# PASSAGE PLAN
## (Berth to Berth)

Form: PP1
Issue No: 3 - 05/12
Amend No: 1 - 07/14

| Voyage No: | 27(2)-D | From: | MALABO,EQUATORIAL GUINEA | Via: | | To: | HOUSTON,USA |
|---|---|---|---|---|---|---|---|
| | | ETD: | 12-JAN-15 | Distance: | 6803 | ETA: | 03-FEB-15 |

**Appraisal** (Gather all relevant information)

**Important:** Check you have all the charts and publications required for the passage as soon as voyage orders are received. Order anything that is missing urgently.

**Ship Overview:** Predicted Draught on Departure: Fwd: 5.73 m Aft: 6.1 m

Equipment or operational limitations:
No Limitations on equipment.

Stability Consideration: (black tanks / holds, special cargo, etc)
HOLDS 1 & 2 FULL OF CARGO.

Cargo: Empty Container,Pipes,Bags | IMDG? Y | IMDG Class:

Notes on Cargo: (special requirements, securing arrangements, bridge visability, etc.)
Containers secured by twislocks and lashing bars.checked regularly and tight if necessarily.
GENERAL CARGO SECURED BY CHAINS.

**Charts:** List all charts required for the voyage and confirm they are available onboard in the list section.

| | | | |
|---|---|---|---|
| 1321 | Y | 3188 | Y |
| 1387 | Y | | |
| 3118 | Y | | |
| 4209 | Y | | |
| 4215 | Y | | |
| 4216 | Y | | |
| 1044 | Y | | |
| 4402 | Y | | |
| 3936 | Y | | |
| 1218 | Y | | |
| 1220 | Y | | |
| 4401 | Y | | |
| 3850 | Y | | |
| 3854 | Y | | |
| 3183 | Y | | |
| 3186 | Y | | |
| 3187 | Y | | |

Are ALL charts required for this passage available onboard and corrected? Yes

**Notes:** Charts must be the largest scale available, current edition and amended to latest the NtM.
Consider all charts including those required for planning, meteorological and seasonal loading information, ocean passage making, coastal navigation and pilotage.

Latest Ntm received? 03/15 (insert week no.) Charts ammended to: 03/15 (insert week no.)

Navigational watch keepers must initial each page to confirm they have read and understood it.

| Capt. | C/O | 2/O | Other (3/O, Cadet, etc) |
|---|---|---|---|
| | | | |



ED_002238_00000941-00001

# PASSAGE PLAN
## (Berth to Berth)

Form: PP1
Issue No: 3 - 05/12
Amend No: 0

**Publications:** Note all relevant information in this section. Include references (Notice no./Page no./etc) and the details or, if there is too much to record here, include a summary and attach a copy of the full text.

**Admiralty Sailing Directions (Pilot Books):**

NP 2- pp-96

ISLA de BIOKO-directions circumnavigate the island in an anti-clockwise direction passing all features at a prudent distance.

NORTH COAST OF JAMAICA- on the N side of Jamaica,the land rises gradually from the coast,in undulating hills separated by spacious valleys and watered by numerous rivulets.The coast is steep to and dangers lie not more than 1 mile offshore.

SOUTH- EASTERN ROUTE to the APPROACHES to GALVESTON -from the vicinity of 27*52.0N;092*35.0W near the edge of the continental shelf,the track leads NW for 26miles and then WNW for 100miles within Safety Fairway to the vicinity GA Light Buoy

**Notices to Mariners:** (Preliminary and Temporary)

**Navigational Warnings:** (from annual and weekly NtM, Navtex and EGC)

NAVTEX. BNM. 0006-15 (GA04)
BA CHART 3850.
UNCHARTED "Y" BUOY ADRIFT IN POS Ø-27-38.0'N λ-091-57.12'W
DRIFTING 210°(T) @ 0.5KT. CANCEL @ 03-02-15. 0000Z
NAVTEX. BNM 0006-15 (GA18)
BA 3850, 4401
SEISMIC SURVEY OPERATIONS: MV GEO SPACE, WG COLUMBUS, WEN SPIRIT, WG TASMAN, MV LINDOE, AURORA NAVIGATOR, MV MIDPORT KOWS, UNTIL 30.APR.2015. Ø-26-53'N λ-091-52.0'W TO Ø-27-37.0'W λ-090-41.0'W

**Admiralty List of Lights:**

Ensanada de Gravina-Dir LFl Y-6s-10nm; Punta Europa- Fl(3)W-20s-25nm;
Galera Pt- Oc.W-10s-16nm; Isla Testigo Grande- Fl W- 10s-23nm;Portland-Fl(2)W-15s-20nm;
Georgetown(Airport)-Aero Al Fl WG-20nm;Galveston North Jetty Head-Iso R-6s-6nm;
A Ldg Lts 301.1* - F W-13nm

| Capt. | C/O | 2/O | Other (D/O, Cadet, etc) |
|---|---|---|---|
| | | | |



ED_002238_00000941-00002

# PASSAGE PLAN
## (Berth to Berth)

Form: PP1
Issue No: 3 - 05/12
Amend No: 0

**Admiralty List of Radio Signals:**

**IMO Ship's Routing Guide:**

| Report to Callsign: (VTS, Pilots, Port,etc) | Reason: (Pre notice, reporting point, voluntary report, etc) | Position: (if applicable) | VHF Channel: | Information to be Passed: (ETA, tugs required, etc. if the report must be in a standard form; attach a copy) |
|---|---|---|---|---|
| Houston Traffic | Galveston Bay Entrance Channel | | Ch 12 | passing Lt buoys 18/28 |
| Houston Traffic | Galveston Bay Entrance Channel | | Ch 12 | Lt buoys 11/12 |
| Houston Traffic | E - Bolivar Land Cut | | Ch 12 | Mile 349 Intracoastal Waterway (ICW |
| Houston Traffic | W - Pelican Cut | | Ch 12 | Mile 351 ICW |
| Houston Traffic | GCG - Galveston Harbor | | Ch 12 | USCG Base - at the entrance to Galveston Harbor |
| Houston Traffic | T - Texas City Channel | | Ch 12 | Lt Bn 12 |
| Houston Traffic | X - Houston Ship Channel (HSC)/ICW Intersection | | Ch 12 | HSC Lt buoys 25/26 |
| Houston Traffic | Lower Galveston Bay | | Ch 12 | HSC Lt buoys 31/32 |
| Houston Traffic | Exxon | | Ch 11 | Baytown Bend Lt Bn 109A |
| Houston Traffic | Lynchburg | | Ch 11 | Ferry crossing |
| Houston Traffic | Magellan Turning Basin | | Ch 11 | Hunting Bayou Turning Basin |
| Houston Traffic | 11 - Lyondell Turning Basin | | Ch 11 | Sims Bayou Turning Basin |
| Houston Traffic | I-610 Bridge | | Ch 11 | I-610 Bridge |
| Houston Traffic | Houston Turning Basin | | Ch 11 | Buffalo Bayou |

**Navtex Stations:**
H-CURACAO

| Inmarsat-C No.1 | Inmarsat-C No.2 |
|---|---|
| Ocean Region: AOR-E/W | Ocean Region: AOR-E/W |
| NAVAREA(s): II/V/IV | NAVAREA(s): II/V/IV |
| LES: Assaguel/Burum/Eik | LES: Assaguel/Burum/Eik |

Navtex and Sat-C have been properly set.

