

KPA direction in Restricted Visibility.

Background: On average the Port of Broome experiences 22 days of fog per annum. Fog generally lifts by 1000hrs but however may linger the entire day. Whilst there is risk to commercial shipping due to traffic and currents the greatest risk is to smaller craft that are not aware of or ignore COLREG R.19 and proceed at an unsafe speed with total reliance on a chart plotter and disregard for other vessels. Only the Harbour Master may vary these conditions after consultation with the Pilot

Procedure:

Item	Description	Comment	Responsible
1	Weather Zone / Port Dashboard / Operational Forecast. HM /Operations Port Security Pilots / BMT / Agent	Pilot to monitor and inform all parties of FOG RISK. Ensure all persons are in the loop have access to Weather Zone PC and smart phone application.	Pilot
2	Port Security to monitor visibility and be made aware that they perform a critical function in their judgement. Informing the Master via VHF of the visibility and whether the pilotage is on or postponed until further notice.	The agreed benchmark for visibility is that the wharf or wharf flood lights by night can (even partially) be seen from the gatehouse.	Port Security
3	Conducting Pilotage and Fog rolls in.	Port Security to monitor visibility and inform Pilot if the wharf cannot be seen. Pilot to monitor visibility if it is established less than 500m then refer to 4 for contingency.	Port Security/Pilot
4	Pilot boarded - Inbound Commit points a. via NPBP b. via WPBP c. after IPBP and before Entrance Point d. On 040 and past Entrance Point	a. NPBP to Gantheaume and before IPBP anchor or if UKC allows exit Port waters, proceed 275 via WPBP. b. WPBP to Gantheaume and before IPBP. Anchor or exit Port waters proceed towards NPBG c. Proceed to Roebuck Anchorages. d. Proceed and berth Port Side to.	Pilot
5	Procedure for a delay or cancellation.	The Pilot will monitor the Restricted Visibility from the wharf or vessel and take advantage of the first opportunity to effect safe passage. If a delay goes on for one hour or more the Pilot may cancel this passage and describe a time for another attempt.	Pilot
6	KPA owns this policy and procedure.	Dissemination to all effected parties.	HM