FIM Checklist 6.3
Revision 1.1
30Apr13

WAY-POINT CHECKLIST

M.V./M.T. PAC ACRUX

Voyage No.	318X	From	HOUSTON	To	NEW ORLEANS
Date Commence		Time Commence		Estimated Average Speed	

WP	Latitude	Longitude	Co	Dist	ETA WP	Position Fixing Interval	DTG	Remarks*
	BERTH TO	PILOT STN						
A1	29-43.4 N	095-14.2 W	*VAR*	51		5 – 10 Min	51'	*WOODHOUSE TERMINAL*
999	29-18 N	094-37.4 W						*HOUSTON PILOT STN*
	PILOT STN TO	PILOT STN						
999	29-18 N	094-37.4 W	131	13		30 Min	333	*HOUSTON PILOT STN*
995	29-07.5 N	094-26.5 W	109	7		1 Hr	320	*ABM LT. BY "GA"*
994	29-07.3 N	094-18.5 W	126	93		1 Hr	313	*JOIN SAFETY FAIRWAY*
997	28-13.5 N	092-53 W	143	28		1 Hr	220	
996	27-51 N	092-34 W	085	129		1 Hr	192	
993	28-02 N	090-09 W	038	62		30 Min	63	
992	28-50.6 N	089-25.3 W	000	1			1	*ABM OIL PLATFORM 1' RACON (T)*
99	28-51.8 N	089-25.3 W						*SW PASS PILOT STN*
	PILOT STN	***TO BERTH***						
99	28-51.8 N	089-25.3 W	*VAR*	110		5 – 10 Min	110	*SW PASS PILOT STN*
A2	29-54.9N	090-08.2W						*NASHVILLE "A"*

(Print out more sheets if insufficient)

23 July 2014
Navigating Officer / Date

23 JULY 2014
Approved by Master / Date

NOTE:

1. This Checklist is to be completed from BERTH to BERTH. Where various courses and speed are performed, the entry "Various courses and speed as per Master's orders" must be entered in the respective column.
2. Under the remark column, enter essential information, *ie* time at which master must be called.
3. Position Fixing Interval mentioned is described for each leg, which may vary from those mentioned on the chart in use depending on the scale of chart or proximity to hazards. Actual interval mentioned on the chart should be such that it does not result in vessel encountering a hazardous situation.
4. This Checklist is to be retained for 1 year with the Passage Plan unless an incident had occurred during the voyage, in which case it will be retained for 7 years.
5. This Checklist shall be attached to FIM Checklist 6.2.