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Vessel	"Koombana Bay"	Voy/ Date	1408L / 27-Dec-14	From: Matanzas, Venezuela	To: Charleston, USA	Ballast/Cargo "Aluminum"
☑ Weather Conditions (Summer/Winter/Typhoon). Anticipated weather enroute: ~~Summer~~ WINTER						☐ Weather Routing provided

Appraisal by the Master (In the boxes provided, enter a tick √ to signify 'yes'; enter a cross **X** to signify 'no'; enter **'N/A'** to signify not applicable".)

☑ Charts/ENCs and publications on board for voyage ☑ Physical check of charts/ENCs and publications ☑ Bunkers sufficient for voyage. (except LSMGO)	☑ Water sufficient for voyage ☑ Provisions, stores, spares sufficient ☑ Load line Zones checked	☑ Trading Exclusion Areas checked(by C/P or Insurance) ☒ Institute of Warranty Limits (IWL) checked- Inform Company, if IWL to be breached ☑ Local agreements for Oil spill response affecting the voyage checked (See below) ☒ Anti Piracy measures for passing through Piracy & Armed Robbery Areas & Ports
☐ *Increased bunker reserves for Winter Voyage (FR 6.3.6)*		

☑ *Trading in ECA (Emission Control Area) or RCW (Regulated California Waters within 24 nm) - Bunkers with regulated Sulphur Content on board/bunkering planned - see Marpol VI Plan.

Local Pollution Response Plans (Check validity and inform Company if any of the oil spill response plan is not on board or expired for the port calls in this voyage)
☑ USA NTVRP & VGP ☒ California NTVCP ☒ Alaska NTVSP ☒ Valid Washington State WSMC + ERTV*(except the Columbia River System)* ☒ MFSA coverage *(For Columbia and Willamette Rivers- Washington and Oregon States-Advise Agents)* ☒ Canada WCMRC (West Coast) ☒ Canada ECRC (East Coast) ☐ Panama Canal SOPEP - Valid Notice of Acknowledgement ☒ *Western Alaska Transit Coverage* ☒ *China OSRO*
☒ 12 mile speed limit within *40* miles off Pt.Fermin, Long Beach/Los Angeles, Ca. ☑ *Seasonal speed restrictions (10 kts) on USA East Coast for Right Whale Protection (Ref Ship File 6B)*

Following **publications** were consulted **by the Master** for preparation of Voyage plan and the Navigating Officer instructed for selection of the route:

☑ Ocean Passages of the world (NP136) ☑ Ship Routeing by IMO ☑ Sailing Directions /U.S. Coast Pilot ☑ Largest Scale Chart/ENC for voyage ☑ Navigational Warnings ☑ "Port & Navigational Information" file 6B ☑ Current Atlas/Weather chart/ENC/Variation chart	☑ Tide Tables, Tidal Current Tables ☑ Light Lists ☑ Admiralty List of Radio Signals ☑ Notices to Mariners ☑ "Bridge Procedures Guide" by ICS *for Emergency Checklists in particular* ☐ Local VTS Manual if any	**Local Requirements** ☐ Completed HK Flag State PSCI CL to Company 4 days prior arrival USA/Australia ☑ Reporting Systems-*MASTREP*, REEFREP, **AMVER,** SISTRAM etc. ☒ Great Barrier Reef Marine Park (GBRMP) Zoning Plan 2003- Designated Areas ☒ Great Barrier Reef and Torres Strait – AMSA Publication – *Queensland Coastal Passage Plan(May 2013)* Any other reference publications / Information used: In this section, mention pilot volumes referred, practical experience, Guide to port entry, etc. used.