Signed (2/O)
Date 13-04-15

**Weather Facsimile Stations and Times:**
NEW ORLEANS:
4317.9;8503.9;12789.9-24HRS
17146.4- 1200-2045HRS

| Capt. | C/O | 2/O | Other (3/O, Cadet, etc) |
|---|---|---|---|
| | | | |


SMS File: Passage Plan File
Copy to Company: No
Retain: 12 Months

ED_002238_00000941-00003

# PASSAGE PLAN
## (Berth to Berth)

Form: PP1
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**Departure Port Limitations:** (tidal access, berth size/depth, max draught/air draught, min UKC, etc.)

Tidal Levels- Mean spring range about 1.6m;mean neap range about 0.7m
Port Operations-vessels berthed during day hours only.
Outer Anchorage-obtain in Ensaenada de Gravina,clear of a submarine cable.Anchoring further offshore where it is cooler,will enable a vessel to be free of mosquitos.
Prohibited Anchorage- w/in 3 cables of a submarine cable.Anchoring and fishing are PROHIBITED in Bahia de Malabo.
Submarine cable runs NE from the W side of Ensenada de gravina.

**Arrival Port Limitations:** (tidal access, berth size/depth, max draught/air draught, min UKC, etc.)

Controlling Depth- HOUSTON SHIP CHANNEL- Morgans Pt to Carpenters Bayou -13.7m
Carpenters Bayou to Greens Bayou- 12.1 to 13.7m,Greens Bayou Channel-10.9m.
Vertical Clearances-least vertical clearane is 41.1m(29°43.50N;095°15.99W).Lowest vertical clearance-49.3m.
Tidal Levels- max tidal range at Morgans Pt -0.4m.almost no periodic tide at Houston.
Fog- occurs on an average of 16days a year and light fog on about 62days at Houston.
Speed Limits-Officail signs indicate speed limits.Speed must be reduced sufficiently to prevent damage.Anchoring- is prohibited both in the main ship channel and turning basins.

**Departure Pilot:** (Boarding/disembarkation arrangement, VHF channel, etc.)

Pilotage is Compulsory inbound Only.Not available for unberthing.Pilot boards vessel about Scables NW of Punta de la Unidad Africana.
Pilot boards in position 3°46'.28N 8°46'.61E.

**Arrival Pilot:** (Boarding/disembarkation arrangement, VHF channel, etc.)

Pilotage is Compulsory available day and night.Pilot boats grey hull and white superstructure for Houston.

| Port: | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date: | | | | | | | | | | | | | | | | |
| | Time | Height | Time | Height | Time | Height | Time | Height | Time | Height | Time | Height | Time | Height | Time | Height |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

**Tidal Stream Atlas(es):**

**Date of Spring Tide:**

**Any Other Tidal Notes:**

Tidal Atlas(es) have been prepared and anotated in accordance with Company Passage Planning Instructions.

Signed (2/O)
Date

| Capt. | C/O | 2/O | Other (3/O, Cadet, etc) |
|---|---|---|---|
| | | | |



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# PASSAGE PLAN
## (Berth to Berth)

Form: PP1
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**Environmental Protection:** (MARPOL Special Areas, ECA Zones, local requirements, etc.)

MARINE EXPLOITATION IS EXTENSIVE IN THE AREA.

Garbage is PROHIBITED to throw OVERBOARD.Oilfield in the area.

**Weather:** Examine data available on Admiralty Routing Charts, Sailing Directions, Ocean Passages of the World, etc. together with up to date weather charts and forecasts. Identify areas where conditions such as fog, heavy weather and icing could occur. Consider the need to:

a. receive further weather information or weather routing advice, and / or
b. decide to take a less direct route if conditions warrant

GULF OF MEXICO

Flow- although coastal currents seldom exceed 1 kn and are mainly due to wind effects,it is reported that strong N to NE wind cause a shoreward set of considerable speed.

Local Weather- the coastal climate ranges from warm and humid in summer to moderately subtropical in winter.Summer weather includes showers, thunderstorms and occasionally a tropical storm. The hurricane season is from late May to early November. On average sustained wind speeds reaching 85kn and wave heights of 10m may be expected every 10yrs.Such winds often blows onshore.

**Any Other Relevant Information:** (Include the source of the information)

EQUATORIAL GUINEA

MALABO- is situated on the N coast of Bioko at the head of Bahia de Malabo.It is a medium ized port,used for export of timber and cocoa-beans.Imports include food products,contruction materials and all types of used materials.

BERTHS-the port has two jetties Muelle Viejo and Muello Nuevo.

Muelle Viejo-is 250m lng but shallow depths alongside make the greater part suitable only for lighters. A pier 45m long and 15m wide projects NW from the middle of Muelle Viejo enabling a vessel with a draught of up to 5m to berth stern to the head and work cargo to lighters.

Muello Nuevo- is 200m in lenght with a depths from 6 to 9m alongside.It is reported that a vessel with a maximum draught of 8m can berth safely alongside.

IALA BOUYAGE SYSTEM
REGION A- (RED TO PORT)

USA-

Houston- Houston is one of the major seaports of the United States with a full range of cargo handling facilities and numerous shipyards.it is a port of entry .The city of Houston,lying at the W end of the Port of Houston complex is the largest in Texas.

Harbour- w/c consists mainly of berths and slips dregded on both sides of the channel,extend at intervals for about 21miles between Morgans Pt. and Houston turning basin.

IALA BOUYAGE SYSTEM
REGION B- (RED TO STARBOARD)

TIME DIFFERENCE-
MALABO- +1
HOUSTON- -6

RETARD- 7HRS

| Capt. | C/O | 2/O | Other (3/O, Cadet, etc) |
|---|---|---|---|



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# PASSAGE PLAN
## (Berth to Berth)

