附表 1:

航次计划表

Passage Plan

船名 M/V YUE LIANG WAN 航次 Voyage NO. 67G 日期 Date: 2014-5-16

出发港 Sail From ULSAN(+9) 经 Via _____ 目的港 To PORTLAMD(-7)

1.离/抵港状态 Departure / Arrival Condition	离港 Dep	水尺 Draft	艏 F	7.50	舯 M	8.05	艉 A	8.60	比重 S.G.	1.025
		油、水 Oil/Water	重油 F.O	303.0	轻油 D.O	67.7	淡水 F.W	226	压载水 B.W	90.0
	抵港 Arr	水尺 Draft	艏 F	7.40	舯 M	7.95	艉 A	8.50	比重 SG	1.025
		油、水 Oil/Water	重油 F.O	117.2	轻油 D.O	45.8	淡水 F.W	208	压载水 B.W	90.0
	稳性值 G.M		离港 Departure		1.258m		抵港 Arrival		1.380m	
	货物 Cargo		货物 Name		ASPHALT		重量 Weight MT		9773	
			品种 Kind		AC50/70		体积 Volume CUM		9990.8	
			分舱数 Cargo each Hatch				☑No.1 P/S ☑ N0.2 P/S ☑No.3 P /S ☑ No.4 P/S			

2. 设备检查 Nav. Equipment Checked	☑ GPS ☑GMDSS ☑ ARPA ☑ Speed Log ☑VDR ☑ Course Recorder ☑ Gyro ☑Radar ☑ Echo ☑ Magnetic compass ☑BNWAS ☑AIS					
3. 潮汐资料 Tidal Information	高潮潮时/潮高 (DEP.) Time & Height of H/T	16/5-0923	120CM	高潮潮时/潮高(ARR.) Time & Height of H / T	03/06-0731	248cm
		16/5-2145	128CM		03/06-2142	348cm
	低潮潮时/潮高 (DEP.) Time & Height of L / T	16/5-0303	2CM	低潮潮时/潮高(ARR.) Time & Height of L / T	03/06-0301	178cm
		16/5-1500	1CM		03/06-1419	24cm

4. 联系方法 Communication	电台 Port Radio	TLX/F AX/ E-Mail	高频电话 VHF / Ch	14/13/16/09	信号旗 Flag Signal	B.H.Q
危险标示 Navigation Hazard	吃水限制 Draft	Nil	高度限制 Height	Nil	速度限制 Speed	Nil

6. 港口情况 Port information	泊位或锚地(离) Berth & Anchorage	ULSAN E1 ANCHORAGE	下一港引水站 Next Pilot Station	PORTLAND
	引水站(离) Pilot Station	--	下一港泊位或锚地 Next Berth & Anchg	PORTLAND
7.气象信息 Weather Information	天气预报 Weather Forecast	FAIR/POOR	能见度 Visibility	Fair
	风向 / 力 Wind Direction / Force	NE/4/SE/5-7	海况 Sea Condition	Moderate /ROUGH
	恶劣天气 Heavy Weather	POSSIBLE	海洋流 Ocean Current	5127(05-06)
8. 参考资料 Publication / Information to be Consulted	航路指南 Sailing Direction NP #	NP 43 41 23 NP 25 62	进港指南 Guide to Port Entry	Edition 2013/2014
	灯标表 List of Light NP #	NP 85 80	潮汐表 Tide Table NP #	Vol.4 /2014
	无线电信号表 List of Radio Signal	NP281—286	航海通告 Notice to Mariners	No.19/2014
	其它有关资料 Others	NP100,NP247,BTM,		

9. 航路信息 Route Information	分道通航区 IMO-Ship's Routing	NIL
	通航密集区 Heavy Traffic Area	ULSAN PORT TSUGARU KSIKYO PORTLAND APPROACH
	危险区 Hazard Area	ULSAN PORT TSUGARU KSIKYO PORTLAND APPROACH
	报 告 点 Reported Point	DEP ULSAN &ARRIVAL PORTLAND

