

Wheatstone Marine Operations – Pilotage – WMT - Master Pilot Exchange



Vessel		Date	
Cargo ID		Pilot	
From		Wind Limit	
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 = $U \pm V$						
X Minimum Charted Depth						
Y Available depth = $W + X$						
Z Ship's Draught						
AA Static UKC = $Y - Z$						
*Min Required Static UKC						

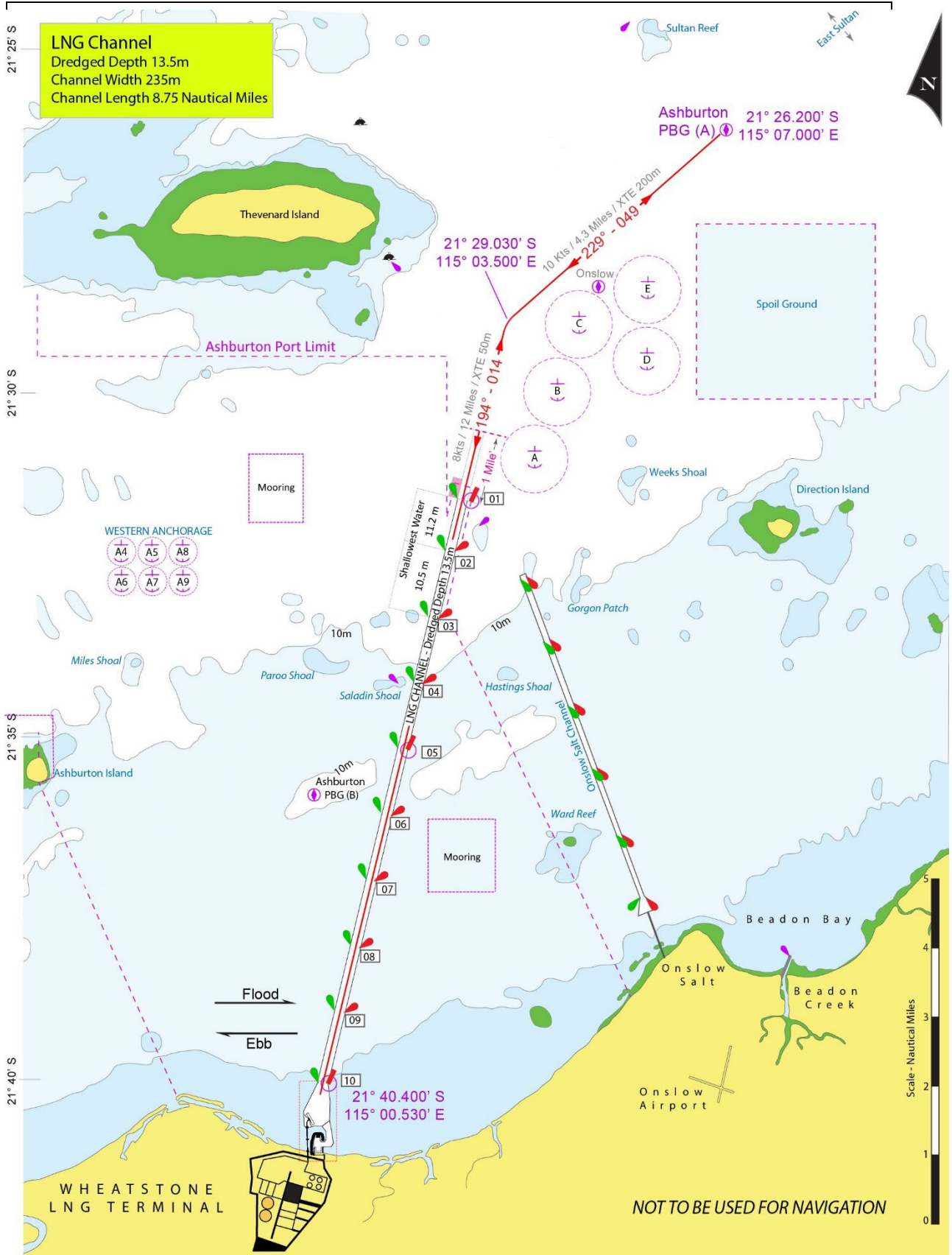
Start of Transit Date / Time	Tide	Time	Height
Tidal Window Opens	HW / LW		
Tidal Window Closes	HW / LW		

Port Traffic / Operations:

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Author	PGNQ
Reviewer	CDPQ
Approver	UAVN

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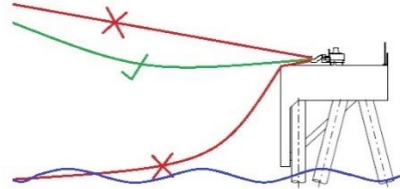