Form: PP1
Issue No: 3 - 05/12
Amend No: 0

| Chart Preparation Checklist: (The following items must be marked on the charts in pencil) | (✓) |
|---|---|
| Ground track annotated with true course for every leg. | ✓ |
| Waypoint positions marked with the waypoint number as it appears on PP2. | ✓ |
| Alter course and (where appropriate) "wheel over" positions. | ✓ |
| Dangerous areas/areas unsuitable for navigation outlined and "hatched out". | ✓ |
| Clearing bearings, transits and other means to avoid dangers/monitor posn. | ✓ |
| Parallel Index bearings and ranges prepared and marked on the chart. | ✓ |
| Position(s) of all "Abort Points" identified in PP2. | ✓ |
| Details of Temporary and Preliminary Notices to Mariners on chart in pencil. | ✓ |
| Details of Navigational Warnings on chart in pencil. (from NtM, Navtex and EGC) | ✓ |
| Radio reporting points marked and annotated with VHF channel and call sign. | ✓ |
| Change chart positions including the number of the next chart. | ✓ |
| Times/dates of HW/LW and phase (e.g. Sp+2) noted near tidal diamond tables. | ✓ |
| Tidal diamonds / other tidal symbols near the planned track annotated with tidal stream rate and direction for the time the vessel is expected to pass. - (Note the date and time that the annotation is valid). | ✓ |

| Form PP2 Checklist: (Complete form PP2 in full and add the following in the "Notes" column.) | (✓) |
|---|---|
| Identify and clearly mark legs or areas for which the depth alarm will need to be set to a value less than 10m UKC. - (An audible depth alarm must be in operation at all times!) | ✓ |
| Identify and clearly mark legs or areas requiring particular navigational care such as narrow channels, passing close to dangers or high traffic density. - (Master must consider augmenting or supervising the navigational watch as appropriate) | ✓ |
| Identify and clearly mark legs for which "squat" may be a factor. (Reduce Max Speed) | ✓ |
| Note localised weather and tidal anomalies. | ✓ |
| Identify and note "Abort Points". (Note criteria for abort / continuation) | ✓ |
| Note all other hazzards and relevant navigational information from all sources. | ✓ |
| Note MARPOL Special Areas and ECA Zones. | ✓ |
| Note other environmental regulations and information. | ✓ |
| Note where a change of machinery will be required. | ✓ |
| Note reporting requirements. | ✓ |

This Passage Plan is comprised of **6** pages as detailed to the right. The **WHOLE PLAN** must be read and understood by all navigational officers **BEFORE** they take charge of a navigational watch. You must sign to confirm that you fully understand this requirement **AND** all of the information in this plan.

| | Rank: | Name: | Sign: | Date: |
|---|---|---|---|---|
| **Passage Plan Prepared by:** | 2/OFF | Añes,Khristoffer John | | 13-Jan-15 |
| **Passage Plan Checked and Approved by:** | Master | Bobes, Constantin | | 13-Jan-15 |
| **Passage Plan Read and Understood by:** | Ch/Off | Gilivskey,Andrey | | 13.01.2015 |
| **Passage Plan Read and Understood by:** | OS/Mate | Pelayo, Mark Neil | | 13-Jan-15 |

| Form | Pages |
|---|---|
| PP1 | 6 |
| PP2 | |
| PP3 | |
| PP4 | |
| Other | |



SMS File: Passage Plan File  Copy to Company: No  Retain: 12 Months

ED_002238_00000941-00006

## EQUATORIAL GUINEA General Services

MALABO, SANTA ISABEL, BIOKO 3°45.44'N 8°46.90'E

UNCTAD LOCODE: GQ SSG

### PILOTS

HOURS: HX

PROCEDURE:

(1) **Pilotage is compulsory.** Pilots are not available for unberthing.

(2) **Pilot boards** in position 3°46'.28N 8°46'.61E.

---

### PORT

CONTACT DETAILS:

| | |
|---|---|
| VHF Channel: | Ch 14 16 |
| Telephone: | +240 092669 |
| Fax: | +240 092669 |

HOURS: HX

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## UNITED STATES (GULF COAST) General Services

HOUSTON, TEXAS 29°40.03'N 94°58.80'W

UNCTAD LOCODE: US HOU

### PILOTS

**CONTACT DETAILS:**

| | |
|---|---|
| VHF Channel: | Ch 16; 14 74 |
| Telephone: | +1 713 6459620 |
| | +1 713 6493513 |
| Fax: | +1 713 6493513 |
| E-mail: | disp@houston-pilots.com |
| | po@houston-pilots.com |
| Website: | www.houston-pilots.com |

**HOURS:** H24

**PROCEDURE:**

(1) **Pilotage is compulsory.**

(2) **Pilot ordering:** Vessels should send request for Pilots 8h in advance, direct or through the agent.

(3) **Pilot boards** in approximate position 29°18'.00N 94°37'.36W (in the vicinity of Galveston Bay Entrance Channel Approach Lt buoys 1B and 2B).

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### VESSEL TRAFFIC SERVICE

For details see HOUSTON-GALVESTON, Texas.

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### PORT

**CONTACT DETAILS:**

| | |
|---|---|
| Telephone: | +1 713 6702419 |
| Fax: | +1 713 2262134 |

**Port Authority**

| | |
|---|---|
| Telephone: | +1 713 6702400 |
| Fax: | +1 713 6702429 |
| Website: | www.portofhouston.com |

**Tugs**

| | |
|---|---|
| VHF Channel: | Ch 14 |

**HOURS:** H24

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NOTE:

*Station serves all ports above Texas City.*

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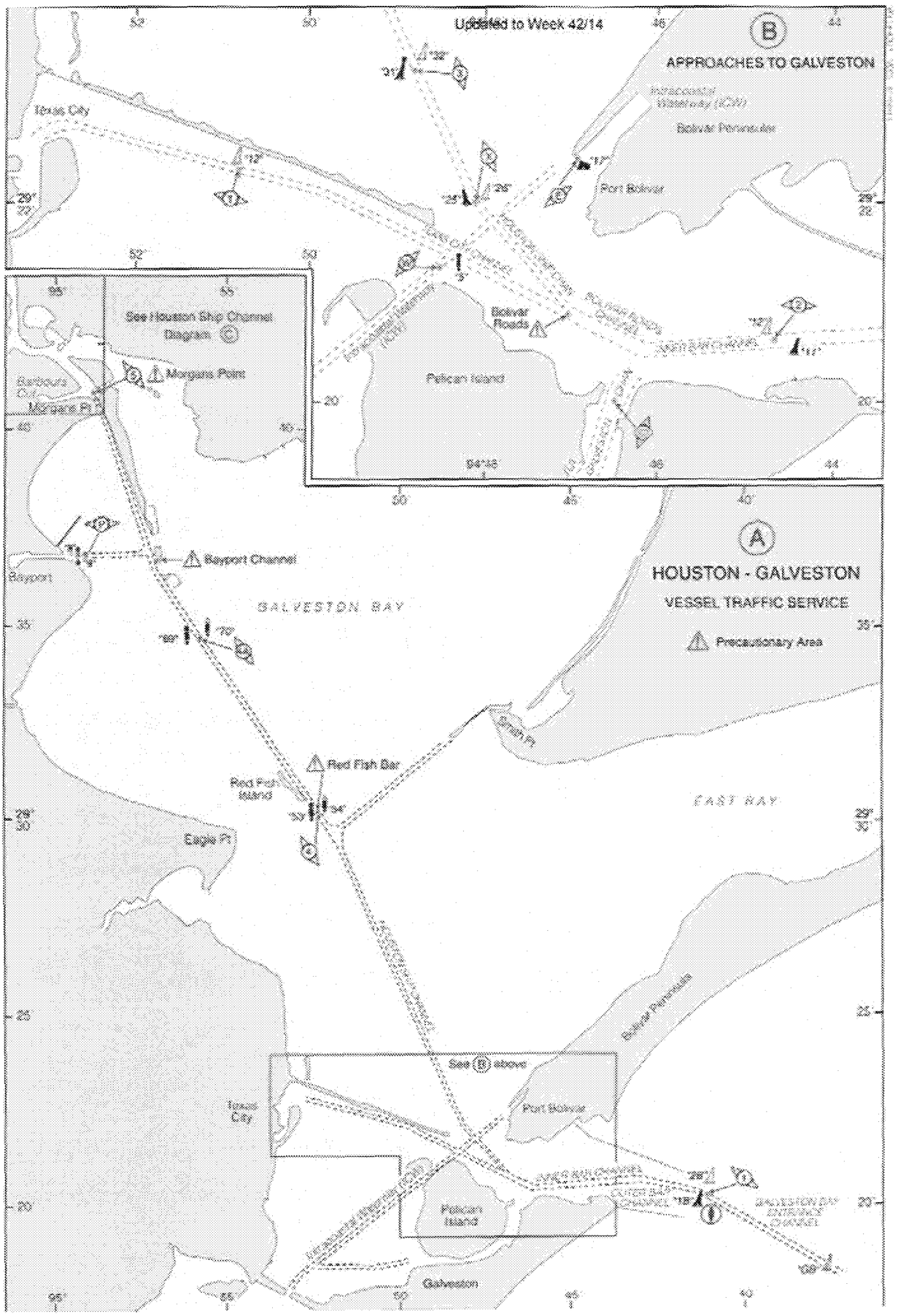


