DECK----BEFORE SAILING BY 2/O

Revised on 21ST APR 2014

SHIP'S NAME: **ATLANTIC CLOVER**

VOY. 43R6 DATE OF PLAN: 09TH DEC 2015 NOTICE REQUIRED: 7DAYS/5DAYS/3DAYS/2DAYS/24 HR

FROM PORT: KINUURA LOCAL TIME: +9 TO PORT: N

TOTAL DISTANCI 4706 NM PILOT TO PILOT: 4599.0 NM EXPECT SPEED: 12.5

ETD: 1700 LT 09TH DEC 2015 ETA: 1100LT 25TH DEC 2015 KIND OF CARGO:

DRAFT (DEPT) 6.72 M ### M DRAFT (SEA PASSAC 6.72 M 7.70 M DRAFT (ARR) : 6.9

FO.ROB (TOTAL)	649	MT	CONSUMPTION/DAY	19.00	MT	TOTAL CONS :		298
LS.FO:	0	MT						
HS.FO:	649	MT	CONSUMPTION/DAY	0.00				
MGO.ROB	246.34	MT	CONSUMPTION/DAY	19.00	MT	TOTAL CONS :		110
CLO.ROB (TOTAL	22864	L	CONSUMPTION/DAY	274.00	L	TOTAL CONS :		4298
CYL:	14074	L	CYL:	255.00	L		CYL:	4000
SYS.	6740	L	SYS.	14.00	L		SYS.	220
G/E:	2050	L	G/E:	5.00	L		G/E:	78.4

DRINK WATER: **YES** FRESH WA **YES** SUPPLIED **NO** PROVISION: **YES**

- ARE THERE ANY SHIP REPORTING SYSTEMS INVOLVE DURING PRESENT VOY. (**YES**/NO)

  IF YES , LIST SPECIFIC: JAPAN SHIP INFORMATION REPORTING SYSTEM VIA INMASAT-C
- TAKE INTO ACOUNT THE MARINE ENVIROMENTAL PROTECTION MEASURE THAT APPLY ,AND AVOIDS ,AS FAR AS POSSIBLE AND ACTIVITIE CAUSE DAMAGE TO THE ENVIROMENTLIST INVOLVED REQUIREMENTS AND YOUR PROTECTION MEASURES;
- IN THE CASE OF THE AGM HIGH-RISK PORT IN EAST ASIA OR RUSSIA IS INVOLVED I CURRENT VOYAGE DURING THEIR HIGH-RISK PRIOD (REFER KSM - ADVANCE TO CONFIRM AGM FREE CERTIFICATE) : YES

(S-06.40.02(02))

Sheet 1

IEW WESTMINSTER	LOCAL TIME:	-8	
KN	TOTAL DAYS:	15.69	
TIRE, STEEL PRODUCT	CARGO QUALITY	11,831.7 MTS T	
M ### M	MAX AIR DRAFT:	35.07	M
MT	SEA MARGIN:	18.47	DAYS
MT	SEA MARGIN:	7.17	DAYS
L	SEA MARGIN:		
L	CYL:	39.51	DAYS
L	SYS.	465.74	DAYS
L	G/E:	394.31	DAYS
	MEDICINE:	**YES**	

:S WHICH

WP			
0	34	51.780	N
1	34	51.640	N
2	34	51.500	N
3	34	51.000	N
4	34	50.000	N
5	34	49.000	N
6	34	48.000	N
7	34	44.000	N
8	34	41.500	N
9	34	38.000	N
10	34	35.300	N
11	34	30.800	N
12	34	30.800	N
13	34	40.000	N

14	35	10.000	N
15	35	40.000	N
16	42	0.000	N
17	45	0.000	N
18	46	5.000	N
19	45	0.000	N
20	48	0.000	N
21	48	28.500	N
22	48	28.500	N
23	48	13.500	N
24	48	13.500	N
25	48	22.000	N
26	48	22.000	N
27	48	24.400	N
28	48	28.000	N
29	48	35.300	N
30	48	41.600	N
31	48	46.000	N
32	48	50.000	N
33	49	4.050	N
34	49	5.870	N

35	49	7.780	N
36	49	7.840	N
37	49	7.770	N
38	49	6.850	N
39	49	6.500	N
40	49	6.500	N
41	49	7.060	N
42	49	8.700	N
43	49	9.500	N
44	49	9.344	N
45	49	10.100	N
46	49	11.000	N
47	49	11.150	N
48	49	11.250	N

