


**Wheatstone Marine Operations – Pilotage –
WMT - Master Pilot Exchange**



Vessel					Date		
Cargo ID					Pilot		
From					Windage	<9000m ²	>9000m ²
To					Draught (Actual)	F: m	A: m
Berthing	PST	SST	DAY	NIGHT	Displacement		


Actual Wind Speed	Actual Swell Height
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Tugs	Names	SWL- Bitts	Tug Positions
1			
2			
3			
4			

● No weighted Heaving Lines ● Tugs Lines Used ● Lines MUST be lowered NOT dropped.

UKC	Berth	Gate 1	East Sultan	Predicted Tide		
				Time	Height	Flow
Time At Location						
U Minimum HOT (Tide Tables)						
V Tidal Residual Correction						
W Corrected Tide Height = U±V						
X Minimum Charted Depth						
Y Available depth = W+X						
Z Ship's Draught						
AA Static UKC = Y-Z						
*Min Required Static UKC						

Start of Transit Date / Time	Tide	Time	Height
Tidal Window Opens	HW /LW		
Tidal Window Closes	HW /LW		

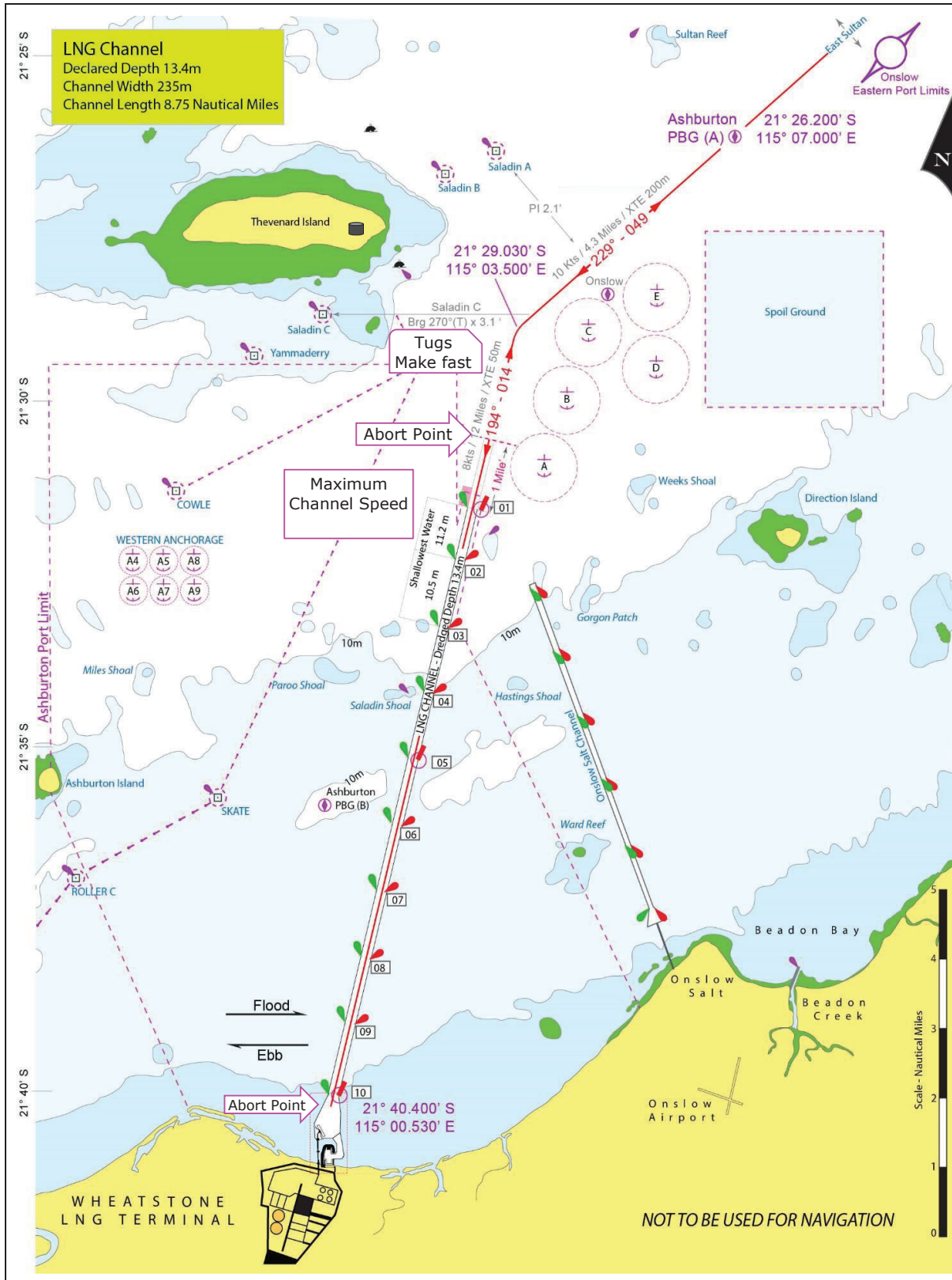


NOTE: FOR PILOT'S USE ONLY
 *UKC data taken from either:
 WS1-COP-00293 Wheatstone - UKC Calculation Sheet - Condensate Vessels
 WS1-COP-00294 Wheatstone - UKC Calculation Sheet - LNG Ship

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 Uncontrolled when printed

Document Approvals	Signature/Date
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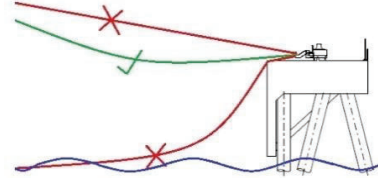


Mooring Arrangement

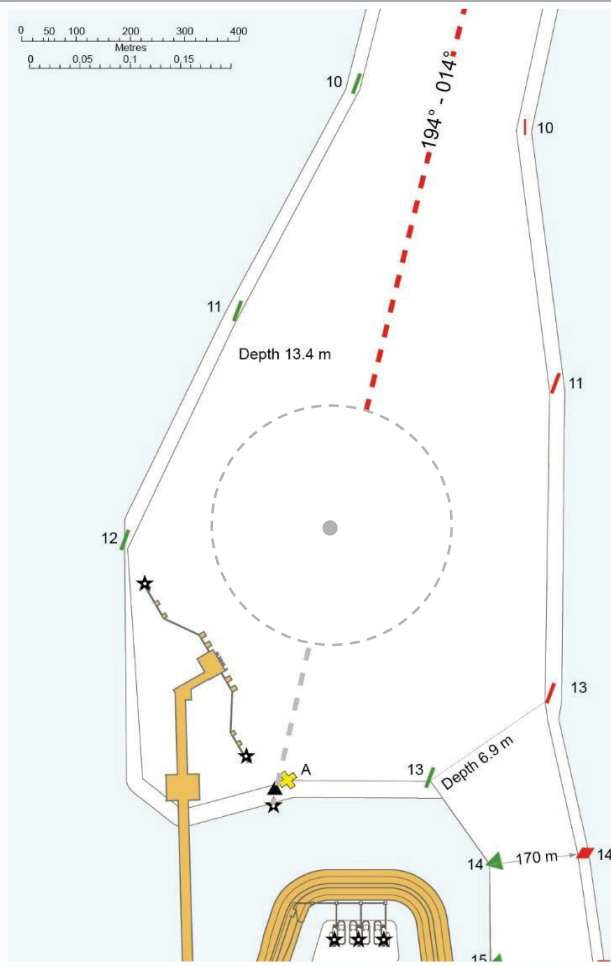
Important:

- Mooring Lines shall not be run until the vessel is on fenders and in position alongside.
- Mooring lines shall not be subject to tension whilst personnel are standing on the dolphin.
- Mooring lines shall only be slackened or released under the Pilot's instruction as per mooring plan.

