Fleet Management Limited

CHARLESTON → NEW YORK

Section 11: Departure Port - Passage from Berth to Pilot Station

M.V HAKO

Voyage No. 04-B

WP	Name/ Reference	Latitude			Longitude			T/CO	DIST	DTG	Position Plotting Interval	METHOD OF POSITION FIXING		UKC CALCULATION AT EVERY WAY POINT (mtr)					
		Deg	Min	'N/S	Deg	Min	'E/W					Primary method	Secondary method	Deepest Draft	Expected Height of Tide	Intended transit Speed	Squat	Min. Charted Depth	UKC
0	KINDER MORGAN	32*	49.780'	N	079*	56.520'	W			18.3	10 mins or less	Visual/Radar	GPS	7.25	1.00	0		13.72	
1	OFF BERTH	32*	49.800'	N	079*	56.400'	W	078.8	0.1	18.2	10 mins or less	Visual/Radar	GPS	7.25	1.00	3	0.16	13	6.59
2	SHIPYARD CREEK	32*	49.800'	N	079*	56.200'	W	090.0	0.2	18.0	10 mins or less	Visual/Radar	GPS	7.25	1.00	3	0.16	13	6.59
3	COUPER RIVER	32*	49.750'	N	079*	55.800'	W	098.4	0.3	17.7	10 mins or less	Visual/Radar	GPS	7.25	1.00	6	0.61	13	6.14
4	BUOY NO. 48	32*	49.450'	N	079*	55.750'	W	172.0	0.3	17.4	10 mins or less	Visual/Radar	GPS	7.25	1.00	8	1.08	14.4	7.07
5	BUOY NO. 46	32*	49.100'	N	079*	55.530'	W	152.0	0.4	17.0	10 mins or less	Visual/Radar	GPS	7.25	1.00	8	1.08	13.6	6.27
6	BUOY NO. 44	32*	48.940'	N	079*	55.170'	W	117.8	0.3	16.6	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	13.6	5.67
7	BUOY NO. 43	32*	48.750'	N	079*	54.900'	W	129.8	0.3	16.3	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	13.6	5.67
8	BUOY NO. 41	32*	48.500'	N	079*	54.870'	W	174.2	0.3	16.1	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	13.9	5.97
9	BUOY NO. 38	32*	47.800'	N	079*	55.030'	W	190.9	0.7	15.4	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	13.9	5.97
10	BUOY NO. 36	32*	47.250'	N	079*	55.000'	W	177.4	0.6	14.8	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	15.3	7.37
11	BUOY NO. 35	32*	47.010'	N	079*	54.820'	W	147.6	0.3	14.5	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	15.2	7.27
12	BUOY NO. 28/27	32*	46.330'	N	079*	53.280'	W	117.6	1.5	13.1	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	14.5	6.57
13	BUOY NO. 25	32*	45.520'	N	079*	52.000'	W	126.8	1.4	11.7	10 mins or less	Visual/Radar	GPS	7.25	1.00	10	1.68	15.3	7.37
14	BUOY NO. 21/22	32*	44.360'	N	079*	50.750'	W	137.7	1.6	10.2	10 mins or less	Visual/Radar	GPS	7.25	1.00	8	1.08	15.3	7.97
15	P/STN "B" BUOY 6	32*	39.380'	N	079*	40.280'	W	119.4	10.2	0.0	10 mins or less	Visual/Radar	GPS	7.25	1.00	6	0.61	14.7	7.84

Note: Increase in draft forward or aft due to squat effect could be more than mean draft increase. Squat is likely to result in an increase in forward draft if the block coefficient is > 0.7 and increase in aft draft if the block coefficient is < 0.7.

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Section 12: Sea Passage - Passage from Pilot Station to Pilot Station

M.V HAKO

Voyage No. 04-B

*** - A longer route should always be accepted in preference to shorter more hazardous route.

WP	Name/ Reference	Latitude			Longitude			T/CO	DIST	DTG	Position Plotting Interval	METHOD OF POSITION FIXING		Min Distance (NM) from Nearest Land/Hazard	UKC Calculation (mtr)				
		Deg	Min	'N/S	Deg	Min	'E/W					Primary method	Secondary method		Deepest Draft	Intended transit Speed	Squat	Min. Charted Depth	UKC
15	P/STN "B" BUOY 6	32*	39.380'	N	079*	40.280'	W			604.3	10 mins or less	Visual/Radar	GPS	3.0	7.25	6	0.61	14.7	6.84
16	BUOY NO. 1 & 2	32*	37.760'	N	079*	36.880'	W	119.4	3.3	601.0	15 mins	Visual/Radar	GPS	8.0	7.25	10	1.68	14.7	5.77
17	CAPE ROMAIN	32*	45.000'	N	079*	13.000'	W	070.3	21.5	579.5	60 mins	Radar/GPS	Celestial	15.0	7.25	13.5	3.07	19.2	8.88
18	CAPE FEAR	33*	23.000'	N	077*	32.000'	W	065.9	93.1	486.4	60 mins	Radar/GPS	Celestial	20.0	7.25	13.5	3.07	20.1	9.78
19	CAPE HATTERAS	34*	58.000'	N	075*	17.000'	W	049.7	147.0	339.4	60 mins	Radar/GPS	Celestial	20.0	7.25	13.5	1.54	234	225.21
20	OFF BODIE IS.	36*	00.000'	N	074*	47.000'	W	021.6	66.7	272.7	60 mins	Radar/GPS	Celestial	35.0	7.25	13.5	1.54	320	311.21
21	SOUTH TSS ENT.	39*	46.000'	N	073*	42.000'	W	012.8	231.8	40.9	30 mins	Visual/Radar	GPS	18.0	7.25	12.5	2.63	29.2	19.32
22	PRECAUTIONARY	40*	21.000'	N	073*	46.500'	W	354.4	35.2	5.7	15 mins	Visual/Radar	GPS	3.3	7.25	8	1.08	27.4	19.07
23	SANDY HOOK P/STN	40*	26.500'	N	073*	48.500'	W	344.5	5.7	0.0	15 mins	Visual/Radar	GPS	2.5	7.25	6	0.61	20.1	12.24

Note: Increase in draft forward or aft due to squat effect could be more than mean draft increase. Squat is likely to result in an increase in forward draft if the block coefficient is > 0.7 and increase in aft draft if the block coefficient is < 0.7.

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