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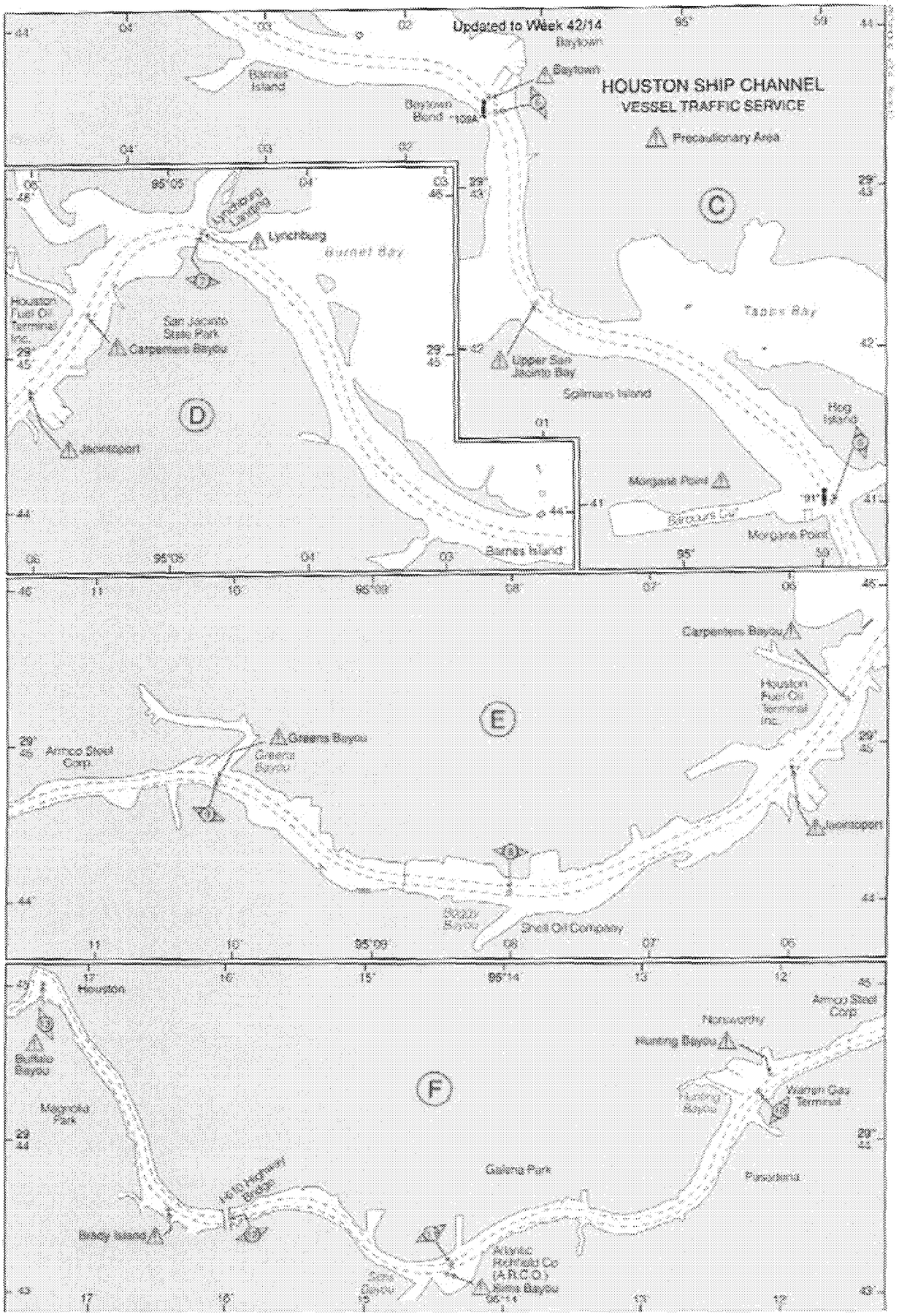


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## UNITED STATES (GULF COAST) General Services

## HOUSTON-GALVESTON, TEXAS 29°21.00'N 94°47.00'W

See diagram HOUSTON-GALVESTON VESSEL TRAFFIC SERVICE, INDEX OF DIAGRAMS.
See diagrams (A) and (B), HOUSTON-GALVESTON VESSEL TRAFFIC TRAFFIC SERVICE.
See diagrams (C), (D), (E) and (F), HOUSTON SHIP CHANNEL VESSEL TRAFFIC SERVICE.

