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 parrallel 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 ☐

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 NSW Maritime Authority takes no responsibility for the accuracy of the content herein.

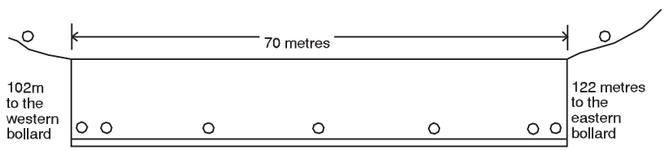
MOORING ARRANGEMENT GOODWOOD ISLAND WHARF

Headlines .....

Sternlines .....

Breastlines .....

Springlines .....



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

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Master Date Time

Goodwood

Goodwood Island Wharf

Island

Browns Rocks

River

Palmers Island

Freeburn Island

ILUKA

Iluka Fish Co-op.

CORAL SEA

SEE ALSO YAMBA CHANNEL PASSAGE PLAN IF APPLICABLE

PILOT BOARDING GROUND IS APPROX. 1 nm. NORTH EAST.

Wharf

Yamba Marina

YAMBA

Yamba Point

Harwood

Sugar Mill

Various Courses in this section.

Wharf

Harwood Bridge

Clarence

F.Blue 046
Q.Blue 045
F.Blue 042
Fl.G.3s. 043
Fl.G.3s. 044
Q.Blue 047
218/38 deg.
287 deg.
000 deg. 30 sec.
180 deg. 30 sec.
Iso.R.2s. 050
Oc.R.3s. 041
Fl.G.2s. 040
Q.G. 039
F.Bu. 038
F.Bu 037
Fl.G.3s. 128
325 / 145 deg.
Q.G. 036
Fl.G.3s. 035
358 / 178 deg.
335 / 155 deg.
Fl.R.3s. 020
Fl.R. 3s. 021
312 / 132 deg.
Fl.G.3s. 012
Q.Y. 098
Fl.Y.3s. 097
Oc.Bu. 3s.
Q.Bu. 014
278 / 98 deg.
Fl.G.3s. 001
Fl.Bu. 2s.
Q.Fl.(3) 10s.
Iso.R.2s. 127
Fl.R.2s. 002
Fl.(3)15s. & F.Bu.Strip Lighthouse
Q.Bu. 052
F.R. 053
089 deg.
269 deg.
Wharf
Iso.R.2s. 051

153°15′ 153°16′ 153°17′ 153°18′ 153°19′ 153°20′ 153°21′ 153°22′ 153°23′
29°23′ 29°24′ 29°25′ 29°26′ 29°27′

N W E S

Map generated by MapWizard on 28 March 07 by Mitch Holland