10. 航行转向点 Sea / Ocean Way Point

从某一转向点到另一转向点 From WP To WP

序号	转向点经纬度 A / C Lat & Long	航向 Course	富裕水深 UKC (M)	航程 Dstn	航速/航时 Speed/Time	了望等级 level	转向点目标方位、距离及备注 Name, Bearing & Distance Off Target For Course	使用海图 Chart NO:	海图改正 Corre.
1.	35-26.80N129-26.20E	089	>10	3	0.3	2	ULSAN PORT RACON(O) TB:302/D:2.2	896	19/14
2.	35-27.00N130-00.00E	056	>10	600.5	54.6	1	GPS	3666	19/14
3.	41-06.90N140-00.00E	054	>10	50.0	4.5	1	MOUNT OSAKI TB:87.8/D:11.6	JP10	19/14
4.	41-36.20N140-53.00E	090	>10	27.2	2.5	2	BENTEN SHIMA TB:15B/D:3.6	JP1030	19/14
5.	41-36.10N141-30.00E	081	>10	83.5	7.6	1	SHIRIYASI TB:189/D:10.6	JP1030	19/14
6.	41-49.50N143-20.00E	059	>10	241	21.9	1	ERIMO MLISAKI TB:327/D:7.1	JP1030	19/14
7.	43-55.00N148-00.00E	063	>10	286.5	26	1	GPS	JP1032	19/14
8.	46-04.40N154-00.00E	067	>10	267	24.3	1	GPS	4511	19/14
9.	47-46.00N160-00.00E	072	>10	253	23	1	GPS	4522	19/14
10	49-05.00N166-00.00E	076	>10	241.5	22	1	GPS	4522	19/14
11	50-02.00N172-00.00E	080	>10	234	21.2	1	GPS	4813	19/14
12	50-41.00N178-00.00E	085	>10	229	20.8	1	GPS	4813	19/14
13	51-00.00N176-00.00W	080	>10	230	20.9	1	GPS	4813	19/14
14	51-38.00N170-00.00W	085	>10	225	20.5	1	GPS	4813	19/14
15	51-57.00N164-00.00W	090	>10	223	20.3	1	GPS	4813	19/14
16	51-58.00N158-00.00W	093	>10	223	20.3	1	GPS	4810	19/14
17	51-44.00N152-00.00W	099	>10	228	20.7	1	GPS	4810	19/14
18	51-10.00N146-00.00W	104	>10	236	21.5	1	GPS	4810	19/14
19	51-13.00N140-00.00W	108	>10	246	22.4	1	GPS	4810	19/14
20	48-55.00N134-00.00W	112	>10	55	5	1	GPS	4806	19/14
21	48-34.00N132-43.00W	112	>10	206	18.7	1	ECA POINT	4806	19/14
22	47-15.00N128-00.00W	113	>10	170	15.5	1	GPS	4806	19/14
23	46-12.00N124-12.50W	074	>10	2.9	0.3	2	SEA BUOY RACON(A)TB:136/D:1.32	3124	19/14
24	46-12.80N124-08.50W	–	>10	–	–	2	THE FAIRWAY ENTRANCE	3124	19/14

计划总航程 Total Distance(nm)	4561.1	预计总航时 Time	414H36m (414.6H)	总计用图数 Charts	25

航行计划要求 The Requirements of Passage Plan:

1. All duty officers are required to read carefully and understand all content of this plan.
   要求所有当班驾驶员认真阅读和理解计划中的所有内容。
2. Using parallel indexing and landmark guidance to monitored positions while closing coast and navigating in the vicinity of dangers area, but being a positive role at any situations. Keep 2 mile or more passing any object (hazards),if possible.(good visibility, out 20 meters depth contour).
   当在沿岸和危险水域航行时，积极运用平行线和陆标监控船位。如果可能，保持至少 2 海里通过任何物标（危险）。（能见度良好，20m 等深线外航行）
3. Every duty person requested keep proper lookout at anytime in all possible ways.
   任何时候当班人员必须运用一切手段保持正规瞭望。
4. Strictly carry out the ISPS AND SSP when passing the hazard area. Duty officer keep watch with anti-piracy person on the fixed USA CH81A.
   通过危险水域时要严格按照《国际船舶和码头保安规则》和《船舶保安计划》执行。当班驾驶员和防海盗人员保持对讲机在 CH81A 值守
5. Please keep multipurpose fixed methods, The position of ship must be fixed by radar, landmark, GPS or other means.
   Fixed interval:
   保持多种定位方法，船位的取得可以通过雷达定位、陆标定位、GPS 或者其他方式。定位间隔：
   （a） In harbour area----- 5minutes or anytime if required. Radar is primary, Channel buoy is secondary
   在港口内— 每隔 5 分钟或更认为有必要的任何时间少，主要方法为雷达定位，航道浮筒定为次要。
   （b） On channel ---- 10 minutes or anytime if required. Radar is primary, Channel buoy is secondary
   航道中，10 分钟或者认为有必要的任何时间，主要方法为雷达定位，航道浮筒定为次要。
   （c） At coast area---- 30 minutes. Radar and Landmark are primary, GPS and other means are secondary,
   沿岸航行，30 分钟。主要方法为雷达和陆标定位，GPS 和其他方式为次要。
   （d） In ocean area---- 60 minutes GPS is primary, Astronomy is secondary.
   大洋航行，60 分钟。主要方法为 GPS 定位，天文定位为次要。
   Position fixing should be such that the vessel cannot run into danger during the interval between fixes.
   无论如何，定位要求应能保证在两次定位之间船舶不会遇到危险；
6. The OOW should notify the master immediately: If restricted visibility is encountered or expected; If traffic conditions or the movements of other ships are causing concern; If difficulties are experienced in maintaining course; On failure to sight land, a navigation mark or obtain soundings by the expected time; If , unexpectedly, land or a navigation mark is sighted or a change in soundings occurs; On breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator; If the radio equipment malfunctions; In heavy weather, if any doubt about the possibility of weather damage; If the ship meets any hazard to navigation, such as ice or a derelict; In any other emergency or if in any doubt; In any abnormal sound come from cargo hold or deck..
   当班驾驶员必须马上通知船长的情景有;遭遇或预计能见度不良时;通航条件受影响时或是其它船舶导致的；保持航向有困难时；可预见的陆地、航标或声响没有出现时；发现没有标识的陆地、航标或听到的声响异常时；主机、主机控制台、舵机或者其他任何航行设备，包括报警器或者显示器有问题时；坏天气无线电设备有故障时；对天气可能产生的影响有怀疑时；遇到危险地航行情况时，比如冰山、遗弃物 或者任何其他紧急情况；来自货舱或甲板的异响有怀疑时。
7. When the visibility less than 5 miles report to the captain and notify E/R stand by main engine. When the visibility less than 3 miles report to the captain and proceeding at safe speed and having the engine ready for immediate maneuver at all time .Sounding of fog signals, captain, duty officer and one sailor keep watch on the bridge, one sailor at the wheel. an other additional person keep watch on the forecastle .
   当能见度小于 5 海里时报告船长并通知机舱备车。当能见度小于 3 海里时通知船长并使用安全航速，保持主机处在随时可用的状态，鸣雾笛，船长、当班驾驶员和一个水手在驾驶台保持瞭望，一个水手操舵，船头一个瞭望人员。
8. All duty officers have authority to operate the main engine if required.
   在有必要时，所有当班驾驶员都有权利操纵车钟。
9. At any time, Under keel clearance's requirement must be strictly complied by the IMO and authorities concerned regulation. The navigational echo sounder should be expected to operate down to depths of at least 40meters .The echo sounder should always be used when making a landfall and kept switched on in coastal waters.
   在任何时候，富裕水深都必须能满足 IMO 和其他相关规则的要求。回声测深仪必须能满足水深至少 40 米的工作要求，当能测到水深时测深仪必须保持常开和在沿岸航行时必须开启测深仪。
10. The point of opening and closeing echo sounder，standby anchor & engine,call captain were showed on charts.
    开关测深仪的地点时间，备锚，备车，呼叫船长等都已经标注在海图上。
11. Please keep minimum under keel clearance 10% draft in channel of the port(at the lowest navigating speed), 15% draft in channel of outside port(at the speed of 10kts), 20% draft in channel of the open sea(at the speed of 12kts). The Min requirements of company policy of UKC is: 0.90m when sailing in the restricted area, 0.40m or the greater of 1.5% of the vessel's extreme breadth when berthing or anchoring. The Calculation of under keel clearance in shallow water, The depths of under keel clearance =depths in chart + heights of tide - the maximum drafts-swell-squat. See details,pelase consul the operator's UKC policy。