VESSEL TRAFFIC SERVICE Scroll Chart

### AREA:

(1) The VTS area consists of the following major waterways and portions of connecting waterways:

(a) Galveston Bay Entrance Channel
(b) Outer Bar Channel
(c) Inner Bar Channel
(d) Bolivar Roads Channel
(e) Galveston Channel
(f) Gulf Intracoastal Waterway (ICW) and Galveston-Freeport Cut-Off from Mile 348 to Mile 352
(g) Texas City Channel
(h) Texas City Turning Basin
(i) Texas City Canal Channel
(j) Texas City Canal Turning Basin
(k) Houston Ship Channel (HSC)
(l) Bayport Channel
(m) Bayport Turning Basin
(n) Houston Turning Basin
(o) The following precautionary areas associated with these waterways:

| Precautionary area name | Radius (yds) | Centred on |
|---|---|---|
| Bolivar Roads | 4000 | 29°20'·90N 94°47'·00W |
| Red Fish Bar | 4000 | 29°29'·80N 94°51'·90W |
| Bayport Channel | 4000 | 29°36'·70N 94°57'·20W |
| Morgans Point | 2000 | 29°41'·00N 94°59'·00W |
| Upper San Jacinto Bay | 1000 | 29°42'·30N 95°01'·10W |
| Baytown | 1000 | 29°43'·60N 95°01'·40W |
| Lynchburg | 1000 | 29°45'·80N 95°04'·80W |
| Carpenters Bayou | 1000 | 29°45'·30N 95°05'·60W |
| Jacintoport | 1000 | 29°44'·80N 95°06'·00W |
| Greens Bayou | 1000 | 29°44'·80N 95°10'·20W |

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| Precautionary area name | Radius (yds) | Centred on |
|---|---|---|
| Hunting Bayou | 1000 | 29°44'·30N 95°12'·10W |
| Sims Bayou | 1000 | 29°43'·10N 95°14'·40W |
| Brady Island | 1000 | 29°43'·50N 95°16'·40W |
| Buffalo Bayou | 1000 | 29°45'·00N 95°17'·30W |

(2) The VTS area is divided into two sectors as follows:

(a) **Sector 1:** The navigable waters S of a line extending due W from the southernmost end of Exxon Dock No 1 (29°43'·37N 95°01'·27W)

(b) **Sector 2:** The navigable waters N of a line extending due W from the southernmost end of Exxon Dock No 1 (29°43'·37N 95°01'·27W)

## DESCRIPTION:

For VTS operational requirements see UNITED STATES (Gulf Coast) - GENERAL NOTES.

## CONTACT DETAILS:

Call: Houston Traffic

Telephone: +1 281 4644829 (Operations Officer)
+1 281 4664837 (Watch Supervisor)

E-mail: houstontraffic@uscg.mil

Website: www.uscg.mil/vtshouston

**Sector 1**

VHF Channel: Ch 12

**Sector 2**

VHF Channel: Ch 11

**Secondary**

VHF Channel: Ch 13

## HOURS: H24

## PROCEDURE:

The monitoring area for the designated frequency or primary VHF Channel comprises the navigable waters N of 29°00'·00N, W of 94°20'·00W, S of 29°49'·00N, and E of 95°20'·00W.

## REPORTING:

For VTS reporting requirements see UNITED STATES (Gulf Coast) - GENERAL NOTES.

## REPORTING POINTS:

Using the appropriate sector Primary VHF Channel, a VTS User should report:

(1) Vessel's name

(2) Reporting Point Designator - name or location of vessel when passing the following points:

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| Reporting Point Designator - name | Location | Position | Remarks |
|---|---|---|---|
| 1 - Galveston Bay Entrance Channel | Lt buoys 1B/2B | 29°18'.30N 94°37'.20W | |
| 2 - Galveston Bay Entrance Channel | Lt buoys 11/12 | 29°20'.60N 94°44'.60W | |
| E - Bolivar Land Cut | Mile 349 Intracoastal Waterway (ICW) | 29°22'.50N 94°46'.90W | Tows entering HSC also report at HSC Lt buoys 25/26 |
| W - Pelican Cut | Mile 351 ICW | 29°21'.40N 94°48'.40W | Tows entering HSC also report at HSC Lt buoys 25/26 |
| GCG - Galveston Harbor | USCG Base - at the entrance to Galveston Harbor | 29°20'.00N 94°46'.50W | |
| T - Texas City Channel | Lt Bn 12 | 29°22'.40N 94°50'.90W | |
| X - Houston Ship Channel (HSC)/ICW Intersection | HSC Lt buoys 25/26 | 29°22'.10N 94°48'.10W | Tows entering HSC from ICW or Texas Cut only |
| 3 - Lower Galveston Bay | HSC Lt buoys 31/32 | 29°23'.50N 94°48'.80W | |
| 4 - Red Fish Bar | HSC Lt Bns 53/54 | 29°30'.30N 94°52'.40W | |
| 4A - Upper Galveston Bay | HSC Bns 69/70 | 29°34'.70N 94°55'.80W | Tows only |
| P - Bayport Ship Channel | Lts 8/9 | 29°36'.80N 94°59'.50W | Report at the North Land Cut |
| 5 - Morgans Point | Lt Bn 91 | 29°41'.00N 94°58'.90W | Abeam Barbours Cut |
| 6 - Exxon | Baytown Bend Lt Bn 109A | 29°43'.40N 95°01'.30W | |
| 7 - Lynchburg | Ferry crossing | 29°45'.80N 95°04'.80W | |
| 8 - Shell Oil | Boggy Bayou | 29°44'.10N 95°08'.00W | |
| 9 - Greens Bayou | Greens Bayou | 29°44'.80N 95°10'.10W | |
| 10 - Magellan Turning Basin | Hunting Bayou Turning Basin | 29°44'.30N 95°12'.10W | |
| 11 - Lyondell Turning Basin | Sims Bayou Turning Basin | 29°43'.20N 95°14'.40W | |
| 12 - I-610 Bridge | I-610 Bridge | 29°43'.50N 95°16'.00W | |

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| Reporting Point Designator - name | Location | Position | Remarks |
|---|---|---|---|
| 13 - Houston Turning Basin | Buffalo Bayou | 29°45'.00N 95°17'.40W | |

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# PASSAGE PLAN
## (Berth to Berth)

