PASSAGE PLAN

FILING:
FILE NR.
Arse . Sec . Form 8"

ISSUE : 6	ISSUE DATE	3/18/2014	FBN.28.01

Voyage No: 75 B | LAKE CHARLES PILOT STATION | To: LAKE CHARLES BERTH

Chart No	BWL	POSITION Lat (N/S)		POSITION Long (E/W)		(C)	Course	Next WPT DTG	dd	hh	mmm	Planned Index Contingency (miles) Cross-track Reference	Eng Status or Speed (Kts)	Destination WPT DTG	dd	hh	mmm	Position Fix Method Primary	Secondary	Position Fix Interval	1 Max static Draft Through the Leg (m) Calculated with the least computed or draft read in port	2 Max dynamic draft through the leg (Static draft + Squat Effect)	3 Min water Depth through the leg from chart Datum (m)	4 Gross UKC, Min water Depth minus Max static draft through the Leg	5 Leg Transit areas: Confined (C) or Open waters (O)	6 Squat Effect based Engine Speed through the Leg (m)	7 Net UKC Minimum depth through the Leg - Max Dynamic Draft
3190	III	29° 39.80	N	93° 19.5	W	R							10.0	32.5	0	2	36	VIS/RAD	GPS	5 MINS	8.80	10.34	12.80	4.00	C	1.54	2.46
3190	III	29° 46.00	N	93° 29.7	W	R	351.0	7.3	0	0	29	[illegible]	10.0	25.2	0	1	41	VIS/RAD	GPS	5 MINS	8.80	10.34	12.80	4.00	C	1.54	2.46
3190	III	29° 46.80	N	93° 20.75	W	R	339.0	0.8	0	0	3	[illegible]	10.0	24.4	0	1	38	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	29° 49.30	N	93° 20.90	W	R	357.1	2.5	0	0	10	[illegible]	10.0	21.9	0	1	28	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	29° 49.8	N	93° 20.9	W	R	309.3	0.5	0	0	2	[illegible]	10.0	21.4	0	1	26	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	29° 50.2	N	93° 20.9	W	R	3.5	0.4	0	0	2	[illegible]	10.0	21.0	0	1	24	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 05.5	N	93° 19.5	W	R	4.5	15.3	0	1	1	[illegible]	10.0	5.7	0	0	23	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.2	N	93° 19.7	W	R	344.3	0.7	0	0	3	[illegible]	10.0	5.6	0	0	20	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 6.41	N	93° 19.86	W	R	332.1	0.3	0	0	1	[illegible]	10.0	4.7	0	0	18	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.6	N	93° 20.0	W	R	325.8	0.3	0	0	1	[illegible]	10.0	4.4	0	0	16	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.9	N	93° 20.1	W	R	345.0	0.2	0	0	1	[illegible]	10.0	4.2	0	0	17	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 7.72	N	93° 19.94	W	R	14.6	0.8	0	0	4	[illegible]	10.0	3.3	0	0	13	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 7.95	N	93° 19.90	W	R	9.1	0.2	0	0	1	[illegible]	10.0	3.1	0	0	12	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 9.14	N	93° 19.96	W	R	353.7	1.2	0	0	5	[illegible]	10.0	1.9	0	0	8	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 9.32	N	93° 19.85	W	R	25.8	0.2	0	0	1	[illegible]	10.0	1.7	0	0	7	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 9.65	N	93° 19.2	W	R	58.5	0.7	0	0	3	[illegible]	10.0	1.0	0	0	4	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 10.00	N	93° 19.2	W	R	4.7	0.3	0	0	1	[illegible]	9.0	0.7	0	0	3	VIS/RAD	GPS	5 MINS	8.80	9.16	12.19	3.39	C	0.36	3.01
3190	III	30° 10.66	N	93° 19.1	W	R	5.8	0.7	0	0	3	[illegible]	9.0	0.0	0	0	0	VIS/RAD	GPS	5 MINS	8.80	9.16	11.26	2.46	C	0.36	2.10

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	UKC AND SQUAT CALCULATION		FS.INS
			FS.E.NR.29A Area Sec Ports II FRM.28.02
Issue: 4	Issue Date	18/1/2016	

VESSEL: BOLA CORALLO
PLACE: LAKE CHARLES PCT TO BERTH DATE: 23/12/2015

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UNDER KEEL CLEARANCE COMPANY POLICY

NET UNDER KEEL CLEARANCE

AREA LOCATION

NON PROTECTED AREAS (OPEN SEA)	PROTECTED AND IN PORT CONDITIONS	OPEN SEA BERTH AND OFF SHORE OPERATION
50% of STATIC DRAFT	1.5% of SHIP'S BEAM	3.0% of SHIP'S BEAM

