PASSAGE PLAN

Issued by: SQM
Approved by: MD
Form No: B018
Ver. No: 00
IssueDate: Apr '10

MTM SHIP MANAGEMENT PTE LTD

Voyage Plan: Part I - Berth to Pilot Voyage : **13**

Departure Port: **BALBOA**

Wpt	Latitude			Longitude			To Wpt	Course	Distance	Rem.Dist.	Dist. Run	Name WP	Weather Allow. [m]	Min Available Voyage Charted Voyage Voyage Depth (m)	Tide Allow. (+/-)
0	N	8	53.30	W	79	31.30	1	090				0		12.9	
1	N	8	53.30	W	79	31.30 '	2	322	4.64	124.43		1		12.9	
2	N	8	56.95	W	79	34.20 '	3	341	2.48	119.79	4.64	2		12.9	
3	N	8 °	59.30 '	W	79 °	35.00 '	4	314	2.93	117.31	7.12	3		13.7	
4	N	9 °	1.35 '	W	79 °	37.12 '	5	298	0.76	114.38	10.05	4		14.6	
5	N	9 °	1.70 '	W	79 °	37.80 '	6	307	0.99	113.62	10.81	5		14.6	
6	N	9	2.30	W	79	38.60 '	7	324	1.35	112.63	11.80	6		14.6	
7	N	9	3.40	W	79	39.40 '	8	306	0.85	111.27	13.15	7		14.6	
8	N	9	3.90	W	79	40.10 '	9	319	0.30	110.42	14.01	8		14.6	
9	N	9	4.13	W	79	40.30 '	10	339	0.98	110.12	14.31	9		14.6	
10	N	9	5.05	W	79	40.65	11	332	1.58	109.13	15.29	10		14.6	
11	N	9	6.45	W	79	41.40	12	300	0.91	107.55	16.88	11		14.6	
12	N	9	6.90	W	79	42.20 '	13	279	2.65	106.64	17.79	12		14.6	
13	N	9	7.32	W	79	44.85	14	090	39.94	103.99	20.44	13		14.6	
14	N	9	7.20	W	79	4.40	15	255	1.74	64.05	60.37	14		14.6	
15	N	9	6.75	W	79	6.10	16	271	41.67	62.32	62.11	15		14.6	
16	N	9	7.20	W	79	48.30	17	348	2.45	20.65	103.78	16		14.6	
17	N	9	9.60	W	79	48.80	18	310	2.43	18.20	106.23	17		14.6	
18	N	9	11.17	W	79	50.68	19	252	1.37	15.77	108.66	18		14.6	
19	N	9	10.75	W	79	52.00	20	300	3.88	14.40	110.03	19		14.6	
20	N	9	12.70	W	79	55.40	21	000	3.30	10.52	113.91	20		14.6	
21	N	9	16.00	W	79	55.40	22	007	2.02	7.22	117.21	21		14.6	
22	N	9	18.00	W	79	55.15	23	000	5.20	5.20	119.23	22		12.8	
23	N	9	23.20	W	79	55.15				0.00	124.43	23		12.8	