Form: PP2
Issue No: 3 - 05/12
Amend No: 1 - 07/14

| Leg | Chart | Wpt. no. | Wpt. Posn. | Deg | Min | He | Distance to Dest. | Max. Lat. 50 | Initial Course | Final Course | Leg Dist. | Min. UKC | Max. Speed | Fix Freq. | Notes (Include general notes on completing the passage, hazards, predicted dangers such as traffic density or meteorological anomalies, reporting requirements, pilot stations, MARPOL requirements, changes in machinery status, etc.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | Lat: | 03 | 45.84 | N | 6,907.8 | | | | | | | | |
| | | | Long: | 008 | 44.63 | E | | | | | | | | | |
| | | | BERTH MALABO | | | | | | | | | | | | |
| 1 | 1321 | | | | | | | | 068.1 | | 11.2 | 6 | 14 | 2 | VESSEL ON HIGH RISK PIRATES AREA.KEEP A PROPER LOOK OUT AROUND THE VESSEL. |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 2 | Lat: | 03 | 50.00 | N | 6896.6 | | | | | | | | |
| | | | Long: | 008 | 55.00 | E | | | | | | | | | |
| | | | APP PS MALABO | | | | | | | | | | | | |
| 2 | 1321 | | | | | | | | 125.6 | | 8.6 | 15 | 14 | 1 | VESSEL ON HIGH RISK PIRATES AREA.KEEP A PROPER LOOK OUT AROUND THE VESSEL. |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 3 | Lat: | 03 | 45.00 | N | 6888.0 | | | | | | | | |
| | | | Long: | 009 | 02.00 | E | | | | | | | | | |
| 3 | 1387 | | | | | | | | 201.7 | | 371.2 | 50 | 14 | 1 | VESSEL ON HIGH RISK PIRATES AREA.KEEP A PROPER LOOK OUT AROUND THE VESSEL. |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 4 | Lat: | 02 | 00.00 | S | 6516.8 | | | | | | | | |
| | | | Long: | 006 | 45.00 | E | | | | | | | | | |
| 4 | 4216 | | | | | | | | 269.3 | 270.7 | 2,368.8 | 50 | 14 | 1 | VESSEL ON HIGH RISK PIRATES AREA.KEEP A PROPER LOOK OUT AROUND THE VESSEL. |
| | | | | | | | | | Great Circle Leg | | | | | | |
| | | 5 | Lat: | 02 | 00.00 | S | 4148.0 | | | | | | | | |
| | | | Long: | 032 | 45.00 | W | | | | | | | | | |
| 5 | 1104 | | | | | | | | 295.4 | 293.1 | 1,862.4 | 50 | 14 | 1 | |
| | | | | | | | | | Great Circle Leg | | | | | | |
| | | 6 | Lat: | 11 | 00.00 | N | 2285.6 | | | | | | | | |
| | | | Long: | 061 | 05.00 | W | | | | | | | | | |
| 6 | 1220 | | | | | | | | 295.1 | 288.8 | 1,449.8 | 50 | 14 | 1 | |
| | | | | | | | | | Great Circle Leg | | | | | | |
| | | 7 | Lat: | 20 | 10.00 | N | 835.8 | | | | | | | | |
| | | | Long: | 084 | 20.00 | W | | | | | | | | | |
| 7 | 1220 | | | | | | | | 321.2 | | 237.3 | 50 | 14 | 1 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 8 | Lat: | 23 | 15.00 | N | 598.5 | | | | | | | | |
| | | | Long: | 087 | 00.00 | W | | | | | | | | | |
| 8 | 3850 | | | | | | | | 312.5 | | 408.6 | 50 | 14 | 2 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 9 | Lat: | 27 | 51.00 | N | 189.9 | | | | | | | | |
| | | | Long: | 092 | 34.00 | W | | | | | | | | | |
| | | | ENTERING FAIRWAY CHANNEL | | | | | | | | | | | | |
| 9 | 3854 | | | | | | | | 322.7 | | 27.7 | 50 | 14 | 2 | KEEP A SHARP LOOK OUT.ENTERING SAFETY FAIRWAY. |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 10 | Lat: | 28 | 13.00 | N | 162.3 | | | | | | | | |
| | | | Long: | 092 | 53.00 | W | | | | | | | | | |
| 10 | 3183 | | | | | | | | 305.9 | | 89.4 | 50 | 14 | 2 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 11 | Lat: | 29 | 05.50 | N | 72.8 | | | | | | | | |
| | | | Long: | 094 | 15.50 | W | | | | | | | | | |



ED_002238_00000941-00017

# PASSAGE PLAN
## (Berth to Berth)

Form: PP2
Issue No: 3 - 05/12
Amend No: 0

| Leg | Chart | Wpt. no. | Wpt. Posn. | Deg | Min | He | Distance to Dest. | Max. lat. 50 | Initial Course | Final Course | Leg Dist. | Min. UKC | Max. Speed | Fix Freq. | Notes (Include general notes on completing the passage, hazards, predicted dangers such as traffic density or meteorological anomalies, reporting requirements, pilot stations, MARPOL requirements, changes in machinery status, etc.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 11 | Lat: | 29 | 05.50 | N | 72.8 | | | | | | | | |
| | | | Long: | 094 | 15.50 | W | | | | | | | | | |
| 11 | 3183 | | | | | | | | 302.6 | | 19.5 | 50 | 14 | 2 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 12 | Lat: | 29 | 16.00 | N | 53.3 | | | | | | | | |
| | | | Long: | 094 | 34.30 | W | | | | | | | | | |
| 12 | 3183 | | | | | | | | 311.3 | | 3.5 | 8 | 10 | 4 | APPROACH P/S HOUSTON.STAND BY CREW FOR MANOUVERING.CALL HOUSTON TRAFFIC VHF VH 12/13.PASSING LT BUOY 1B/2B |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 13 | Lat: | 29 | 18.30 | N | 49.8 | | | | | | | | |
| | | | Long: | 094 | 37.30 | W | | | | | | | | | |
| | | | PS HOUSTON | | | | | | | | | | | | |
| 13 | 3183 | | | | | | | | 301.3 | | 4.1 | 8 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 14 | Lat: | 29 | 20.42 | N | 45.8 | | | | | | | | |
| | | | Long: | 094 | 41.30 | W | | | | | | | | | |
| | | | BUOY 8 | | | | | | | | | | | | |
| 14 | 3183 | | | | | | | | 282.6 | | 1.5 | 6 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 15 | Lat: | 29 | 20.74 | N | 44.3 | | | | | | | | |
| | | | Long: | 094 | 42.94 | W | | | | | | | | | |
| | | | BUOY 10 | | | | | | | | | | | | |
| 15 | 3183 | | | | | | | | 265.9 | | 2.8 | 6 | 12 | 6 | CALL HOUSTON TRAFFIC VHF VH 12/13.PASSING LT BOUY 11/12 |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 16 | Lat: | 29 | 20.54 | N | 41.5 | | | | | | | | |
| | | | Long: | 094 | 46.15 | W | | | | | | | | | |
| | | | BUOY 16 | | | | | | | | | | | | |
| 16 | 3183 | | | | | | | | 296.6 | | 0.8 | 6 | 12 | 6 | CALL HOUSTON TRAFFIC VHF VH 12/13.PASSING LOWER GALVESTON BAY HSC LT BOUYS 31/32 |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 17 | Lat: | 29 | 20.88 | N | 40.7 | | | | | | | | |
| | | | Long: | 094 | 46.93 | W | | | | | | | | | |
| | | | BUOY 18 | | | | | | | | | | | | |
| 17 | 3186 | | | | | | | | 318.7 | | 1.6 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 18 | Lat: | 29 | 22.06 | N | 39.2 | | | | | | | | |
| | | | Long: | 094 | 48.12 | W | | | | | | | | | |
| | | | BUOY 25 | | | | | | | | | | | | |
| 18 | 3186 | | | | | | | | 336.3 | | 8.2 | 7 | 12 | 6 | CALL HOUSTON TRAFFIC VHF VH 12/13.PASSING RED FISH BAR HSC LT BNS 53/54 |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 19 | Lat: | 29 | 29.60 | N | 30.9 | | | | | | | | |
| | | | Long: | 094 | 51.92 | W | | | | | | | | | |
| | | | BUOY 52 | | | | | | | | | | | | |
| 19 | 3186 | | | | | | | | 326.2 | | 8.3 | 7 | 12 | 6 | CALL HOUSTON TRAFFIC VHF VH 12/13.PASSING UPPER GALVESTON BAY.CALL HOUSTON TRAFFIC VHF CH12/13 PASSING MORGAN PT.LT BN 91 |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 20 | Lat: | 29 | 36.50 | N | 22.6 | | | | | | | | |
| | | | Long: | 094 | 57.22 | W | | | | | | | | | |
| | | | BUOY 75 | | | | | | | | | | | | |
| 20 | 3186 | | | | | | | | 341.9 | | 4.8 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 21 | Lat: | 29 | 41.04 | N | 17.9 | | | | | | | | |
| | | | Long: | 094 | 58.93 | W | | | | | | | | | |