❖ kind of fix SYS ... GPS: GP. RADAR: RD. CELESTRIAL: CT. CNSPICOUS : CO. VISUAL .NAV AIDS : VN

PUB USED FOR THIS VOY:

* ABORT POINT AND CONTINGENCY ANCHORAGE AT PSN: 34-35N/136-55E ON CHART JP1064
* ABORT POINT AND CONTINGENCY ANCHORAGE AT PSN: 35-35N/140-45E ON CHART JP87
* ABORT POINT AND CONTINGENCY ANCHORAGE AT PSN: 48-21N/123-20W ON CHART BA4950,BA4953
* ABORT POINT AND CONTINGENCY ANCHORAGE AT PSN: 49-08N/123-18W ON CHART BA4952,BA4961
* ABORT POINT AND CONTINGENCY ANCHORAGE AT PSN: 49-09.3N/122-57W ON CHART BA4961

N OF WAYPOINT			T/CO	Dist off
				0
			var	
136	**56.000**	**E**		0.0
			180.0	
136	**56.000**	**E**		0.1
			119.5	
136	**56.300**	**E**		0.4
			142.2	
136	**56.770**	**E**		1.1
			191.2	
136	**56.530**	**E**		2.1
			186.1	
136	**56.400**	**E**		3.1
			153.7	
136	**57.000**	**E**		4.2
			157.6	
136	**59.000**	**E**		8.5
			178.1	
136	**59.100**	**E**		11.0
			194.6	
136	**58.000**	**E**		14.6
			180.0	
136	**58.000**	**E**		17.3
			134.2	
137	**3.600**	**E**		23.8
			90.0	
138	**55.000**	**E**		115.6
			76.1	
139	**40.000**	**E**		153.9
			58.7	

140	**40.000**	**E**		211.7
			28.6	
141	**0.000**	**E**		245.9
			20.3	
144	**0.000**	**E**		651.1
			55.5	
150	**0.000**	**E**		969.0
			62.8	
153	**0.000**	**E**		1111.2
			91.9	
160	**0.000**	**W**		3093.7
			81.2	
131	**55.000**	**W**		4270.7
			84.0	
125	**10.000**	**W**		4542.8
			90.0	
124	**44.000**	**W**		4560.0
			114.7	
123	**55.000**	**W**		4596.0
			90.0	
123	**28.000**	**W**		4613.9
			20.6	
123	**23.200**	**W**		4623.0
			90.0	
123	**17.700**	**W**		4626.7
			62.8	
123	**10.700**	**W**		4631.9
			12.9	
123	**9.460**	**W**		4635.6
			342.1	
123	**13.000**	**W**		4643.3
			347.5	
123	**15.100**	**W**		4649.7
			63.1	
123	**2.000**	**W**		4659.5
			33.4	
122	**58.000**	**W**		4664.3
			313.0	
123	**20.900**	**W**		4684.9
			33.4	
123	**19.070**	**W**		4687.0
			57.5	

123	**14.500**	**W**		4690.6
			82.0	
123	**13.850**	**W**		4691.0
			97.2	
123	**13.000**	**W**		4691.6
			121.4	
123	**10.700**	**W**		4693.4
			109.6	
123	**9.200**	**W**		4694.4
			90.0	
123	**7.700**	**W**		4695.4
			73.1	
123	**4.900**	**W**		4697.3
			41.4	
123	**2.700**	**W**		4699.5
			70.3	
122	**59.300**	**W**		4701.9
			95.9	
122	**57.000**	**W**		4703.4
			48.0	
122	**55.720**	**W**		4704.5
			20.7	
122	**55.200**	**W**		4705.5
			47.5	
122	**54.950**	**W**		4705.7
			44.5	
122	**54.800**	**W**		4705.8

GUIDE TO PORT ENTRY

NP8,NP25,NP26,NP42A,NP42C,NP62,NP42B,NP281(1,2), NP282, NP283(1,2), NP285, NP131, NP100, NP 136, NP284

ADP, MDS (LIST OF RADIO, TIDE TABLE, NTM DIGISTAL SERVICE)