必须保证最小富裕水深：港内航道船舶吃水的 10%（最小航速时）；港外航道船舶吃水的 15%（速度 10 节时）；外海航行船舶吃水的 20%（速度 12 节时）；公司对富裕水深的方针最低要求是：受限水域航行时，0.9 米；当船舶靠泊或抛锚时，0.4 米或船宽的 1.5%取大者。浅水中的富裕水深计算方法是：UKC=海图水深+潮高-船舶最大吃水-涌高-下沉量。参看详情，请参照公司富裕水深方针。

The least UKC is 2.6 m at PORTLAND in this voyage.SO BE CAREFUL

本航次最小富裕水深 2.6 米 在 PORTLAND 时。所以请小心。

12. The margin of safety should ensure that the ship remains in water of a depth greater than draft add some surpass as appropriate circumstances such as prevailing weather condition, squat caused by adopting speed etc. The time available to take corrective action is likely to be limited.

保证船舶安全极限是水深必须大于船舶吃水加上其他一些因素导致吃水增加的量，如：气候条件，采取的航速导致的下沉量等。在有可能达到极限时必须有时间采取相应的措施保证船舶安全。

13. Be heedful for evaluate the weather bulletin and weather fax maps.

认真分析气象信息和气象传真图

14. The OOW shall have full knowledge of the operation of the main engine, the manual, automatic and emergency steering engines, and the operation of ship. full speed to crash stop 1632m, time for astern/380s.

当班驾驶员必须要完全了解主机的操作，手动、自动和应急舵的使用，船舶全速前进到紧急停船的进距为 1632 米，时间 380 秒。

15. Level and watch:瞭望等级

level 1 -------Open sea , duty officer and one AB keep watch on bridge,

等级 1-------开阔海域，当班驾驶员加一个一水在驾驶台

level 2------ In harbor waters ,congest sea, master, duty officer and one AB keep watch on bridge,

等级 2------在港口水域、拥挤海域，船长、当班驾驶员加一个一水在驾驶台

level 3----Bad weather, master, duty officers and two AB keep watch on bridge.

等级 3-----恶劣天气时，船长、当班驾驶员加两个一水在驾驶台

16. The oow should carefully read Navarea IV EGC and T&P notices , and sign it. All of the temporarys/preliminarys and Navigational warnings

has be corrected and marked on the charts by pencil.

值班驾驶员应认真签阅 NavareaIV EGC and T&P 航行警告，所有的 T&P 及航行警告已经改正并用铅笔标注在海图上

17. In the route place, ocean current consult Routing chart 5127（5-6）, Coastal tide stream consult Admiralty Sailing Direction and relevant charts.

参照航线所处区域的洋流参考航路设计图 5127（5-6），沿岸潮流参考《航路指南》和相关海图。

18 Please navigate with extreme caution when navigating in THE NORTH PACIFIC OCEAN Everyone shall do his best to Eliminate international pollution of the marine environment by oil and other harmful substances, protecting the marine environment.

当航行在北太平洋时，必须十分小心谨慎驾驶。每个人必须尽最大努力减少海洋污染物，油和其他有害物质的排放，保护海洋环境。

19 .The SOLAS Chapter V Regulation 34 was considered

参考 SOLAS 公约的第五章 34 条

（1）prior to proceeding to sea, the master shall ensure that the intended voyage has been planned using the approprite nautical charts and nautical pulications for the area concerned, taking into accout the guidelines and recommendation develped by the organization.

船长在开航前应该考虑到本组织制定的指南和建议案，确保预定的航程已根据有关区域的相应海图和航海出版物作了计划。

（2）the voyage plan shall identify a route which 航次计划应确定一条航线，该航线

1. takes into account any relevant ships routeing systems
   考虑到任何有关的船舶航线划定系统
2. ensures sufficient sea room for the safe passage of the ship throughout the voyage
   确保有足够的海上空间作为船舶全航程的安全通道
3. anticipates all known navigation hazards and adverse weather condition;and
   预计所有已知的航行危险和不利的天气条件;和
4. take into accout the marine environmental protection measures that apply, and avoids,as far as possible. Actions and activities which could cause damage to the environment.
5. 考虑到适用的海洋环境保护措施，并尽可能避免可能对环境造成破坏的行为和活动。

船长：	大 副：	二 副：	三 副：
Captain	Chief Officer	Second Officer	Third Officer
日期：2014-5-16	日期：2014-5-16	日期：2014-5-16	日期：2014-5-16
Date	Date	Date	Date

（E03-02—RB，ED.3.2，2/2）