AREA : PROTECTED OR NON PROTECTED (UKC)	PROTECTED
WATER DENSITY	1.000
WATER : CONFINED OR OPEN (SQUAT)	CONFINED
AVERAGE SPEED(KTS)	5.00
MAX STATIC DRAFT OF THE VSL (SW)	8.60
CHARTED DEPTH	11.28
GROSS AVAILABLE UKC (CHARTED DEPTH - MAX STATIC DRAFT)	2.68
TIDE EFFECT (+ / -)	-0.11
EFFECTIVE DEPTH (CHARTED DEPTH +/- TIDE EFFECT)	11.17
REDUCTIONS	
REDUCTION IN UKC DUE TO SQUAT EFFECT	0.38
REDUCTION IN UKC DUE TO TRIM	0.00
REDUCTION IN UKC DUE TO HEEL / LIST(CALCULATED FOR 0.5° LIST)	0.13
REDUCTION IN UKC DUE TO CHANGE IN WATER DENSITY	0.00
REDUCTION IN UKC DUE TO BAROMETRIC PRESSURE	0.00
REDUCTION IN UKC DUE TO UNFAVOURABLE METEOROLOGICAL CONDITION WHICH MAY GIVE RISE TO PITCHING AND ROLLING, WAVE MOTION	0.00
REDUCTION IN UKC DUE TO HOGGING OR SAGGING	0.00
REDUCTION IN UKC DUE TO PIPELINE OR OTHER OBSTRUCTION, PERIODICAL DREDGING, NATURE AND UNSTABLE BOTTOM CONDITION	0.00
FINAL RESULT	
MAX DYNAMIC DRAFT OF THE VSL (MAX STATIC DRAFT OF THE VSL + REDUCTIONS)	9.31
NET AVAILABLE UKC (MAX DYNAMIC DRAFT OF THE VSL - EFFECTIVE DEPTH)	1.86
NET UKC REQUIRED (COMPANY POLICY 50 % of STATIC DRAFT - 1.5% or 3% OF SHIP'S BEAM)	0.48
CONDITION ACCEPTABILITY	YES

SQUAT CALCULATION

CONFINED WATERS	$\frac{2XCbXV^2}{100}$	0.38
OPEN WATERS	$\frac{CbXV^2}{100}$	0.19

Cb = Block Co-efficient
V= Ships Speed (Speed Through the WATER)

Cb= 0.788
Vessel beam= 32.2

MASTER CHIEF OFFICER 2ND OFFICER 3RD OFFICER

PASSAGE PLAN

FILING:
FILE NR.:
Area . Sec . Form n°
FBN.28.01

ISSUE : 6	ISSUE DATE	18/03/2014

Voyage No. 75 B — LAKE CHARLES ANCHORAGE — To: LAKE CHARLES PBG

AMENDED PASSAGE

Chart No	WP	POSITION Lat (N/S)		POSITION Long (E/W)		RL GC	Course	Next WPT DTG	dd	hh	mm	Parallel Index Distance (miles) / Compulsory Reference	Eng Status or Speed (Kts)	Destination WPT DTG	dd	hh	mm	Position Fix Method Primary	Secondary	Position Fix Interval	1 Max static Draft Through the Leg (m) Calculated with the load computer or draft read in place	2 Max dynamic draft through the leg (Static draft + Squat Effect)	3 Min water Depth through the leg from chart Datum (m)	4 Gross UKC: Min water Depth minus Max static draft through the Leg	5 Leg Transit areas: Confined (C) or Open waters (O)	6 Squat Effect basis Engine Speed through the Leg (m)	7 Net UKC Minimum depth through the Leg - Max Dynamic Draft
3190	1	29° 34.60	N	93° 14.60	W	R								6.6	0	0	32	VIS /RAD	GPS	5 MINS	8.80	8.80	11.24	2.44	C	0.00	2.44
3190	2	29° 35.59	N	93° 17.43	W	R	291.1	2.7	0	0	11	AS MARKED ON CHART	5.0	3.8	0	0	15	VIS /RAD	GPS	5 MINS	8.80	9.18	11.24	2.44	C	0.38	2.06
3190	3	29° 35.99	N	93° 17.99	W	R	309.3	0.6	0	0	3	AS MARKED ON CHART	5.0	3.2	0	0	13	VIS /RAD	GPS	5 MINS	8.80	9.18	11.24	2.44	C	0.38	2.06
3190	4	29° 36.78	N	93° 18.57	W	R	327.3	0.9	0	0	4	AS MARKED ON CHART	5.0	2.3	0	0	9	VIS /RAD	GPS	5 MINS	8.80	9.18	11.24	2.44	C	0.38	2.06
3190	5	29° 37.60	N	93° 19.30	W	R	322.1	1.0	0	0	4	AS MARKED ON CHART	5.0	1.2	0	0	5	VIS /RAD	GPS	5 MINS	8.80	9.18	12.80	4.00	C	0.38	3.62
3190	6	29° 38.8	N	93° 19.5	W	R	351.7	1.2	0	0	5	AS MARKED ON CHART	5.0	0.0	0	0	0	GPS	CEL	5 MINS	8.80	9.18	12.80	4.00	C	0.38	3.62