UKC m	Distance	expect speed	time								Dist to go	position fix method	pst fix Freq.(min)	Watch level	charts/ publication
				AUS. 59							4705.8				
	0.0			81						#REF!					
2.0				JPN − 674	1	34.863	2221.1	1	136.9333333		4705.8	GP,RD,VN,	5	4	JP1065
	0.1	2.0	0.1	″ 2 ″						0.0					
2.0				JPN − 674	1	34.86066667	2221.0	1	136.9333333		4705.7	GP,RD,VN	5	4	JP1065
	0.3	4.0	0.1	″ 2 ″						60.5					
2.0				JPN − 675	1	34.85833333	2220.8	1	136.9383333		4705.4	GP,RD,VN,	5	4	JP1065
	0.6	6.0	0.1	″ 2 ″						37.8					
2.0				JPN − 676	1	34.85	2220.2	1	136.9461667		4704.8	GP,RD,VN,	5	4	JP1065
	1.0	7.0	0.1	″ 2 ″						11.2					
2.0				JPN − 677	1	34.83333333	2219.0	1	136.9421667		4703.8	GP,RD,VN	5	4	JP1065
	1.0	8.0	0.1	″ 2 ″						6.1					
4.0				JPN − 678	1	34.81666667	2217.8	1	136.94		4702.8	GP,RD,VN,	5	4	JP1065
	1.1	13.0	0.1	″ 2 ″						26.3					
4.0				JPN − 679	1	34.8	2216.6	1	136.95		4701.6	GP,RD,VN,	5	3	JP1065
	4.3	13.0	0.3	″ 2 ″						22.4					
10.0				JPN − 680	1	34.73333333	2211.7	1	136.9833333		4697.3	GP,RD,VN,CO	5'-10'	3	JP1052
	2.5	10.0	0.3	″ 2 ″						1.9					
5.0				JPN − 681	1	34.69166667	2208.7	1	136.985		4694.8	GP,RD,VN,CO	5'-10'	3	JP1052
	3.6	13.0	0.3	″ 2 ″						14.6					
6.0				JPN − 682	1	34.63333333	2204.4	1	136.9666667		4691.2	GP,RD,VN	5'-10'	3	JP1064
	2.7	13.0	0.2	″ 2 ″						0.0					JP1052
10.0				JPN − 683	1	34.58833333	2201.2	1	136.9666667		4688.5	GP,RD,VN,	5'-10'	3	JP1051,JP1064
	6.5	13.0	0.5	″ 2 ″						45.8					
17.0				JPN − 684	1	34.51333333	2195.7	1	137.06		4682.0	GP,RD,VN,	5'-10'	3	JP93,JP1064
	91.8	13.0	7.1	″ 2 ″						90.0				2	JP1051
7.0				JPN − 685	1	34.51333333	2195.7	1	138.9166667		4590.2	GP,RD,VN	15'	1	W51, JP93
	38.3	13.0	2.9	″ 2 ″						103.9					JP80
76.0				JPN − 686	1	34.66666667	2206.9	1	139.6666667		4551.9	GP,RD,VN,	15'	1	JP87,W51
	57.8	13.0	4.4	″ 2 ″						121.3					80

