Fleet Management Limited

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

M.V HAKO

Voyage No. 03-L

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	BERTH	48*	31.300'	N	059*	01.600'	W			0.8	10 mins or less	Visual/Radar	GPS	12.3	1.20	0		12.8	1,7
1	PILOT STN	48*	30.500'	N	059*	02.000'	W	198.4	0.8	0.0	15 mins	Visual/Radar	GPS	12.3	1.20	6	0.61	44	32.29

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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Fleet Management Limited

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

M.V HAKO

Voyage No. 03-L

*** - 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
1	PILOT STN	48*	30.500'	N	059*	02.000'	W			1,430.5	15 mins	Visual/Radar	GPS	0.6	12.3	6	0.61	44	31.09
2	CAPE RAY TSS	47*	35.000'	N	059*	55.000'	W	212.6	65.9	1,364.6	30 mins	Visual/Radar	GPS	23.0	12.3	13.5	1.54	518	504.16
3	CAPE RAY TSS	47*	27.000'	N	059*	35.000'	W	120.6	15.7	1,348.8	30 mins	Visual/Radar	GPS	15.0	12.3	13.5	1.54	465	451.16
4	OFF PORT MORION	46*	20.000'	N	059*	20.000'	W	171.3	67.8	1,281.1	30 mins	Visual/Radar	GPS	19.0	12.3	13.5	1.54	112	98.16
5	SCATARIE IS.	45*	50.000'	N	059*	20.000'	W	180.0	30.0	1,251.1	60 mins	Radar/GPS	Celestial	18.0	12.3	13.5	1.54	82	68.16
6	CAPE FEAR	33*	11.000'	N	077*	21.000'	W	227.7	1,127.2	123.9	60 mins	Radar/GPS	Celestial	21.0	12.3	13.5	1.54	67	53.16
7	OFF PILOT STN	32*	36.000'	N	079*	25.000'	W	251.5	110.3	13.6	30 mins	Visual/Radar	GPS	9.0	12.3	10	1.68	19.2	5.22
8	BUOY C	32*	37.350'	N	079*	36.000'	W	278.3	9.4	4.1	15 mins	Visual/Radar	GPS	1.2	12.3	6	0.61	14.7	1.79
9	P/STN "B"	32*	39.380'	N	079*	40.270'	W	299.3	4.1	0.0	15 mins	Visual/Radar	GPS	0.5	12.3	6	0.61	14.7	1.79

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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Fleet Management Limited

Section 13A: Arrival Port - Passage from Pilot Station to Berth

M.V HAKO

Voyage No. 03-L

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
9	P/STN "B"	32*	39.380'	N	079*	40.270'	W			17.6	15 mins	Visual/Radar	GPS	12.3	1.1	6		14.7	3.50
10	BUOY 21 / 22	32*	44.360'	N	079*	50.750'	W	299.3	10.2	7.4	15 mins	Visual/Radar	GPS	12.3	1.10	8	1.08	15.3	3.02
11	BUOY 25	32*	45.530'	N	079*	52.000'	W	317.9	1.6	5.8	15 mins	Visual/Radar	GPS	12.3	1.10	8	1.08	15.3	3.02
12	BUOY 27 / 28	32*	46.330'	N	079*	53.280'	W	306.5	1.3	4.5	15 mins	Visual/Radar	GPS	12.3	1.10	8	1.08	14.5	2.22
13	BUOY 34	32*	46.980'	N	079*	54.750'	W	297.6	1.4	3.1	10 mins or less	Visual/Radar	GPS	12.3	1.20	8	1.08	15.2	3.02
14	BUOY 36	32*	47.250'	N	079*	55.000'	W	322.0	0.3	2.7	10 mins or less	Visual/Radar	GPS	12.3	1.20	8	1.08	15.2	3.02
15	BUOY 38	32*	47.800'	N	079*	55.030'	W	357.4	0.6	2.2	10 mins or less	Visual/Radar	GPS	12.3	1.30	6	0.61	13.9	2.29
16	BUOY 41	32*	48.500'	N	079*	54.870'	W	010.9	0.7	1.5	10 mins or less	Visual/Radar	GPS	12.3	1.30	6	0.61	13.9	2.29
17	BUOY 43	32*	48.750'	N	079*	54.900'	W	354.2	0.3	1.2	10 mins or less	Visual/Radar	GPS	12.3	1.40	6	0.61	13.6	2.09
18	BUOY 44	32*	48.940'	N	079*	55.170'	W	309.8	0.3	0.9	10 mins or less	Visual/Radar	GPS	12.3	1.40	6	0.61	13.6	2.09
19	BUOY 46	32*	49.100'	N	079*	55.530'	W	297.8	0.3	0.6	10 mins or less	Visual/Radar	GPS	12.3	1.50	6	0.61	13.6	2.19
20	KINDER MORGAN	32*	49.580'	N	079*	55.900'	W	326.9	0.6	0.0	10 mins or less	Visual/Radar	GPS	12.3	1.50	0		13.72	2.92

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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