	UKC AND SQUAT CALCULATION		FILING: FILE NR 28A Anel.Nav.Form.01 FOR 26.02
Issue: 4	Issue Date:	10/1/2015	

VESSEL: NOLA CORALLO
PLACE: LAKE CHARLES ANCHORAGE TO PAC DATE: 06/01/2016

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UNDER KEEL CLEARANCE COMPANY POLICY

NET UNDER KEEL CLEARANCE
AREA LOCATION

NON PROTECTED AREAS (OPEN SEA)	PROTECTED AND IN PORT CONDITIONS	OPEN SEA BERTH AND OFF SHORE OPERATION
50% of STATIC DRAFT	1.5% of SHIP'S BEAM	3.0% of SHIP'S BEAM

AREA - PROTECTED OR NON PROTECTED (UKC)	PROTECTED
WATER DENSITY	1.000
WATER - CONFINED OR OPEN (SQUAT)	CONFINED
ANTICIPATED DEPLOYMENT	5.00
MAX STATIC DRAFT OF THE VSL (DM)	8.80
CHARTED DEPTH	11.24
GROSS AVAILABLE UKC (CHARTED DEPTH - MAX STATIC DRAFT)	2.44
TIDE EFFECT (+/-)	-0.08
EFFECTIVE DEPTH (CHARTED DEPTH +/- TIDE EFFECT)	11.16
REDUCTIONS	
REDUCTION IN UKC DUE TO SQUAT EFFECT	0.38
REDUCTION IN UKC DUE TO TRIM	0.00
REDUCTION IN UKC DUE TO HEEL/ LIST (CALCULATED FOR 0.5° LIST)	0.13
REDUCTION IN UKC DUE TO CHANGE IN WATER DENSITY	0.00
REDUCTION IN UKC DUE TO BAROMETRIC PRESSURE	0.00
REDUCTION IN UKC DUE TO UNFAVOURABLE METEOROLOGICAL CONDITION WHICH MAY GIVE RISE TO PITCHING AND ROLLING - WAVE MOTION	0.00
REDUCTION IN UKC DUE TO HOGGING OR SAGGING	0.00
REDUCTION IN UKC DUE TO PIPELINE OR OTHER OBSTRUCTION, FERROGINAL DREDGING, NATURE AND UNSTABLE BOTTOM CONDITION	0.00
FINAL RESULT	
MAX DYNAMIC DRAFT OF THE VSL (MAX STATIC DRAFT OF THE VSL + REDUCTIONS)	9.31
NET AVAILABLE UKC (MAX DYNAMIC DRAFT OF THE VSL - EFFECTIVE DEPTH)	1.85
NET UKC REQUIRED (COMPANY POLICY 50 % of STATIC DRAFT - 1.5% or 3% OF SHIP'S BEAM)	0.48
CONDITION ACCEPTABILITY	YES

SQUAT CALCULATION

CONFINED WATERS	$\frac{2XCbXV^2}{100}$	0.38
OPEN WATERS	$\frac{CbXV^2}{100}$	0.19

Cb = Block Co-efficient
V= Ships Speed (Speed Through the WATER)