20.0				JPN − 687	1	35.16666667	2243.3	1	140.6666667		4494.1	GP,RD,VN	15'	1	JP87,W51
	34.2	13.0	2.6	″ 2 ″						151.4					
10.0				JPN − 688	1	35.66666667	2279.9	1	141		4459.9	GP,RD,VN	15'	1	W62
	405.2	13.5	30.0	″ 2 ″						159.7			60'		JP1097
15.0				JPN − 689	1	42	2766.3	1	144		4054.7	GP,RD,VN,	15'	1	2293
	317.9	13.5	23.5	″ 2 ″						124.5			60'		1800, JP1032
34.0				JPN − 690	1	45	3013.7	1	150		3736.9	GP,RD,VN,	15'	1	1803
	142.2	13.5	10.5	″ 2 ″						117.2			60'		4511
32.0				JPN − 691	1	46.08333333	3106.2	1	153		3594.7	GP,RD,VN	15'	1	4511
	1982.6	13.5	146.9	″ 2 ″						88.1			60'		4512
56.0				JPN − 692	1	45	3013.7	-1	200		1612.1	GP,RD,VN		1	4512
	1177.0	13.5	87.2	″ 2 ″						98.8			60'		4813
41.0				JPN − 693	1	48	3274.5	-1	228.0833333		435.1	GP,RD,VN	60'	1	4806
	272.0	13.5	20.2	″ 2 ″						96.0			15'		4920
64.0				JPN − 694	1	48.475	3317.1	-1	234.8333333		163.1	GP,RD,VN	5'-10'	2	4922
	17.2	13.5	1.3	″ 2 ″						90.0					4945
20.0				JPN − 695	1	48.475	3317.1	-1	235.2666667		145.8	GP,RD,VN	5'-10'	1	4945
	35.9	13.5	2.7	″ 2 ″						65.3					
50.0				JPN − 696	1	48.225	3294.6	-1	236.0833333		109.9	GP,RD,VN	5'-10'	2	4947
	18.0	13.5	1.3	″ 2 ″						90.0					4945
1521.0				JPN − 697	1	48.225	3294.6	-1	236.5333333		91.9	GP,RD,VN	5'-10'	2	4947
	9.1	13.5	0.7	″ 2 ″						159.4					
458.0				JPN − 698	1	48.36666667	3307.4	-1	236.6133333		82.8	GP,RD,VN,	5'-10'	3	4950
	3.7	13.5	0.3	″ 2 ″						90.0					4947
48.0				JPN − 699	1	48.36666667	3307.4	-1	236.705		79.2	GP,RD,VN,	5'-10'	3	4950
	5.2	14.0	0.4	″ 2 ″						117.2					4953
76.0				JPN − 700	1	48.40666667	3311.0	-1	236.8216667		73.9	GP,RD,VN	5'-10'	3	4953
	3.7	14.0	0.3	″ 2 ″						167.1					
107.0				JPN − 701	1	48.46666667	3316.4	-1	236.8423333		70.2	GP,RD,VN,	5'-10'	4	4953
	7.7	13.0	0.6	″ 2 ″						162.1					4954
125.0				JPN − 702	1	48.58833333	3327.4	-1	236.7833333		62.5	GP,RD,VN	5'-10'	4	4954
	6.5	13.0	0.5	″ 2 ″						167.5					4951
80.0				JPN − 703	1	48.69333333	3336.9	-1	236.7483333		56.1	GP,RD,VN	5'-10'	4	4954
	9.7	13.0	0.7	″ 2 ″						116.9					4951
69.0				JPN − 704	1	48.76666667	3343.5	-1	236.9666667		46.4	GP,RD,VN	5'-10'	4	4954
	4.8	13.0	0.4	″ 2 ″						146.6					4952
47.0				JPN − 705	1	48.83333333	3349.6	-1	237.0333333		41.6	GP,RD,VN,CO	5'-10'	4	
	20.6	10.0	2.1	″ 2 ″						133.0					4952
38.0				JPN − 706	1	49.0675	3370.9	-1	236.6516667		21.0	GP,RD,VN,CO	5'	4	4952
	2.2	14.0	0.2	″ 2 ″						146.6			5'		4961
127.0				JPN − 707	1	49.09783333	3373.7	-1	236.6821667		18.8	GP,RD,VN,CO	5'	4	4961
	3.6	14.0	0.3	″ 2 ″						122.5					

134.0				JPN − 708	1	49.12966667	3376.6	-1	236.7583333		15.2	GP,RD,VN	5'	4	4961
	0.4	14.0	0.0	″ 2 ″						98.0					
70.0				JPN − 709	1	49.13066667	3376.7	-1	236.7691667		14.8	GP,RD,VN	5'	4	4961
	0.6	14.0	0.0	″ 2 ″						82.8					
43.0				JPN − 710	1	49.1295	3376.6	-1	236.7833333		14.2	GP,RD,VN	5'	4	4961
	1.8	13.0	0.1	″ 2 ″						58.6					
100.0				JPN − 711	1	49.11416667	3375.2	-1	236.8216667		12.5	GP,RD,VN	5'	4	4961
20.0	1.0	11.0	0.1	″ 2 ″						70.4			5'		
0.5				JPN − 712	1	49.10833333	3374.6	-1	236.8466667		11.4	GP,RD,VN	5'	4	4961
	1.0	4.0	0.2	″ 2 ″						90.0					
0.5				JPN − 713	1	49.10833333	3374.6	-1	236.8716667		10.4	GP,RD,VN	5'	4	4961
	1.9	5.0	0.4	″ 2 ″						106.9					
0.5				JPN − 714	1	49.11766667	3375.5	-1	236.9183333		8.5	GP,RD,VN	5'	4	4961
	2.2	6.0	0.4	″ 2 ″						138.6					
0.5				JPN − 715	1	49.145	3378.0	-1	236.955		6.3	GP,RD,VN	5'	4	4961
	2.4	7.0	0.3	″ 2 ″						109.7					
0.5				JPN − 716	1	49.15833333	3379.2	-1	237.0116667		4.0	GP,RD,VN	5'	4	4961
	1.5	8.0	0.2	″ 2 ″						84.1					
0.5				JPN − 717	1	49.15573333	3379.0	-1	237.05		2.5	GP,RD,VN	5	4	4961
	1.1	6.0	0.2	″ 2 ″						132.0					
0.5				JPN − 718	1	49.16833333	3380.1	-1	237.0713333		1.3	GP,RD,VN	5	4	4961
	1.0	4.0	0.2	″ 2 ″						159.3					
0.5				JPN − 719	1	49.18333333	3381.5	-1	237.08		0.4	GP,RD,VN	5	4	4961
	0.2	2.0	0.1	″ 2 ″						132.5					
1.0				JPN − 720	1	49.18583333	3381.7	-1	237.0841667		0.1	GP,RD,VN	5'	4	4961
	0.1	0.2	0.7	″ 2 ″						135.5					
1.0				JPN − 721	1	49.1875	3381.9	-1	237.0866667		0.0	GP,RD,VN	5'	4	4961
				″ 2 ″						#DIV/0!					
				JPN − 722	-1	0	0.0	-1	360						
				″ 2 ″						#DIV/0!					
				JPN − 723	-1	0	0.0	-1	360						
				″ 2 ″						#DIV/0!					
				JPN − 724	-1	0	0.0	-1	360						
				″ 2 ″						#REF!					

