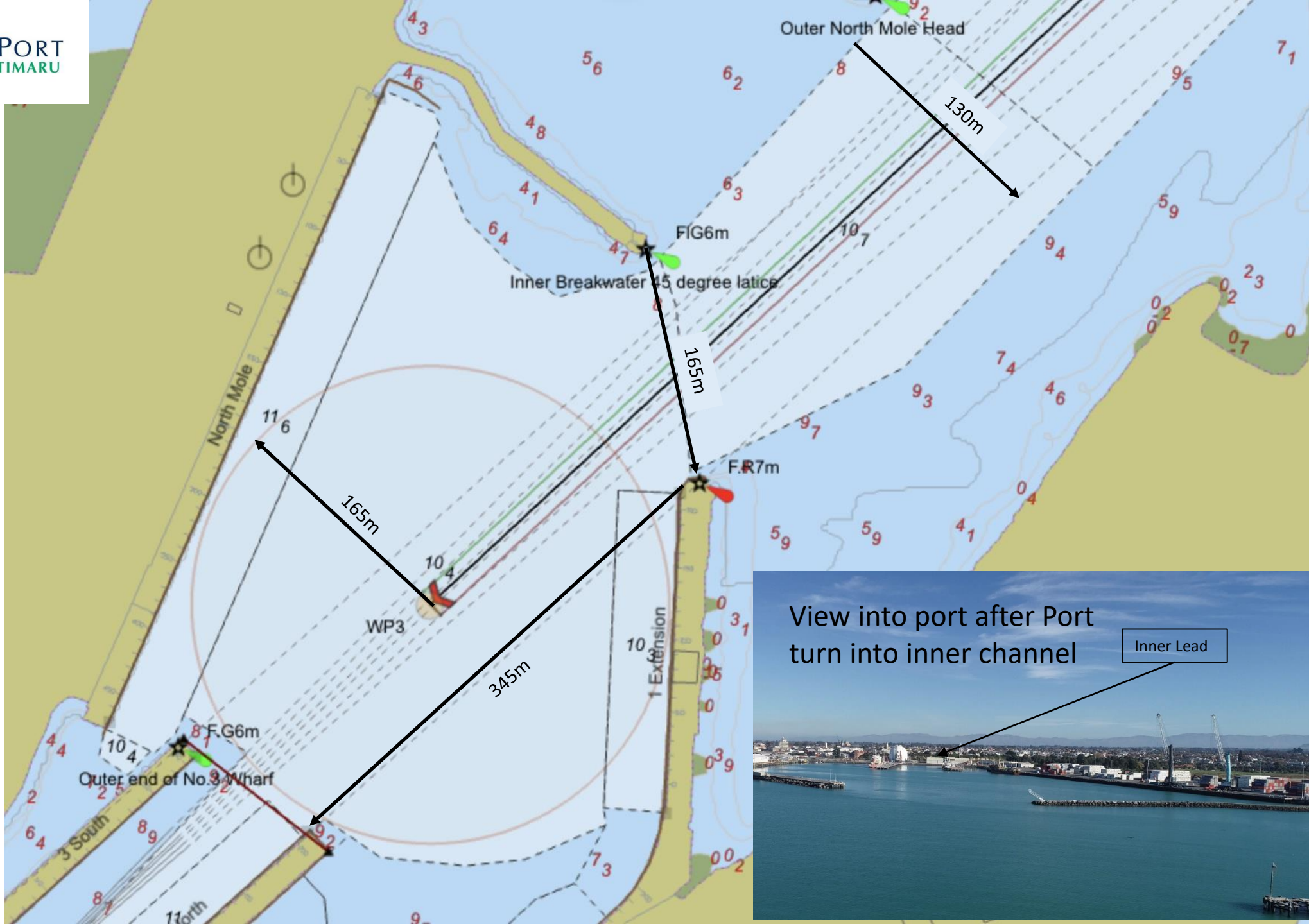
Vessel will approach in  
white sector

Wheel Over Point as seen from the bridge



Picture 2





Picture 3

### General Notes:

Vessel to ensure passage planning as per resolution A.893(21) with emphasis on “No go Areas”.

Bridge team is to monitor the vessels Track, Position, Rudder angle, Speed and Rate of Turn and challenge the Pilot if vessels deviates from agreed plan as per the Master Pilot exchange.

This Passage Plan is to be used in conjunction with the MPX.