

# PASSAGE PLAN - PORT OF YAMBA

PILOT..... DATE.....

VESSEL..... FROM..... TO.....

SIDE TO WHARF: PORT  STARBOARD

TUG ASSISTANCE: Y N

Predicted tides at entrance: Date/Time..... Height.....

Date/Time..... Height.....

Tidal streams at the entrance to the Clarence River average 3 to 5 knots, but after heavy rain run at 5 to 8 knots. Currents generally run parallel to shipping channels.

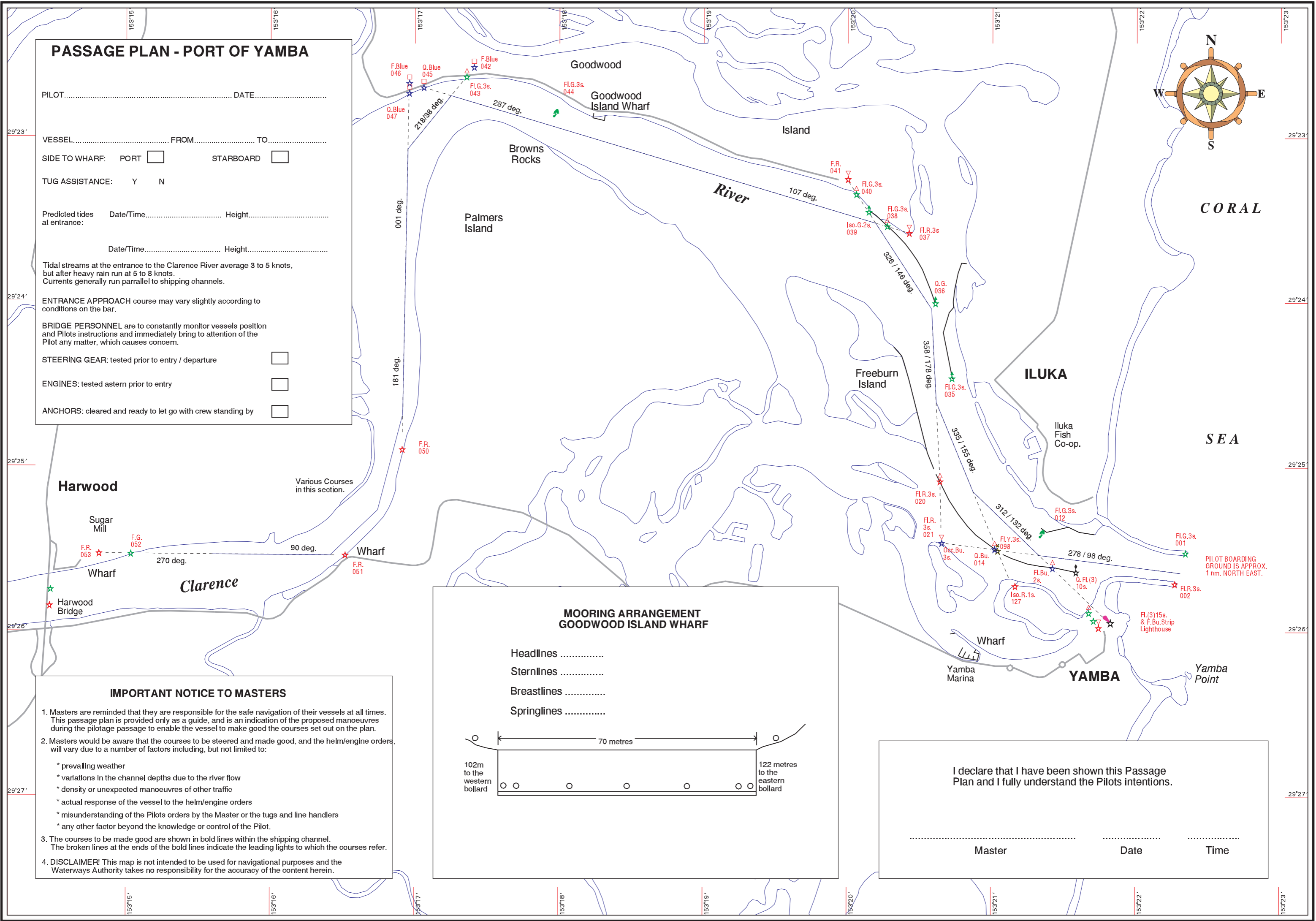
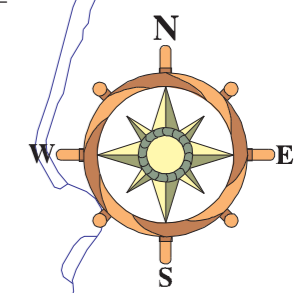
ENTRANCE APPROACH course may vary slightly according to conditions on the bar.

BRIDGE PERSONNEL are to constantly monitor vessels position and Pilots instructions and immediately bring to attention of the Pilot any matter, which causes concern.

STEERING GEAR: tested prior to entry / departure

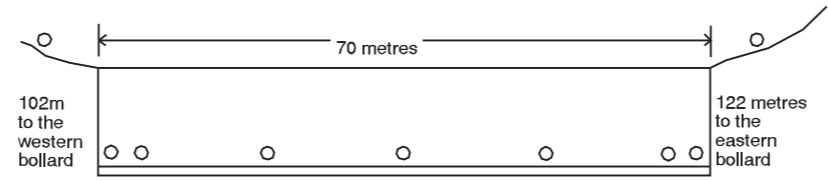
ENGINES: tested astern prior to entry

ANCHORS: cleared and ready to let go with crew standing by



## MOORING ARRANGEMENT GOODWOOD ISLAND WHARF

- Headlines .....
- Sternlines .....
- Breastlines .....
- Springlines .....



## IMPORTANT NOTICE TO MASTERS

1. Masters are reminded that they are responsible for the safe navigation of their vessels at all times. This passage plan is provided only as a guide, and is an indication of the proposed manoeuvres during the pilotage passage to enable the vessel to make good the courses set out on the plan.
2. Masters would be aware that the courses to be steered and made good, and the helm/engine orders, will vary due to a number of factors including, but not limited to:
  - \* prevailing weather
  - \* variations in the channel depths due to the river flow
  - \* density or unexpected manoeuvres of other traffic
  - \* actual response of the vessel to the helm/engine orders
  - \* misunderstanding of the Pilots orders by the Master or the tugs and line handlers
  - \* any other factor beyond the knowledge or control of the Pilot.
3. The courses to be made good are shown in bold lines within the shipping channel. The broken lines at the ends of the bold lines indicate the leading lights to which the courses refer.
4. **DISCLAIMER!** This map is not intended to be used for navigational purposes and the Waterways Authority takes no responsibility for the accuracy of the content herein.

I declare that I have been shown this Passage Plan and I fully understand the Pilots intentions.

..... Date ..... Time

Master

Date

Time