Cb= 0.768
Vessel Beam= 32.2

MASTER CHIEF OFFICER 2ND OFFICER 3RD OFFICER

PASSAGE PLAN

FILING:
FILE NR.:
Area , Sec , Form n°

ISSUE : 6	ISSUE DATE	3/18/2014	FBN.23.01

Voyage No. 75 B | LAKE CHARLES PILOT STATION | To: LAKE CHARLES BUNKER POINT

Chart No	BWL	POSITION Lat (N/S)		POSITION Long (E/W)		S/P	Course	Next WPT DTG	dd	hh	mm	Passing Index (Distance (miles) / Consecutive Reference)	Eng Status or Speed (Kts)	Destination WPT DTG	dd	hh	mm	Position Fix Method Primary	Secondary	Position Fix Interval	1 Max static Draft Through the Leg (m) Calculated with the load computer or draft read in place	2 Max dynamic draft through the leg (Static draft + Squat Effect)	3 Min water Depth through the leg from chart Datum (m)	4 Gross UKC Min water Depth minus Max static draft through the Leg	5 Leg Transit areas Confined (C) or Open waters (O)	6 Squat Effect basis Engine Speed through the Leg (m)	7 Net UKC Minimum depth through the Leg - Max Dynamic Draft
3190	III	29° 38.80	N	93° 19.5	W	R							10.0	37.1	0	2	58	VIS/RAD	GPS	5 MINS	8.80	10.34	12.80	4.00	C	1.54	2.46
3190	III	29° 46.00	N	93° 20.7	W	R	351.9	7.3	0	0	22	waters on board	10.0	29.8	0	1	50	VIS/RAD	GPS	5 MINS	8.80	10.34	12.80	4.00	C	1.54	2.46
3190	III	29° 46.80	N	93° 20.70	W	R	355.0	0.8	0	0	3	waters on board	10.0	29.0	0	1	56	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	29° 49.30	N	93° 20.90	W	R	357.1	2.5	0	0	10	waters on board	10.0	26.5	0	1	46	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	29° 49.8	N	93° 20.9	W	R	358.2	0.5	0	0	2	waters on board	10.0	26.0	0	1	44	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	29° 50.2	N	93° 20.9	W	R	3.5	0.4	0	0	2	waters on board	10.0	25.6	0	1	42	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.5	N	93° 19.5	W	R	4.5	15.3	0	1	1	waters on board	10.0	10.2	0	0	41	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.2	N	93° 19.7	W	R	344.1	0.7	0	0	3	waters on board	10.0	9.6	0	0	38	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 6.41	N	93° 19.86	W	R	322.1	0.3	0	0	1	waters on board	10.0	9.3	0	0	37	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.6	N	93° 20.0	W	R	325.6	0.3	0	0	1	waters on board	10.0	9.0	0	0	36	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 06.9	N	93° 20.1	W	R	345.5	0.2	0	0	1	waters on board	10.0	8.8	0	0	35	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 7.12	N	93° 19.84	W	R	14.6	0.9	0	0	4	waters on board	10.0	7.9	0	0	31	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 7.06	N	93° 19.80	W	R	9.1	0.2	0	0	1	waters on board	10.0	7.6	0	0	31	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 9.14	N	93° 19.95	W	R	263.7	1.2	0	0	5	waters on board	10.0	6.4	0	0	26	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 9.32	N	93° 19.65	W	R	25.8	0.7	0	0	1	waters on board	10.0	6.2	0	0	25	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 9.99	N	93° 19.2	W	R	58.3	0.7	0	0	3	waters on board	10.0	5.5	0	0	22	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 10.00	N	93° 19.2	W	R	4.7	0.3	0	0	1	waters on board	10.0	5.2	0	0	21	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 10.48	N	93° 19.1	W	R	6.2	0.5	0	0	2	waters on board	10.0	4.7	0	0	19	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85

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Chart No	Bnk.	POSITION				Rk. Ok	Course	Next WPT				Provided water	Log Status	Destination WPT				Position Fix Method		Position Fix Interval	1	2	3	4	5	6	7
		Lat. (N/S)		Long. (E/W)				DTG	dd	hh	mm	Clearance (miles) / Clearance (fathoms)	or Speed (kts)	DTG	dd	hh	mm	Primary	Secondary		Max static Draft Through the Leg (m) - Calculated with the ship computer or draft mark in place	Max dynamic draft through the leg (Static draft + Squat Effect)	Min water Depth through the leg from chart Datum (m)	Gross UKC: Min water Depth minus Max static draft through the Leg	Leg Transit areas: Confined (C) or Open waters (O)	Squat Effect turns Engine Speed through the Leg (m)	Net UKC: Minimum depth through the Leg - Max Dynamic Draft
3190	III	30° 10.73	N	93° 18.8	W	R	29.1	0.3	0	0	1	[illegible]	10.0	4.5	0	0	18	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 12.52	N	93° 16.5	W	R	53.2	2.7	0	0	11	[illegible]	10.0	1.8	0	0	7	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 12.38	N	93° 16.10	W	R	79.8	0.3	0	0	1	[illegible]	10.0	1.5	0	0	6	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 12.39	N	93° 15.92	W	R	86.7	0.2	0	0	1	[illegible]	10.0	1.3	0	0	5	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 12.6	N	93° 15.7	W	R	57.1	0.2	0	0	1	[illegible]	10.0	1.1	0	0	4	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 12.7	N	93° 15.6	W	R	30.5	0.2	0	0	1	[illegible]	10.0	0.9	0	0	4	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 12.9	N	93° 15.6	W	R	15.6	0.2	0	0	1	[illegible]	10.0	0.7	0	0	3	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 13.0	N	93° 15.6	W	R	328.9	0.1	0	0	1	[illegible]	10.0	0.5	0	0	2	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 13.11	N	93° 15.61	W	R	351.5	0.1	0	0	0	[illegible]	10.0	0.4	0	0	2	VIS/RAD	GPS	5 MINS	8.80	10.34	12.19	3.39	C	1.54	1.85
3190	III	30° 13.2	N	93° 15.6	W	R	21.3	0.1	0	0	0	[illegible]	5.0	0.4	0	0	1	VIS/RAD	GPS	5 MINS	8.80	9.18	12.19	3.39	C	0.38	3.01
3190	III	30° 13.2	N	93° 15.5	W	R	93.2	0.1	0	0	0	[illegible]	5.0	0.3	0	0	1	VIS/RAD	GPS	5 MINS	8.80	9.18	12.19	3.39	C	0.38	3.01
3190	III	30° 13.2	N	93° 15.1	W	R	90.0	0.3	0	0	0	[illegible]	5.0	0.0	0	0	0	VIS/RAD	GPS	5 MINS	8.80	9.18	12.19	3.39	C	0.38	3.01