Remarks(names of berth ect)
KINUURA BERTH
VHF CH: 09,13 & 16
KINUURA HARBOUR
Recommended by Capt's & Pilot's order
KINUURA HARBOUR
Recommended by Capt's & Pilot's order
KINUURA HARBOUR
Recommended by Capt's & Pilot's order
KINUURA HARBOUR
Recommended by Capt's & Pilot's order
KINUURA HARBOUR
Recommended by Capt's & Pilot's order
KINUURA HARBOUR
Recommended by Capt's & Pilot's order
KINUURA HARBOUR P/S Recommended by Capt's & Pilot's order
CHITA KO Recommended by Capt's & Pilot's order
ISE WAN Recommended by Capt's & Pilot's order
IRAGO STRAIT Recommended by Capt's & Pilot's order
IRAGO STRAIT Recommended by Capt's & Pilot's order
IRAGO P/S Follow Capt's instructions
N.P.O Follow Capt's instructions
N.P.O Follow Capt's instructions

N.P.O Follow Capt's instructions
N.P.O Follow Capt's instructions
N.P.O Follow Capt's instructions
N.P.O Follow Capt's instructions
N.P.O Follow Capt's instructions
N.P.O Follow Capt's instructions
E.C.A (NOTICE TO E/R 12, 6,3,1HRS B4) Follow Capt's instructions
PRINCE TRAFFIC CH:74 Follow Capt's instructions
SEATTLE TRAFFIC CH:05A Follow Capt's instructions
Caution heavy traffic & narrow channel Follow Capt's instructions
VICTORIA TRAFFIC CH: 11 Follow Capt's instructions
VICTORIA P/S CH: 11 &16 Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
VICTORIA P/S CH: 11 &16 Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
FRASER RIVER P/S Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order

Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
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Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
Caution heavy traffic & narrow channel Recommended by Capt's & Pilot's order
NEW WESTMINSTER berth Recommended by Capt's & Pilot's order

KOBE SHIPMANAGEMENT COMPANY LTD. (S-06.40.02(02))

DECK ----- BEFORE SAILING BY 2/O

Sheet 3

(O) PARALLEL INDEX DATA

NO.	LAND MARK	DIST.OFF		REMARKS
1	HABU KO	3.5	N	PSN CHECK
2	TOSHIMA KO	3.2	N	PSN CHECK
3	MIKOMOTO SHIMA	3.2	N	PSN CHECK
4	OMAE SAKI	5	N	PSN CHECK
5	TATOOSHI	5	N	PSN CHECK
6	KELLETT PLUFF	0.56	N	WOP
7	TURN Pt	0.5	N	WOP
8	BILLINGS HEAD	5	N	PSN CHECK
9			N	
10			N	
11			N	
12			N	
13			N	
14			N	

(P) PORT INFORMATION

NO.	PORT	INFORMATION
1	KINUURA	CALL PORT RADIO VHF CH: 16
2	NEW WESMINSTER	PORT RADIO CH: 16
3		
4		

(Q) CHANNEL & STRAIT HYDROGRAPHIC INFORMATION

1	JUAN DE FUCA	CAL PRINCE RUPERT TRAFFIC VHF CH:74&16
2		CALL SEATTLE TRAFFIC CH:05A
3		CALL VICTORIA TRAFFIC VHF CH:11&16
4		
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6		
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9		
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11		
12		
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14		
15		

(R) MASTER'S COMMENT

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Prepared by : Navigating officer _____

Approved by : Master _____

Comprehend by: Chief officer:_____

3rd officer_____