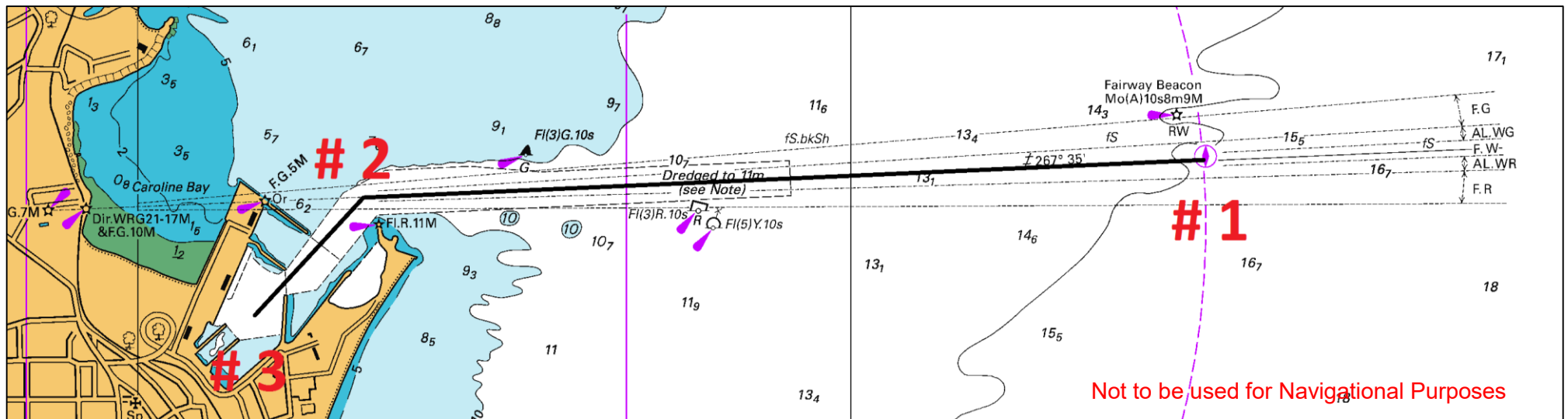


PASSAGE PLAN - Pilot Boarding Ground to Timaru Berth

WPT#	LATITUDE	LONGITUDE	COURSE	LEG DISTANCE	MINIMUM DEPTH	MAX XTE	SPEED	Minimum Fix Interval
#1 PILOT BOARDING GROUND*	44 22.950S	171 19.50E	267	2.4nm	10.6m	100m - 25m	5-7kts	5 minutes
#2 OUTER BREAKWATER	44 23.055S	117 16.06E	228	0.55nm	10.1m	10m	0-5kts	1 minute
#3 INNER HARBOUR	44 23.420S	171 15.50E	Var	Var	10.1m	NA	<0.5	N/A
BERTH								

*(Vessel less than 228m) Above 228m - Pilot Boarding Ground is 1' East of the Fairway Beacon



PASSAGE NARRATIVE

LEG 1 – PILOT BOARDING GROUND to OUTER BREAKWATER

Primary Fixing – ECDIS/Visual Outer lead

Secondary Fixing

Radar Parallel Indexing

- Pilot ladder will be rigged as per SOLAS and IMO Requirements (<http://www.impahq.org/admin/resources/finalimpapladderposter.pdf>)
- Vessel will follow instructions from Pilot Launch as regards rigging of Pilot ladder, speed and heading
- Current setting N'ly up to 0.5kts
- Parallel Index can be used on the Fairway Beacon to maintain track (0.09nm)
- Fairway Beacon, clearing distance of 0.05nm
- Tugs are to be made fast in the vicinity of the Fairway Beacon (or Outer Channel)
- Parallel Index may be used on Eastern Extension Breakwater (Fl.R.11M) to maintain track, 0.1nm
- The charted 10m contour is to be considered a 'no go' area (this is North of the Port Lateral mark and South of the Starboard Lateral mark)
- Port Lateral mark, clearing distance of 0.05nm
- Final Abort point is at the Port Lateral Mark normally to the South (Vessel to turn to Port)
- From abeam Port Lateral Mark, Maximum Cross Track Error of 25m
- In the event of an emergency anchor and tugs will be used to maintain a safe position
- Wheel-over position 2.2 cables from WP #2 (Outer Extension Light in transit with Inner Harbour Cantilever)
- **Critical Point** - Outer turn to be monitored by the Bridge Team with particular emphasis on Rudder Angle, Speed and ROT
- Turn Radius 0.3nm ROT = Vessel Speed x 3
- Counter current can sometimes be experienced on approach to the wheel-over position
- Eastern Ext Breakwater, Clearing Distance 0.05nm

LEG 2 – OUTER BREAKWATER to INNER HARBOUR

Primary Fixing PPU/ECDIS/Visual inner lead

Secondary Fixing-Radar

- North and South of dredged channel to be considered No Go Areas
- **Critical Point** - Approaching Cantilever drift angle/set and speed to be closely monitored .Speed approximately 3kts.
- No Current is experienced in inner channel
- In the event of emergency use anchor and tugs to maintain safe position

PASSAGE NARRATIVE

- Area between Finger Wharfs (No.2 & No.3) can be considered in an emergency

INNER HARBOUR to BERTH

Primary Fixing-PPU/Visual

Secondary-Position from Pilot Boat/Wharf/Tugs

- Tugs to be repositioned, as per Master/Pilot Exchange
- Vessel to be stopped speed < 0.5kts before swing commenced
- **Critical Point** - Swing in inner harbour to be carefully monitored with special regards to speed/clearing distances and ROT
- On completion of swing vessel to proceed at slow speed, approximately < 1.0kt to berth
- Ensure adequate clearing distances between the vessel and tugs from all obstructions (min 20m)
- In the event of an emergency, use anchor and tugs to maintain safe position