Steering Times: at 12.5 3.0 hrs

	UKC AND SQUAT CALCULATION			FILING
				FILE NR 28A
Issue:	4	Issue Date	19/1/2015	Area Sec Form n° 7 SN 23 02

VESSEL: SOLA CORALLO
PLACE: LAVE CHARTS PLT TO BUNKER POINT DATE: 06/07/2016

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UNDER KEEL CLEARANCE COMPANY POLICY

NET UNDER KEEL CLEARANCE

AREA LOCATION

NON PROTECTED AREAS (OPEN SEA)	PROTECTED AND IN PORT CONDITIONS	OPEN SEA BERTH AND OFF SHORE OPERATION
50% of STATIC DRAFT	1.5% of SHIP'S BEAM	3.0% of SHIP'S BEAM

AREA - PROTECTED OR NON PROTECTED (UKC)	PROTECTED
WATER DENSITY	1.006
WATER - CONFINED OR OPEN (SQUAT)	CONFINED
ANTICIPATED SPEED(KTS)	5.00
MAX STATIC DRAFT OF THE VSL (SW)	8.80
CHARTED DEPTH	12.10
GROSS AVAILABLE UKC (CHARTED DEPTH - MAX STATIC DRAFT)	3.30
TIDE EFFECT (+ / -)	-0.88
EFFECTIVE DEPTH (CHARTED DEPTH +/- TIDE EFFECT)	12.11
REDUCTIONS	
REDUCTION IN UKC DUE TO SQUAT EFFECT	0.38
REDUCTION IN UKC DUE TO TRIM	0.00
REDUCTION IN UKC DUE TO HEEL (LIST)(CALCULATED FOR 3.5° LIST)	0.13
REDUCTION IN UKC DUE TO CHANGE IN WATER DENSITY	0.00
REDUCTION IN UKC DUE TO BARGE/TRC FREEBOARD	0.00
REDUCTION IN UKC DUE TO UNFAVOURABLE METEOROLOGICAL CONDITION WHICH MAY DUE RISE TO PITCHING AND ROLLING - WAVE MOTION	0.00
REDUCTION IN UKC DUE TO HOGGING OR SAGGING	0.00
REDUCTION IN UKC DUE TO PIPELINE OR OTHER OBSTRUCTION, PERIODICAL DREDGING, NATURE AND UNSTABLE BOTTOM CONDITION	0.00
FINAL RESULT	
MAX DYNAMIC DRAFT OF THE VSL (MAX STATIC DRAFT OF THE VSL + REDUCTIONS)	9.31
NET AVAILABLE UKC (MAX DYNAMIC DRAFT OF THE VSL - EFFECTIVE DEPTH)	2.80
NET UKC REQUIRED (COMPANY POLICY 50 % OF STATIC DRAFT - 1.5% or 3% OF SHIP'S BEAM)	0.44
CONDITION ACCEPTABILITY	YES

SQUAT CALCULATION

CONFINED WATERS	$\frac{2KCbXV^2}{100}$	0.38
OPEN WATERS	$\frac{CbXV^2}{100}$	0.19

Cb = Block Co-efficient
V= Ships Speed (Speed Through the WATER)