ED_002238_00000941-00018

# PASSAGE PLAN
## (Berth to Berth)

Form: PP2
Issue No: 3 - 05/12
Amend No: 0

| Leg | Chart | Wpt. no. | Wpt. Posn. | | | | Distance to Dest. | Max. Lat. 50 | Initial Course | Final Course | Leg Dist. | Min. UKC | Max. Speed | Fix Freq. | Notes (Include general notes on completing the passage, hazards, predicted dangers such as traffic density or meteorological anomalies, reporting requirements, pilot stations, MARPOL requirements, changes in machinery status, etc.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 21 | Lat: | 29 | 41.04 | N | 17.9 | | | | | | | | |
| | | | Long: | 094 | 58.93 | W | | | | | | | | | |
| 21 | 3187 | | | | | | | | 326.5 | | 0.5 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 22 | Lat: | 29 | 41.42 | N | 17.4 | | | | | | | | |
| | | | Long: | 094 | 59.22 | W | | | | | | | | | |
| 22 | 3187 | | | | | | | | 309.1 | | 0.9 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 23 | Lat: | 29 | 41.97 | N | 16.5 | | | | | | | | |
| | | | Long: | 095 | 00.00 | W | | | | | | | | | |
| | | | BUOY 100 | | | | | | | | | | | | |
| 23 | 3187 | | | | | | | | 281.4 | | 0.7 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 24 | Lat: | 29 | 42.10 | N | 15.9 | | | | | | | | |
| | | | Long: | 095 | 00.74 | W | | | | | | | | | |
| | | | BUOY 101A | | | | | | | | | | | | |
| 24 | 3187 | | | | | | | | 301.5 | | 0.3 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 25 | Lat: | 29 | 42.27 | N | 15.5 | | | | | | | | |
| | | | Long: | 095 | 01.06 | W | | | | | | | | | |
| | | | BUOY 103 | | | | | | | | | | | | |
| 25 | 3187 | | | | | | | | 327.3 | | 0.3 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 26 | Lat: | 29 | 42.50 | N | 15.3 | | | | | | | | |
| | | | Long: | 095 | 01.23 | W | | | | | | | | | |
| | | | BUOY 105 | | | | | | | | | | | | |
| 26 | 3187 | | | | | | | | 359.4 | | 0.9 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 27 | Lat: | 29 | 43.37 | N | 14.4 | | | | | | | | |
| | | | Long: | 095 | 01.24 | W | | | | | | | | | |
| | | | BUOY 109 | | | | | | | | | | | | |
| 27 | 3187 | | | | | | | | 319.0 | | 0.6 | 7 | 12 | 6 | CALL HOUSTON TRAFFIC VHF CH.11/13 PASSING EXXON BAYTOWN BEND LT BN 109A. |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 28 | Lat: | 29 | 43.80 | N | 13.8 | | | | | | | | |
| | | | Long: | 095 | 01.67 | W | | | | | | | | | |
| 28 | 3187 | | | | | | | | 276.4 | | 1.0 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 29 | Lat: | 29 | 43.91 | N | 12.8 | | | | | | | | |
| | | | Long: | 095 | 02.80 | W | | | | | | | | | |
| | | | BUOY 114/115 | | | | | | | | | | | | |
| 29 | 3187 | | | | | | | | 302.7 | | 0.7 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 30 | Lat: | 29 | 44.30 | N | 12.1 | | | | | | | | |
| | | | Long: | 095 | 03.50 | W | | | | | | | | | |
| | | | BUOY 117A | | | | | | | | | | | | |
| 30 | 3187 | | | | | | | | 336.0 | | 1.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 31 | Lat: | 29 | 45.41 | N | 10.9 | | | | | | | | |
| | | | Long: | 095 | 04.07 | W | | | | | | | | | |
| | | | BUOY 124A | | | | | | | | | | | | |



ED_002238_00000941-00019

# PASSAGE PLAN
## (Berth to Berth)

Form: PP2
Issue No: 3 - 05/12
Amend No: 0

| Leg | Chart | Wpt. no. | Wpt. Posn. | Deg | Min | He | Distance to Dest. | Max. lat. 50 | Initial Course | Final Course | Leg Dist. | Min. UKC | Max. Speed | Fix Freq. | Notes – Include general notes on completing the passage, hazards, predicted dangers such as traffic density or meteorological anomalies, reporting requirements, pilot stations, MARPOL requirements, changes in machinery status, etc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 31 | Lat: | 29 | 45.41 | N | 10.9 | | | | | | | | |
| | | | Long: | 095 | 04.07 | W | | | | | | | | | |
| | | | BUOY 124A | | | | | | | | | | | | |
| 31 | 3187 | | | | | | | | 303.8 | | 0.7 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 32 | Lat: | 29 | 45.80 | N | 10.2 | | | | | | | | |
| | | | Long: | 095 | 04.74 | W | | | | | | | | | |
| | | | LYNCBURG LANDING | | | | | | | | | | | | |
| 32 | 3187 | | | | | | | | 270.0 | | 0.4 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 33 | Lat: | 29 | 45.80 | N | 9.8 | | | | | | | | |
| | | | Long: | 095 | 05.16 | W | | | | | | | | | |
| | | | BUOY 127 | | | | | | | | | | | | |
| 33 | 3187 | | | | | | | | 231.5 | | 0.3 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 34 | Lat: | 29 | 45.60 | N | 9.5 | | | | | | | | |
| | | | Long: | 095 | 05.45 | W | | | | | | | | | |
| | | | BUOY 131 | | | | | | | | | | | | |
| 34 | 3188 | | | | | | | | 210.1 | | 0.7 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 35 | Lat: | 29 | 45.00 | N | 8.8 | | | | | | | | |
| | | | Long: | 095 | 05.85 | W | | | | | | | | | |
| 35 | 3188 | | | | | | | | 225.6 | | 0.6 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 36 | Lat: | 29 | 44.55 | N | 8.2 | | | | | | | | |
| | | | Long: | 095 | 06.38 | W | | | | | | | | | |
| 36 | 3188 | | | | | | | | 245.6 | | 1.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 37 | Lat: | 29 | 44.05 | N | 7.0 | | | | | | | | |
| | | | Long: | 095 | 07.65 | W | | | | | | | | | |
| 37 | 3188 | | | | | | | | 276.0 | | 1.1 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 38 | Lat: | 29 | 44.17 | N | 5.8 | | | | | | | | |
| | | | Long: | 095 | 08.96 | W | | | | | | | | | |
| 38 | 3188 | | | | | | | | 291.0 | | 0.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 39 | Lat: | 29 | 44.25 | N | 5.6 | | | | | | | | |
| | | | Long: | 095 | 09.20 | W | | | | | | | | | |
| 39 | 3188 | | | | | | | | 299.9 | | 0.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 40 | Lat: | 29 | 44.34 | N | 5.4 | | | | | | | | |
| | | | Long: | 095 | 09.38 | W | | | | | | | | | |
| 40 | 3188 | | | | | | | | 313.1 | | 0.4 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 41 | Lat: | 29 | 44.60 | N | 5.0 | | | | | | | | |
| | | | Long: | 095 | 09.70 | W | | | | | | | | | |