DEG/RAD 57.29577867 PI 3.1415927

SUM 124.4274453

N-S BREDDE	LAT GRADER	LAT MIN	DESIMAL BREDDE	E-W LENGDE	LON GRADER	LON MIN	DESIMAL LENGDE	UTVIDET F-BREDDE	BASIS LGF	RETTET LGF	KORREKT LGF	KVAD LOKKURS	RETTV LOKKURS	MBR KURS	MBR/LOK KURS	RETTV KURS	MBR DISTANSE	LOKS DISTANSE	KORREKT DISTANSE	AKKUMUL DISTANSE	REM DISTANSE	MAX.BR TEST	MAX.LGD TEST	S N TEST	N S TEST	E E TEST	W W TEST	SUM TEST	PROGRAM TEST	
1	8	53.3	8.888333333	0	79	31.3	-79.52166667	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	124.4274453	1	1	1	0	0	1	4	1	
1	8	53.3	8.888333333	0	79	31.3	-79.52166667	0.061577863	-0.048333333	-0.048333333	-0.048333333	-38.12886795	321.871132	270	0	321.871132	2.865174907	4.64008167	4.64008167	4.64008167	124.4274453	1	1	1	0	0	1	4	1	
1	8	56.95	8.949166667	0	79	34.2	-79.57	0.039651466	-0.013333333	-0.013333333	-0.013333333	-18.5859036	341.4140964	270	0	341.4140964	0.790261393	2.479303402	2.479303402	2.479303402	119.7873636	1	1	1	0	0	1	4	1	
1	8	59.3	8.988333333	0	79	35	-79.58333333	0.034593077	-0.035333333	-0.035333333	-0.035333333	-45.60652214	314.3934779	270	0	314.3934779	2.093966767	2.930320983	2.930320983	2.930320983	117.3080602	1	1	1	0	0	1	4	1	
1	9	1.35	9.0225	0	79	37.12	-79.61866667	0.005906462	-0.011333333	-0.011333333	-0.011333333	-62.47334653	297.5266535	270	0	297.5266535	0.671586246	0.757311419	0.757311419	0.757311419	114.3777392	1	1	1	0	0	1	4	1	
1	9	1.7	9.028333333	0	79	37.8	-79.63	0.010125586	-0.013333333	-0.013333333	-0.013333333	-52.78627379	307.2137262	270	0	307.2137262	0.790088689	0.992079923	0.992079923	0.992079923	113.6204278	1	1	1	0	0	1	4	1	
1	9	2.3	9.038333333	0	79	38.6	-79.64333333	0.018564305	-0.013333333	-0.013333333	-0.013333333	-35.68682248	324.3131775	270	0	324.3131775	0.790066766	1.3543166	1.3543166	1.3543166	112.6283479	1	1	1	0	0	1	4	1	
1	9	3.4	9.056666667	0	79	39.4	-79.65666667	0.008438633	-0.011666667	-0.011666667	-0.011666667	-54.12135383	305.8786462	270	0	305.8786462	0.691273198	0.853139709	0.853139709	0.853139709	111.2740313	1	1	1	0	0	1	4	1	
1	9	3.9	9.065	0	79	40.1	-79.66833333	0.003881837	-0.003333333	-0.003333333	-0.003333333	-40.65268474	319.3473153	270	0	319.3473153	0.197502047	0.303161058	0.303161058	0.303161058	110.4208916	1	1	1	0	0	1	4	1	
1	9	4.13	9.068833333	0	79	40.3	-79.67166667	0.015527763	-0.005833333	-0.005833333	-0.005833333	-20.58975319	339.4102468	270	0	339.4102468	0.345624892	0.982777387	0.982777387	0.982777387	110.1177305	1	1	1	0	0	1	4	1	
1	9	5.05	9.084166667	0	79	40.65	-79.6775	0.02363048	-0.0125	-0.0125	-0.0125	-27.87784769	332.1221523	270	0	332.1221523	0.740593106	1.583806224	1.583806224	1.583806224	109.1349531	1	1	1	0	0	1	4	1	
1	9	6.45	9.1075	0	79	41.4	-79.69	0.007595839	-0.013333333	-0.013333333	-0.013333333	-60.33035732	299.6696427	270	0	299.6696427	0.789914476	0.909093784	0.909093784	0.909093784	107.5511469	1	1	1	0	0	1	4	1	
1	9	6.9	9.115	0	79	42.2	-79.70333333	0.007089593	-0.044166667	-0.044166667	-0.044166667	-80.88072458	279.1192754	270	0	279.1192754	2.616536772	2.650004203	2.650004203	2.650004203	106.6420531	1	1	1	0	0	1	4	1	
1	9	7.32	9.122	0	79	44.85	-79.7475	-0.002025612	0.674166667	0.674166667	0.674166667	-89.82784734	90.17215266	90	0	90.17215266	39.93842906	39.93810421	39.93810421	39.93810421	103.9920489	1	1	1	0	0	1	4	1	
1	9	7.2	9.12	0	79	4.4	-79.07333333	-0.007595945	-0.028333333	-0.028333333	-0.028333333	74.99235539	254.9923554	270	0	254.9923554	1.678509516	1.737801602	1.737801602	1.737801602	64.0539447	1	1	1	0	0	1	4	1	
1	9	6.75	9.1125	0	79	6.1	-79.10166667	0.007595945	-0.703333333	-0.703333333	-0.703333333	-89.38123279	270.6187672	270	0	270.6187672	41.66740554	41.66903962	41.66903962	41.66903962	62.3161431	1	1	1	0	0	1	4	1	
1	9	7.2	9.12	0	79	48.3	-79.805	0.040514406	-0.008333333	-0.008333333	-0.008333333	-11.62295894	348.3770411	270	0	348.3770411	0.493679269	2.450243179	2.450243179	2.450243179	20.64710348	1	1	1	0	0	1	4	1	
1	9	9.6	9.16	0	79	48.8	-79.81333333	0.026505641	-0.031333333	-0.031333333	-0.031333333	-49.77129291	310.2287071	270	0	310.2287071	1.856025567	2.430941313	2.430941313	2.430941313	18.1968603	1	1	1	0	0	1	4	1	
1	9	11.17	9.186166667	0	79	50.68	-79.84466667	-0.007090872	-0.022	-0.022	-0.022	72.13522491	252.1352249	270	0	252.1352249	1.303070785	1.369097344	1.369097344	1.369097344	15.76591899	1	1	1	0	0	1	4	1	
1	9	10.75	9.179166667	0	79	52	-79.86666667	0.032923094	-0.056666667	-0.056666667	-0.056666667	-59.84359259	300.1564074	270	0	300.1564074	3.356460735	3.88166072	3.88166072	3.88166072	14.39682164	1	1	1	0	0	1	4	1	
1	9	12.7	9.211666667	0	79	55.4	-79.92333333	0.05572291	0	0	0	0	0	90	0	0	0	3.3	3.3	3.3	10.51516093	1	1	1	0	0	1	4	1	
1	9	16	9.266666667	0	79	55.4	-79.92333333	0.033775705	0.004166667	0.004166667	0.004166667	7.032638075	7.032638075	90	0	7.032638075	0.246737392	2.015160925	2.015160925	2.015160925	7.215160925	1	1	1	0	0	1	4	1	
1	9	18	9.3	0	79	55.15	-79.91916667	0.087831923	0	0	0	0	0	90	0	0	0	5.2	5.2	5.2	5.2	1	1	1	0	0	1	4	1	
1	9	23.2	9.386666667	0	79	55.15	-79.91916667	-9.428939853	79.91916667	79.91916667	79.91916667	-83.27129285	96.72870715	90	0	96.72870715	0	0	0	0	1.24345E-14	1	1	1	0	0	1	4	1	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	0 END
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	1.24345E-14	1	1	1	1	1	1	6	0	

