NAV02E - ECDIS Passage Plan (Berth to Berth)

WP No.	Reference Point brg x dist or Latitude / Longitude		CTS	Dist	DTG	Est. Speed	Position Fixing Method/ Frequency	Approx. Channel Width	Safety Depth (Ref: Min UKC)	Bridge Status *	Manning Level	Machinery Status*
1	2°55.30' N	9°48.00' E	351.9°	1.4 '	6519.1 '	13.0 '	6 min., increasing if necessary.- GPS, radar, PI	185. m	20.00 m	HS, P	BML-1-4 - Master, OOW, Lookout, Helmsman	5
2	0 2°56.70' N	9°47.80' E	264.6°	3.2 '	6517.7 '	13.0 '	6-12 min., increasing if necessary.- GPS, radar, PI	185. m	20.00 m	HS, SB	BML-1-4 - Master, OOW, Lookout, Helmsman	4
3	0 2°56.40' N	9°44.60' E	263.3°	54.9 '	6514.4 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	926. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	2
4	0 2°50.00' N	8°50.00' E	270.0°	978.8 '	6459.5 '	13.0 '	60-120 min., increasing if necessary.- GPS, radar, PI, Cel.	3704. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
5	0 2°50.00' N	07°30.00' W	280.9°	3148.0 '	5480.7 '	13.0 '	60-120 min., increasing if necessary - GPS, radar, PI, Cel.	3704. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
6	0 12°49.00' N	59°36.00' W	296.2°	97.7 '	2326.4 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
7	0 13°32.20' N	61°06.00' W	282.6°	417.0 '	2228.7 '	13.0 '	20-30 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	2
8	0 15°03.00' N	68°06.00' W	284.8°	556.9 '	1811.7 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
9	0 17°25.00' N	77°27.00' W	291.4°	252.0 '	1254.7 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
10	0 18°57.00' N	81°34.00' W	307.3°	264.1 '	1002.6 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
11	0 21°37.00' N	85°18.00' W	308.5°	189.5 '	738.6 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
12	0 23°35.10' N	87°58.60' W	297.9°	416.0 '	549.0 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	3704. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1

GENERAL INFORMATION (Exapmles: Risks/Hazards/Current/Tides/Weather Data/ Emergency Procedures/ Contingency Plan/Communications/Reporting points/Overhead Clearance)

Light List: ADLL in use. **Tide Table:** ATT in use. **Sail Directions:** e-NP 2, 1, 5, 7a, 71, 70, 69A **Radio List:** ADP in use.

Communications: **Stations to Call:** Kome-Kribi 1 Control (TJFS2) VHF Ch. 16, 09// Aransas Pilot VHF ch 12/16 **NAVAREA:** *II, V, IV.* **NAVTEX:** H, R.

Emergency procedures/Contingency Plan: Emergency procedures referring to SOPEP, VRP, SSP. Check lists as per "VMS", Rev 5.0 NO GO **INMARSAT:** E-AOR, W-AOR
AREA IS DEFINED BY SAFETY CONTOUR (see Marine Operations VMS)

Navigators are advised to proceed with great caution during all this voyage, but particularly when proceeding coastal waters, straits, traffic concentration and fishing activity, which may be encountered in this area. In this area vessel is always at risk of collision. Density of traffic is high,numerous high speed ferries, deep draught vessels and pleasure craft navigate throuh area of this voyage. Marine exploitation, like : seismic survey, drilling and cable laying operations, farm and fixed structures may be also encountered as coastal. Small and big trawling vessels can be encountered as well as different types of fishing vessels. For Currents see nav. chart. For Weather condition see MetManager Routing software. Emergency procedures/Contingency Plan In case of Engine/Steering Gear failure to drop anchor at Contingency Anchorages marked on the ECDIS, report to Traffic Regulation Center. In case of Main Engine failure immediately inform Engineers and Master. Exhibit "NUC" lights or shapes. Broadcast Urgency Message to ships in vicinity. In case of Steering failure

*** Status Codes: On Passage (FAOP) Standby (SB) Hand Steering (HS) Under Pilotage (P) ER Unmanned (UMS)**

M/T "NORDIC COSMOS"
NORDIC AMERICAN TANKERS LTD.
MARSHALL ISLANDS
IMO NO. 9247015
P.O. Box 594 Bjørvika, 0213 OSLO, Norway

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NAV02E - ECDIS Passage Plan (Berth to Berth)

WP No.	Reference Point brg x dist or Latitude / Longitude		CTS	Dist	DTG	Est. Speed	Position Fixing Method/ Frequency	Approx. Channel Width	Safety Depth (Ref: Min UKC)	Bridge Status *	Manning Level	Machinery Status*
13	0 26°50.00' N	94°45.00' W	296.0°	116.4 '	140.1 '	13.0 '	30-60 min., increasing if necessary.- GPS, radar, PI, Cel.	1852. m	23.00 m	FAOP	BML-1-2 - OOW, Lookout, Helmsman	1
14	0 27°41.00' N	96°42.70' W	70.9°	15.9 '	23.7 '	13.0 '	6-12 min., increasing if necessary.- GPS, radar, PI	926. m	19.00 m	HS, SB	BML-1-4 - Master, OOW, Lookout, Helmsman	4
15	Anchorage1 27°46.20' N	96°25.70' W	53.0°	6.3 '	7.8 '	13.0 '	6-12 min., increasing if necessary.- GPS, radar, PI	926. m	19.00 m	HS, SB	BML-1-4 - Master, OOW, Lookout, Helmsman	4
16	0 27°50.00' N	96°20.00' W	65.7°	1.5 '	1.5 '	13.0 '	6-12 min., increasing if necessary.- GPS, radar, PI	926. m	19.00 m	HS, SB	BML-1-4 - Master, OOW, Lookout, Helmsman	4
17	Anchorage2 27°50.60' N	96°18.50' W										
18												
19												
20												
21												
22												
23												
24												

GENERAL INFORMATION (e.g. Risks/Hazards/Current/Tides/Weather Data/ Emergency Procedures/Contingency Plan/Communications/Reporting points/Overhead Clearance)

Navigators are advised to proceed with great caution during all this voyage, but particularly when proceeding coastal waters, straits, traffic concentration and fishing activity, which may be encountered in this area. In this area vessel is always at risk of collision. Density of traffic is high,numerous high speed ferries, deep draught vessels and pleasure craft navigate throuh area of this voyage. Marine exploitation, like : seismic survey, drilling and cable laying operations, farm and fixed structures may be also encountered as coastal. Small and big trawling vessels can be encountered as well as different types of fishing vessels. For Currents see nav. chart. For Weather condition see MetManager Routing software. Emergency procedures/Contingency Plan In case of Engine/Steering Gear failure to drop anchor at Contingency Anchorages marked on the ECDIS, report to Traffic Regulation Center. In case of Main Engine failure immediately inform Engineers and Master. Exhibit "NUC" lights or shapes. Broadcast Urgency Message to ships in vicinity. In case of Steering failure immediate switch over to "Non Follow Up" mode, inform ER. Engage emergency steering from Steering Gear Room, exhibit "NUC" lights or shapes take the ship's way off the other ships, prepare Engine to manoeuvring. . In an emergency situation - refer to SOPEP. All reporting points are clearly marked on the charts and must be strictly followed.

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