Mooring Arrangement

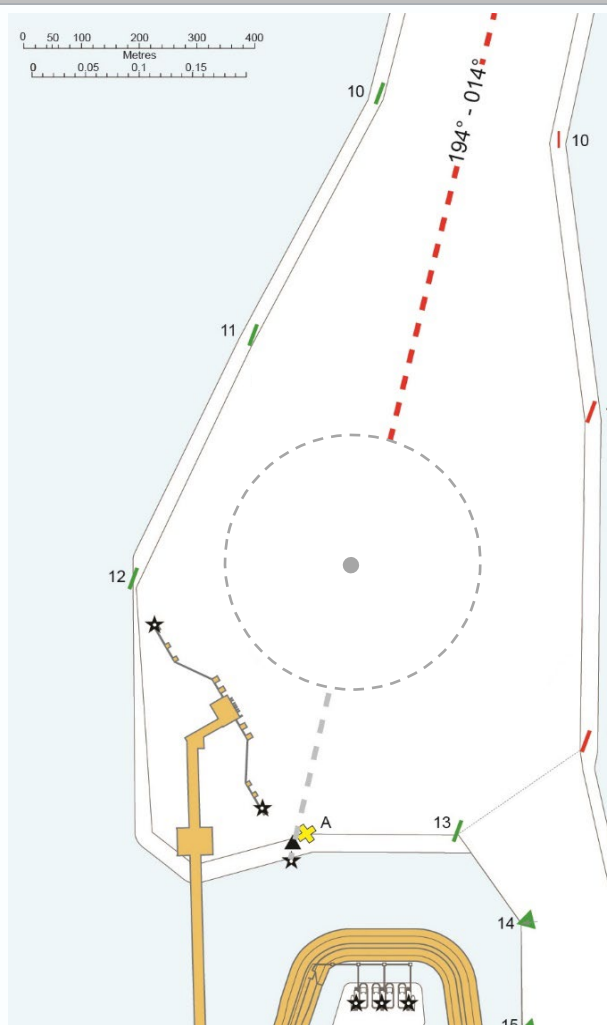
Important:

- 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.

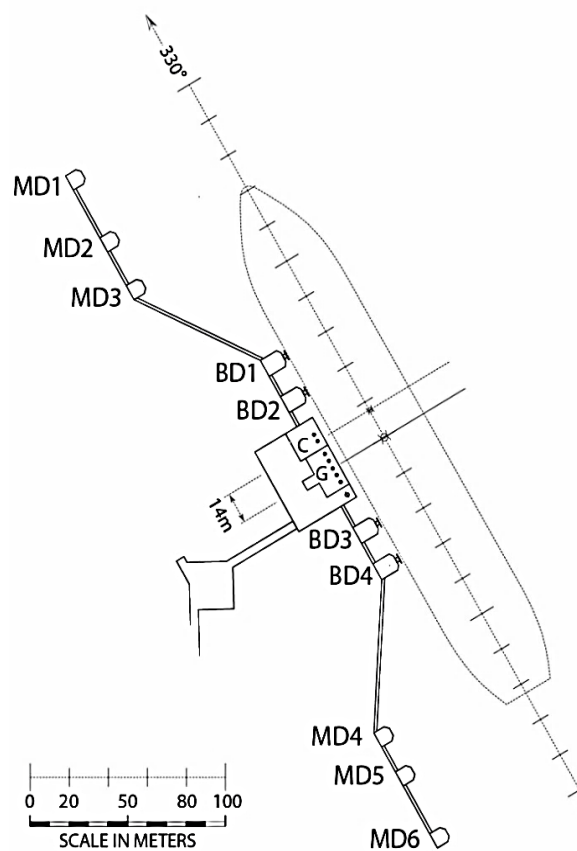
DO NOT HEAVE TIGHT
UNTIL ALL PERSONNEL ARE CLEAR



PLF TURNING BASIN



BERTH DIAGRAM



Notes:

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Vessel Checks				
Engine tested astern within 3 hrs	Time	Y / N	Gyro Compass / Repeaters checked	Y / N
Steering (<i>all motors on</i>) – Observed NFU test		Y / N	Gyro Error	° H/L
Bow Thruster operational	Kw/HP	Y/N/NA	Echo Sounder operational	Y / N
Radar(s) operational / PI's (013.7°/193.7° x 0.06')		Y / N	Whistle operational	Y / N
Anchors ready for emergency - guillotine secured		Y / N	ECDIS / AIS / GPS operational	Y / N
Passage Plan loaded into ECDIS		Y / N	All VHF Radios tested	Y / N
Pilot Card discussed		Y / N	Constrained by Draft (Signals/AIS)	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: Change to VHF Channel 13 / Tetra Channel 26					Y / N
Are there any defects or limitations to the vessel's bridge equipment and/or machinery, including steering and propulsion?					Y* / N
Engine Power Limiter (EPL) has been disabled					Y/ N/ NA
Abort Points and Emergency Contingencies discussed / Emergency actions in channel understood					Y* / N
Navigation Hazards (No-Go Zones) Safety Alerts and SIMOPS discussed					Y* / N
Pilot's PPU functioning correctly					Y / N
Bridge Resource Management principles in use / allocation of responsibilities / handovers conducted					Y / N
Crew standing by anchors throughout Pilotage					Y / N
Qualified Person to be Standing by at Steering Gear Flat w/comms established for Channel transit					Y / N
Cargo tank pressures stable (<i>LNG Carriers only</i>)					Y / N

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

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