PASSAGE PLAN

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MTM SHIPMANAGEMENT PTE LTD

Voyage Plan: Part II - Pilot to Pilot — Voyage : 13

Departure Port: BALBOA — Arrival Port: PORT-AU-PRINCE

Wpt	Latitude			Longitude			To Wpt	Course	Distance	Rem.Dist.	Dist. Ru	Name WP	Weather Allow. [m]	[illegible] Voyage Charted Voyage Voyage Depth (m)	Tide Allow. (+/-)
0	N	9	###	W	#	###	1	000				1		25	
1	N	9 °	### '	W	# °	### '	2	003	2.80	776.22		2		41.0	
2	N	9	### '	W	#	### '	3	029	636.86	773.41	2.80	3		1550.0	
3	N	#	### '	W	#	### '	4	074	68.89	136.55	639.67	4		730.0	
4	N	#	4.00 '	W	#	### '	5	098	28.64	67.66	708.56	5		820.0	
5	N	#	0.00 '	W	#	0.00 '	6	127	16.60	39.02	737.20	6		30.0	
6	N	#	### '	W	#	### '	7	132	22.42	22.42	753.80	7		30.0	
7	N	#	### '	W	#	### '				0.00	776.22				

DEG/RAD 57.295779 PI 3.1415927

SUM 776.2175

N-S BREDDE	LAT GRADER	LAT MIN	DESIMAL BREDDE	E-W LENGDE	LON GRADER	LON MIN	DESIMAL LENGDE	UTVIDET F-BREDDE	BASIS LGF	RETTET LGF	KORREKT LGF	KVAD LOKKURS	RETTV LOKKURS	MBR KURS	MBR/LO KURS	RETTV KURS	MBR DISTANSE	LOKS DISTANSE	KORREKT DISTANSE	AKKUMUL DISTANSE	REM DISTANSE	MAX.BR TEST	MAX.LG TEST	S N TEST	N S TEST	E E TEST	W W TEST	SUM TEST	PROGRAM TEST	
1	9	23	9.386667	0	79	55	-79.91917	0.0473032	0.0025	0.0025	0.0025	3.0252988	3.025299	90	0	3.025299	0.147992	2.803908	2.803908	2.803908	776.2175	1	1	1	0	0	1	4	1	
1	9	26	9.433333	0	79	55	-79.91667	9.6176681	5.25	5.25	5.25	28.628818	28.62882	90	0	28.62882	310.7402	636.8613	636.8613	636.8613	773.4136	1	1	1	0	0	1	4	1	
1	18	45	18.75	0	74	40	-74.66667	0.3347298	1.166667	1.166667	1.166667	73.991219	73.99122	90	0	73.99122	66.28511	68.89433	68.89433	68.89433	136.5523	1	1	1	0	0	1	4	1	
1	19	4	19.06667	0	73	30	-73.5	-0.070522	0.5	0.5	0.5	-81.97171	98.02829	90	0	98.02829	28.35417	28.64056	28.64056	28.64056	67.65793	1	1	1	0	0	1	4	1	
1	19	0	19	0	73	0	-73	-0.176182	0.233333	0.233333	0.233333	-52.94477	127.0552	90	0	127.0552	13.23726	16.59518	16.59518	16.59518	39.01738	1	1	1	0	0	1	4	1	
1	18	50	18.83333	0	72	46	-72.76667	-0.265705	0.291667	0.291667	0.291667	-47.66689	132.3331	90	0	132.3331	16.56308	22.42219	22.42219	22.42219	22.42219	1	1	1	0	0	1	4	1	
1	18	35	18.58167	0	72	29	-72.475	-18.91623	72.475	72.475	72.475	-75.37194	104.6281	90	0	104.6281	0	0	0	0	-4.97E-14	1	1	1	0	0	1	4	1	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
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1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
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1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
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1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	
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1	0	0	0	1	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	90	1	90	0	0	0	0	-4.97E-14	1	1	1	1	1	1	6	0	END