☑ Ship Security File & Ship Master's Security Manual (BIMCO) for Routeing to avoid **Piracy and Armed Robbery areas**

Voyage Chart/ENC and Navigational publications were corrected through Notice to Mariners Nr: **52/14**

☑ Navtex, AIS, EGC Receiver settings amended for the voyage ☑ Local forecasts ☑ Weather Fax - Provide stations that will be monitored: NOLA ☑ *Applicable Loadline checked*	ALRS – Provide page numbers or attach the copies of that pages that will be used during voyage: 286 - (5), (7) ☑ Piracy & Armed Robbery Reports – on Sat-C EGC, PB Circulars

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For ships using ECDIS as primary means of navigation:

☐ Permits for all ENCs needed for the voyage on board
☐ Paper charts on board available for the area where ENC not available
☐ Weekly updates to ENCs done. Last weekly update ___
☐ AIO (T&P) corrections to ENCs done.
☐ Visual check of plan done on a 1:1 scale by manually scrolling along the track
☐ plan rechecked using route check function
☐ Route cross checked by Master and all danger alarms checked and approved by Master
☐ Back up copy of the plan saved on a separate disk (USB)

Following settings put in ECDIS:
☐ Safety Contour : ≥ 1.5 times of actual deepest draft
☐ Safety depth: same as Safety contour.
☐ Safety height (MARIS ECDIS): air draft + 2m (min)
☐ Deep Contour : ≥ 4 times the actual draft
☐ Shallow Contour : actual draft + 10% draft
☐ Spot soundings kept "ON" and value set at 50m if option of setting value by user available.

☐ Safety Guard Zone (SGZ) Settings as below

SGZ alarm settings	Pilotage and Confined Waters	Coastal Waters	Open Sea
Ahead (mins)	6 mins	15 mins	24 mins
Port (nm)	0.1nm	0.2 nm	0.5 nm
Stbd (nm)	0.1nm	0.2nm	0.5nm
Sector	10 deg	15 deg	90 deg

Planning (Bridge Team Management -2nd Edition by Nautical Institute may be referred to for guidance in preparation of the Voyage Plan)

Chart/ENC
☑ Complete coverage of voyage and surrounding areas available on board
☑ Largest scale chart/ENC are available and used
☑ Voyage chart/ENC corrected to latest NTM, Navigational Warnings, T&P notices /AIO *(copies of T&P notices kept on affected voyage chart for ready reference by all OOWs)*
☑ Vessel's maximum draft during the voyage and "Under keel clearance" considered
☑ Highlighted reference to local notes on chart/ENC- **"areas to be avoided"**
☑ Routeing hazards identified and marked. *All Cautionary notes on approach & port chart/ENCs discussed with all OOWs during pre-arrival & pre-departure briefing meetings*
☑ NGA (No Go Areas) marked (Refer to Bridge Team Management by NI- Page 16&17) *and discussed with all OOWs during pre-arrival & pre-departure briefing meetings*
☑ Margins of safety marked (Refer to Bridge Team Management by NI- Page 18&19)
☑ Tracks marked (Refer to Bridge Team Management by NI- Page 20, 22)
☑ Radar Conspicuous objects marked
☑ Minimum safe distance off dangers & anticipated tidal information marked on chart/ENC
☑ Sectors of lights, rising & dipping distances of lights identified
☑ Positions for sending reports for coastal reporting systems marked
☑ Routing in dense traffic areas with fishing vessels and nets avoided as far as possible
☑ "Reduce to Maneuvering speed" marked on chart/ENC especially when routing in dense traffic areas unavoidable to avoid contact with vessels and nets (fixed and floating objects)

Maneuvering Data
☑ Squat conditions on vessel's maximum draft and speeds considered, *for the least width and depth of channel (check with agents, pilots) using correct block coefficient for the vessel's draft (from the loading manual)*
☒ Areas where speed reductions required considered and marked
☐ Add any other relevant information for the voyage._____

BW Exchange Special Requirements: ☒ Routeing >50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC; ☒ Flush BWT required in USA and East of Canada ☒ Two Water Ballast Exchange for Amazon & Para River, Brazil