Cb= 0.769
Vessel beam= 32.2

MASTER CHIEF OFFICER 2ND OFFICER 3RD OFFICER

TIDAL PREDICTION

SIMPLIFIED HARMONIC METHOD

PLACE : LAKE CHARLES A.T.T. 2593A

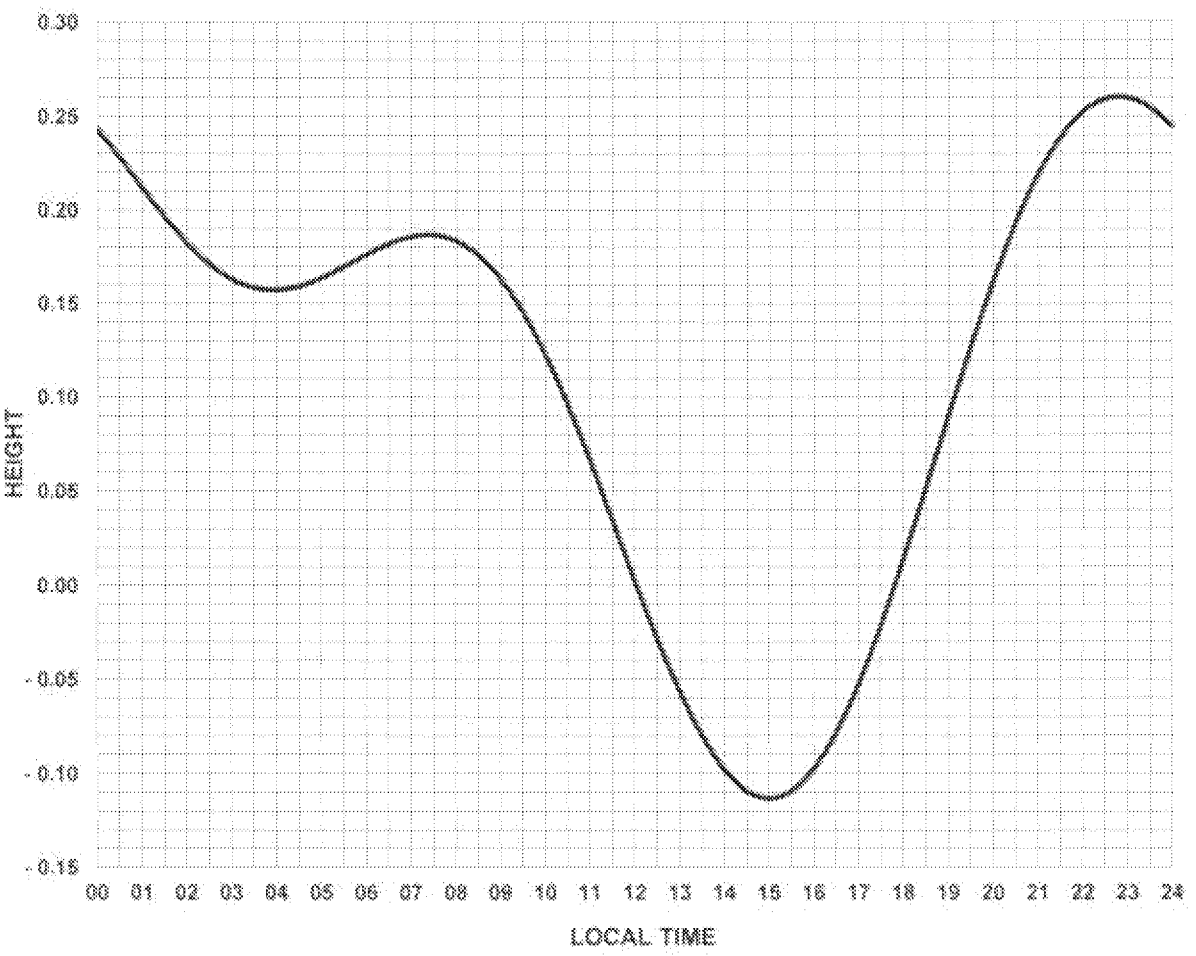
DATE : 07 January 2016 TIME ZONE : 6

ADMIRALTY TIDE TABLES (PART III)				
Seasonal Correction	- 0.10	Zo =	0.21	
	M2	S2	K1	O1
g =	232	241	016	009
H =	0.08	0.02	0.10	0.09
f4 =	000	F4 =	0.00	
f6 =	000	F6 =	0.00	

ADMIRALTY TIDE TABLES (TAB VII)				
	M2	S2	K1	O1
A	042	008	351	060
F	0.93	0.90	1.13	0.70

LOCAL TIME	HEIGHT (mts)	LOCAL TIME	HEIGHT (mts)
00.00	0.24	13.00	- 0.06
01.00	0.21	14.00	- 0.10
02.00	0.18	15.00	- 0.11
03.00	0.16	16.00	- 0.10
04.00	0.16	17.00	- 0.05
05.00	0.16	18.00	0.01
06.00	0.18	19.00	0.09
07.00	0.19	20.00	0.16
08.00	0.18	21.00	0.22
09.00	0.16	22.00	0.25
10.00	0.12	23.00	0.26
11.00	0.07	24.00	0.24
12.00	0.00		

