

## PORT MELVILLE PRE-ARRIVAL INFORMATION

Please ensure that the latest copy of the [Port Melville Port Procedures and Information for Shipping](#) document has been reviewed prior to arrival at Port Melville

### Passage Plan

The inwards and outwards routes from the Port Melville Terminal are as follows:

#### Inwards Route

Waypoint	Lat	Lon	Course	Length (nm)	Minimum Depth (m)	XTD (nm)	Radius (nm)
1 - OPBG	11°17.3200'S	130°03.5800'E	081°	11.0	8.5	0.2 / 0.2	
2	11°15.6738'S	130°14.6438'E	104°	2.53	13.6	0.2 / 0.2	1.0
3	11°16.2728'S	130°17.1421'E	108°	3.49	18.7	0.2 / 0.2	1.0
4	11°17.3610'S	130°20.5173'E	154°	6.81	20.2	0.2 / 0.2	1.0
5 - IPBG	11°23.5048'S	130°23.5654'E	147°	2.04	22.4	0.2 / 0.1	1.0
6	11°25.2250'S	130°24.6846'E	170°	0.56	11.2	0.2 / 0.1	0.5
7	11°25.7774'S	130°24.7861'E	074°	0.42	22	0.2 / 0.1	0.2
8	11°25.6619'S	130°25.1922'E	351°	0.32	15.5	0.2 / 0.1	0.2
9	11°25.3482'S	130°25.1430'E			12.5		

#### Outwards Route

Waypoint	Lat	Lon	Course	Length (nm)	Minimum Depth (m)	XTD (nm)	Radius (nm)
1	11°25.3482'S	130°25.1430'E	295°	0.25	12.5	0.1 / 0.05	
2	11°25.2374'S	130°24.8846'E	323°	2.16	29.7	0.2 / 0.1	0.25
3 - IPBG	11°23.5048'S	130°23.5654'E	334°	6.81	20.2	0.2 / 0.2	1.0
4	11°17.3610'S	130°20.5173'E	288°	3.49	18.7	0.2 / 0.2	1.0
5	11°16.2728'S	130°17.1421'E	284°	2.53	13.6	0.2 / 0.2	1.0
6	11°15.6738'S	130°14.6438'E	261°	11.0	8.5	0.2 / 0.2	1.0
7 - OPBG	11°17.3200'S	130°03.5800'E					

Please ensure both the inwards and outwards routes (Entry and Departure) are loaded into ECDIS prior to arrival with Cross Track Distance (XTD) and Turning Radius for each waypoint set as appropriate prior to vessel arrival.

All ECDIS alarms, other than those specific to Navigation Safety are to be silenced where possible. Other ECDIS settings – Safety Depth, Safety Contour and Safety Cone – will be discussed upon the Pilot's boarding.

### Pilot Boarding

Pilot will generally board at the Outer Pilot Boarding Ground (11 17.34'S 130 03.60'E). Transit to the berth can take between 3 and 3.5hrs depending on the effect of tidal stream and arrival draft – DUKC requirements over Mermaid Shoal (CD 8.5m).

From 1hr prior to Pilot Boarding time please maintain a listening watch on VHF Channel 15. The Pilot will contact the ship no later than 30mins prior to boarding to confirm the following arrangements:

- Pilot Ladder or Combination Ladder is to be rigged on the lee side. Rigging and ladder certification are to meet the requirements of;
  - SOLAS Regulation V/23 and IMO Resolution A.1045(27)
  - AMSA Marine Notice 03/2019
  - IMO/IMPA Pilot Ladder Poster
  - ISO 799
- Pilot Ladder to be set at 1m above the waterline
- Manropes are to be rigged and retained inboard unless specifically requested by the pilot
- A heaving line is to be provided for the pilot's bag. All lines are to be passed to the pilot vessel in a controlled manner

All transfers are conducted underway with a boarding speed of approx. 6kts. All vessels are to weigh anchor and be underway prior to pilot boarding time to enable an appropriate lee is provided. The Pilot will not board a vessel at anchor at the Outer Pilot Boarding Ground.

#### **Contact Details**

The Harbour Master (Pilot) can be contacted via email [david.mcdonald@auriga.com.au](mailto:david.mcdonald@auriga.com.au) or directly via Mobile +61 409 328 337

The Duty Pilot can be contacted via email [portmelvillepilot@auriga.com.au](mailto:portmelvillepilot@auriga.com.au).