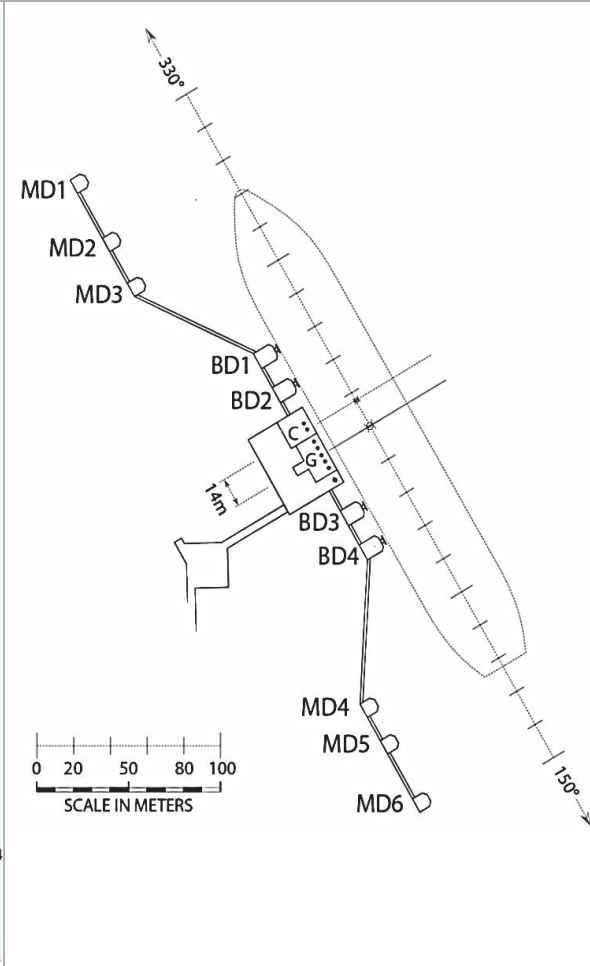
DO NOT HEAVE TIGHT
UNTIL ALL PERSONNEL ARE CLEAR



PLF TURNING BASIN



BERTH DIAGRAM



Notes:

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Vessel Checks			
WMT Conditions of Use –Signed by the Master	Y / N	Gyro Compass & Repeaters checked	Y / N
Steering tested (<i>all steering motors on</i>)	Y / N	Gyro Error	° H/L
Bow Thruster tested	Kw/Hp	Y / N	Echo Sounder operational
Radar(s) operational /PI setup	Y / N	Whistle Aft position located & tested	Y / N
ECDIS operational	Y / N	GPS (set to WGS84)	Y / N
Anchors cleared / Guillotine secured	Y / N	AIS (set correctly and transmitting)	Y / N
Passage Plan agreed	Y / N	Vessel and Pilot VHF Radios tested	Y / N
Pilot Card discussed	Y / N	Display constrained by draft signal	Y / N

Pilotage Information Checks					
Pilot's VHF Channel	68	Backup VHF Channel	13	Ashburton VTS VHF Ch.	14
Pilot's VHF Comms failure discussed: Sound 2 Long Blast – Change to VHF 13 / Tetra Channel 26					Y / N
Are there any defects or limitations to the vessels bridge equipment					Y* / N
Are there any defects or limitations to the vessel's machinery, including steering and propulsion					Y* / N
Operation of Non-Follow Up (NFU) steering system clearly understood by the bridge team, and tested					Y / N
Abort Points and Emergency Contingencies discussed					Y / N
Navigation Hazards; Safety Alerts and SIMOPS discussed					Y* / N
Pilot's PPU functioning correctly					Y / N
Bridge Resource Management principles agreed to and in use					Y / N
Crew standing by anchors throughout Pilotage – Other Crew on Short Notice - Standby					Y / N
Qualified Engineer standing by the local main engine manoeuvring station throughout Pilotage					Y / N
Verify Main Engine(s) stern test carried out within 3 hrs of arrival to the PBG				Time Tested:	

Assist Tug Checks							
Equipment and Machinery Operational / VHF Communications Verified							
Tug (1)	Y / N	Tug (2)	Y / N	Tug (3)	Y / N	Tug (4)	Y / N

Notes*	Times
	Pilot Onboard
	Pilot Away

Time Pilot Takes Conduct	* By signing this document, you are agreeing that the pilot has conduct of this vessel		
Name of the Pilot		Name of the Master	
Signature		Signature*	