TIDE GRAPH



TIDAL PREDICTION

SIMPLIFIED HARMONIC METHOD

PLACE : LAKE CHARLES A.T.T. 2593A

DATE : 08 January 2016 TIME ZONE : 6

ADMIRALTY TIDE TABLES (PART III)			
Seasonal Correction	- 0.10	Zo =	0.21

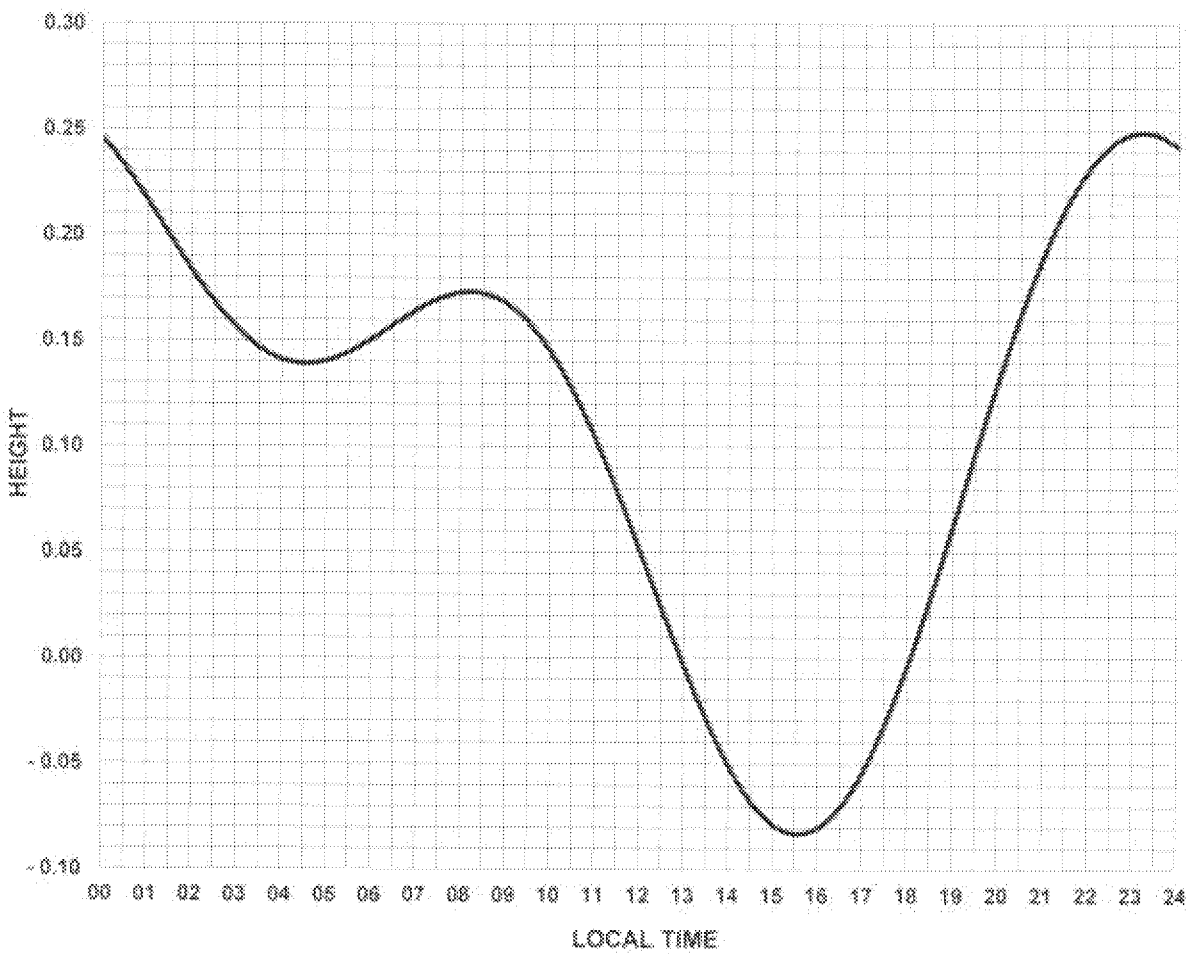
	M2	S2	K1	O1
g =	232	241	015	009
H =	0.08	0.02	0.10	0.09

f4 =	000	F4 =	0.00
f6 =	000	F6 =	0.00

ADMIRALTY TIDE TABLES (TAB VII)				
	M2	S2	K1	O1
A	064	008	351	083
F	0.92	0.91	1.13	0.69

LOCAL TIME	HEIGHT (mts)	LOCAL TIME	HEIGHT (mts)
00.00	0.25	13.00	0.00
01.00	0.22	14.00	- 0.05
02.00	0.18	15.00	- 0.08
03.00	0.16	16.00	- 0.08
04.00	0.14	17.00	- 0.05
05.00	0.14	18.00	0.00
06.00	0.15	19.00	0.06
07.00	0.16	20.00	0.13
08.00	0.17	21.00	0.19
09.00	0.17	22.00	0.23
10.00	0.15	23.00	0.25
11.00	0.11	24.00	0.24
12.00	0.05		