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Pilot and Port Information ☑ Pilot boarding area marked ☑ VHF procedures / Channels ☑ Any restriction at departure port such as tidal requirement for passage to pilot drop off point ☑ Bridges and air draft restrictions ☑ Escort by tugs ☑ Extended pilotage ☑ Narrow buoyed passages with strong cross currents, heavy traffic, fog etc. ☑ Any additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc *maintaining safe distance from NGA* **Following items are taken into account** ☑ Alteration points ☑ Areas where Master's presence required (mark on chart/ENC)	☑ Areas where bridge/engine room watches are to be doubled (mark on chart/ENC) ☑ Parallel Index references ☑ Vessel traffic system and calling points in use marked VHF channels for contacting various authorities, services etc. ☑ Tidal Streams anticipated ☑ Crew call out position(s) ☑ Tug meeting point(s) ☑ Last abort position or Point of no return- (Refer to BTM by NI- Page 27) ☑ Emergency anchorages ☐ Alternative /Emergency tracks/anchorages ☑ Contingency planning in restricted waters *(Refer CMM Ch.4 Emergency Shipboard plans for Steering & M/E failure, Collision & Grounding)* ☑ Traffic separation and Routeing schemes used

☑ Courses are laid on chart/ENC`s allowing as much safety margin off navigational hazards (at least 3 n miles off in restricted waters, if possible). Increase safety margin to about 6~12 n miles off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in " head on" and "crossing from starboard side" situations.

☑ Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible.

☒ Mark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.

Marine environmental protection measures: Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ☐ Plug scuppers in port.

☑ Marpol Special areas on voyage ☑ Relevant local regulations (e.g.: *USA NPDES-VGP*, California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc.) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, prohibition of washing deck in Turkish St,) and to avoid activities damaging the environment. ☑ Check vessel's position and distance off the coast from bridge prior disposal of bilge water, sewage, garbage and incineration. ☑ BW Mgmt. ☐ *Disposal of HME Cargo residues & HME cargo contaminated bilge water*

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Monitoring the Ship's Passage

- This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.
- Emphasis to be given to following the planned track, more so at alterations & confirming that the ship is on the track after alteration of course is completed. Cross check positions using all available means. If the planned track is found unsafe for the vessel, call Master at once.
- GPS position shall not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings, light sectors play a crucial role in helping monitor the ship's position. where radar and visual fixes can be obtained.
- During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points shall be marked on chart/ENC. The plotting interval must be reduced with due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the ship cannot run into danger between fixes.
- When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain paper charts may not permit plotting the position every hour on the chart. The Master must in that case decide on the time interval for plotting positions on the paper chart. *During coastal voyages ship's position shall be plotted by OOW at intervals at least as per this plan and keep course line or further away from navigational dangers.*
- Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop/or turning around in an emergency to avoid danger).
- **Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.**
- **Within Confined waters and *15 miles* prior Pilotage waters, the Bridge Team shall consist of at least one Nav Officer + Master + Helmsman. (Watch Type "B").**

a) Avoid One Man Error (Eliminate the risk that an error on the part of one person may result in a disastrous situation). *Communicate freely among the team. Speak up, share views, raise concerns, and listen with respect. "No single person is perfect, but our team can be, if we speak up, listen and work together. Master shall ensure that OOW and watch ratings are briefed to speak up and raise concerns.* Bridge Team Members shall never hesitate to question those decisions and actions, which may be dangerous for safe ship operation.

b) *Do not over rely on Master/Pilot. OOW shall continue to monitor and navigate the vessel and brief Master/Pilot to ensure safe navigation irrespective of whether Master/Pilot is on the bridge and Master has taken the con. OOW shall speak up, share views, and raise concerns with the Master/Pilot.*

Prepared by: ***Ivashchenko, Yuriy 2nd Officer***

Approved by Master : ***Capt. Salas, Teodulo Jr. Eloriaca***

Read and understood prior taking over the first navigational watch on voyage:

Chief Officer : ***Ancog, Delightino Bunao***

2nd Officer : ***Ivashchenko, Yuriy***

3rd Officer : ***Albiola, Gregorio Almoguera***

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