ED_002238_00000941-00020

# PASSAGE PLAN
## (Berth to Berth)

Form: PP2
Issue No: 3 - 05/12
Amend No: 0

| Leg | Chart | Wpt. no. | Wpt. Posn. | | | | Distance to Dest. | Max. Lat 50 | Initial Course | Final Course | Leg Dist. | Min. UKC | Max. Speed | Fix Freq. | Notes (Include general notes on completing the passage, hazards, predicted dangers such as traffic density or meteorological anomalies, reporting requirements, pilot stations, MARPOL requirements, changes in machinery status, etc.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Deg | Min | He | | | | | | | | | |
| | | 41 | Lat: | 29 | 44.60 | N | 5.0 | | | | | | | | |
| | | | Long: | 095 | 09.70 | W | | | | | | | | | |
| 41 | 3188 | | | | | | | | 304.6 | | 0.2 | 7 | 12 | 6 | CALL HOUSTON TRAFFIC VHF CH.11.PASSING GREEN BAYOU PT. |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 42 | Lat: | 29 | 44.72 | N | 4.8 | | | | | | | | |
| | | | Long: | 095 | 09.90 | W | | | | | | | | | |
| 42 | 3188 | | | | | | | | 286.1 | | 0.4 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 43 | Lat: | 29 | 44.82 | N | 4.3 | | | | | | | | |
| | | | Long: | 095 | 10.30 | W | | | | | | | | | |
| 43 | 3188 | | | | | | | | 262.5 | | 0.9 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 44 | Lat: | 29 | 44.70 | N | 3.5 | | | | | | | | |
| | | | Long: | 095 | 11.35 | W | | | | | | | | | |
| 44 | 3188 | | | | | | | | 245.3 | | 0.6 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 45 | Lat: | 29 | 44.44 | N | 2.9 | | | | | | | | |
| | | | Long: | 095 | 12.00 | W | | | | | | | | | |
| 45 | 3188 | | | | | | | | 230.9 | | 0.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 46 | Lat: | 29 | 44.32 | N | 2.7 | | | | | | | | |
| | | | Long: | 095 | 12.17 | W | | | | | | | | | |
| 46 | 3188 | | | | | | | | 214.8 | | 0.3 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 47 | Lat: | 29 | 44.07 | N | 2.4 | | | | | | | | |
| | | | Long: | 095 | 12.37 | W | | | | | | | | | |
| 47 | 3188 | | | | | | | | 204.1 | | 0.4 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 48 | Lat: | 29 | 43.72 | N | 2.0 | | | | | | | | |
| | | | Long: | 095 | 12.55 | W | | | | | | | | | |
| 48 | 3188 | | | | | | | | 223.3 | | 0.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 49 | Lat: | 29 | 43.60 | N | 1.9 | | | | | | | | |
| | | | Long: | 095 | 12.68 | W | | | | | | | | | |
| 49 | 3188 | | | | | | | | 242.4 | | 0.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 50 | Lat: | 29 | 43.50 | N | 1.7 | | | | | | | | |
| | | | Long: | 095 | 12.90 | W | | | | | | | | | |
| 50 | 3188 | | | | | | | | 257.6 | | 0.2 | 7 | 12 | 6 | |
| | | | | | | | | | Rhumb Line | | | | | | |
| | | 51 | Lat: | 29 | 43.46 | N | 1.5 | | | | | | | | |
| | | | Long: | 095 | 13.11 | W | | | | | | | | | |



ED_002238_00000941-00021

# PASSAGE PLAN
## (Berth to Berth)

Form: P92
Issue No: 3 - 05/12
Amend No: 0

| Leg | Chart | Wpt. no. | Wpt. Posn. | Deg | Min | He | Distance to Dest. | Max. Lat. 50 | Initial Course | Final Course | Leg Dist. | Min. UKC | Max. Speed | Fix Freq. | Notes (Include general notes on completing the passage, hazards, predicted dangers such as traffic density or meteorological anomalies, reporting requirements, pilot stations, MARPOL requirements, changes in machinery status, etc.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | 3188 | 51 | Lat: | 29 | 43.46 | N | 1.5 | | 281.9 | | 0.4 | 7 | 12 | 6 | |
| | | | Long: | 095 | 13.11 | W | | | Rhumb Line | | | | | | |
| 52 | 3188 | 52 | Lat: | 29 | 43.55 | N | 1.0 | | 246.6 | | 0.4 | 7 | 14 | 6 | |
| | | | Long: | 095 | 13.60 | W | | | Rhumb Line | | | | | | |
| 53 | 3188 | 53 | Lat: | 29 | 43.40 | N | 0.7 | | 238.8 | | 0.4 | 4 | 10 | 6 | CALL HOUSTON TRAFFIC VHF CH.11.PASSING LYONDELL TURNING BASIN.APPROACH TO BERTH.CREW READY FOR MANOUVRING. |
| | | | Long: | 095 | 14.00 | W | | | Rhumb Line | | | | | | |
| 54 | 3188 | 54 | Lat: | 29 | 43.20 | N | 0.3 | | 253.5 | | 0.3 | 4 | 5 | 6 | |
| | | | Long: | 095 | 14.38 | W | | | Rhumb Line | | | | | | |
| 55 | 3188 | 55 | Lat: | 29 | 43.12 | N | 0.0 | | | | | | | | |
| | | | Long: | 095 | 14.69 | W | | | | | | | | | |
| | | | BERTH MANCHESTER | | | | | | | | | | | | |
| 56 | | | Lat: | | | | | | | | | | | | |
| | | | Long: | | | | | | | | | | | | |
| 57 | | | Lat: | | | | | | | | | | | | |
| | | | Long: | | | | | | | | | | | | |
| 58 | | | Lat: | | | | | | | | | | | | |
| | | | Long: | | | | | | | | | | | | |
| 59 | | | Lat: | | | | | | | | | | | | |
| | | | Long: | | | | | | | | | | | | |
| 60 | | | Lat: | | | | | | | | | | | | |
| | | | Long: | | | | | | | | | | | | |

SMS File: Passage Plan File

Copy to Company: No

Retain: 12 Months

ED_002238_00000941-00022