TIDE GRAPH



TIDAL PREDICTION

SIMPLIFIED HARMONIC METHOD

PLACE : LAKE CHARLES A.T.T. 2593A

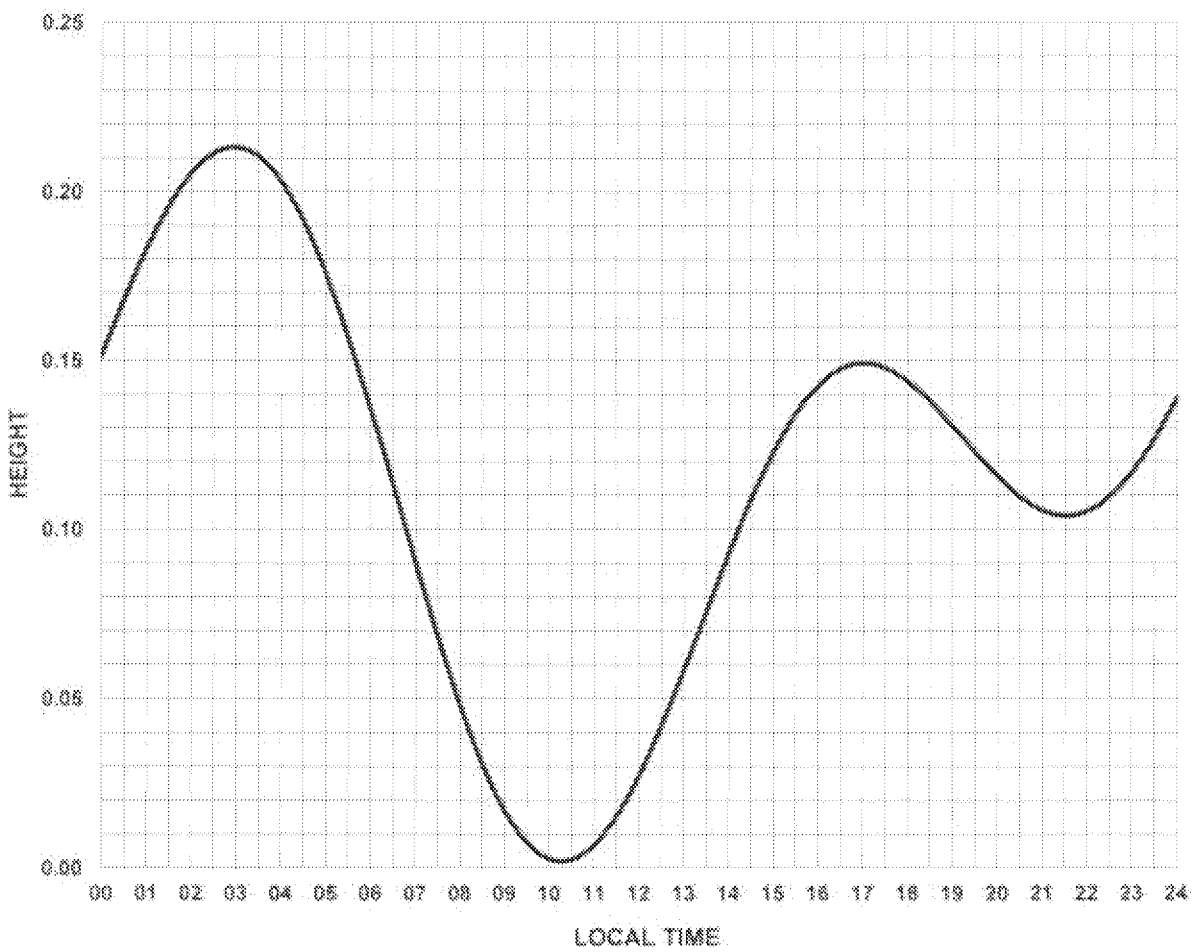
DATE : 09 January 2016 TIME ZONE : 6

ADMIRALTY TIDE TABLES (PART III)			
Seasonal Correction	- 0.10	Zo =	0.21

	M2	S2	K1	O1
g =	232	241	015	009
H =	0.08	0.02	0.10	0.09

f4 =	000	F4 =	0.00
f6 =	000	F6 =	0.00

ADMIRALTY TIDE TABLES (TAB VII)				
	M2	S2	K1	O1
A	217	351	006	196
F	0.90	0.89	1.13	0.67

LOCAL TIME	HEIGHT (mts)	LOCAL TIME	HEIGHT (mts)
00.00	0.15	13.00	0.06
01.00	0.18	14.00	0.09
02.00	0.21	15.00	0.12
03.00	0.21	16.00	0.14
04.00	0.20	17.00	0.15
05.00	0.18	18.00	0.14
06.00	0.14	19.00	0.13
07.00	0.09	20.00	0.12
08.00	0.05	21.00	0.11
09.00	0.02	22.00	0.11
10.00	0.00	23.00	0.12
11.00	0.01	24.00	0.14
12.00	0.03		

TIDE GRAPH