PASSAGE PLAN

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MTM SHIP MANAGEMENT PTE LTD

Voyage Plan: Part III - Pilot to Berth **Voyage : 13**

Arrival Port: PORT-AU-PRINCE

Wpt	Latitude				Longitude				To Wpt	Course	Distance	Rem.Dist.
1	N	18		34.80	W	72		28.50 '	2	103	4.38	13.33
2	N	18		33.80	W	72		24.00 '	3	288	2.98	8.95
3	N	18		34.70	W	72		27.00 '	4	090	5.50	5.97
4	N	18	°	34.70 '	W	72	°	21.20	5	122	0.47	0.47
5	N	18	°	34.45 '	W	72	°	20.78				0.00

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Dist. Run	Name WP	Weather Allow. [m]	Min Available Voyage : Charted Voyage : Voyage : Depth [m]	Tide Allow. (+/-)	N-S BREDDE	LAT GRADER	LAT MIN	DESIMAL BREDDE	E-W LENGDE	LON GRADER	LON MIN
			24.8	1.0	1	18	34.8	18.58	0	72	28.5
4.38			10.7	1.0	1	18	33.8	18.56333333	0	72	24
7.36			13.8	1.0	1	18	34.7	18.57833333	0	72	27
12.86			9.5	1.0	1	18	34.7	18.57833333	0	72	21.2
13.33			9.5	1.0	1	18	34.45	18.57416667	0	72	20.78
				0.0	1	0	0	0	1	0	0
				0.0	1	0	0	0	1	0	0
					1	0	0	0	1	0	0
					1	0	0	0	1	0	0
					1	0	0	0	1	0	0
					1	0	0	0	1	0	0
					1	0	0	0	1	0	0
					1	0	0	0	1	0	0
					1	0	0	0	1	0	0
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					1	0	0	0	1	0	0
					1	0	0	0	1	0	0

PASSAGE PLAN

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PASSAGE PLAN

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DEG/RAD	PI
57.29577867	3.1415927

DESIMAL	UTVIDET	BASIS	RETTET	KORREKT	KVAD	RETTV	MBR	MBR/LOK
LENGDE	F-BREDDE	LGF	LGF	LGF	LOKKURS	LOKKURS	KURS	KURS
-72.475	-0.017582244	0.075	0.075	0.075	-76.80640515	103.1935948	90	0
-72.4	0.015823943	-0.05	-0.05	-0.05	-72.43852101	287.561479	270	0
-72.45	0	0.096666667	0.096666667	0.096666667	#DIV/0!	#DIV/0!	90	1
-72.35333333	-0.004395679	0.007	0.007	0.007	-57.87306127	122.1269387	90	0
-72.34633333	-18.90831979	72.34633333	72.34633333	72.34633333	-75.35290604	104.647094	90	0
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0	0	0	0	0	#DIV/0!	#DIV/0!	90	1
0	0	0	0	0	#DIV/0!	#DIV/0!	90	1
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PASSAGE PLAN

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0	0	0	0	0	#DIV/0!	#DIV/0!	90	1
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PASSAGE PLAN

SUM 13.33198238

RETTV	MBR	LOKS	KORREKT	AKKUMUL	REM	MAX.BR	MAX.LGD	S	N	E
KURS	DISTANSE	DISTANSE	DISTANSE	DISTANSE	DISTANSE	TEST	TEST	N TEST	S TEST	E TEST
103.1935948	4.265458598	4.38131347	4.38131347	4.38131347	13.33198238	1	1	1	0	0
287.561479	2.843917001	2.982808628	2.982808628	2.982808628	8.950668913	1	1	1	0	0
90	5.497755949	0	5.497755949	5.497755949	5.967860286	1	1	1	0	0
122.1269387	0.398113362	0.470104337	0.470104337	0.470104337	0.470104337	1	1	1	0	0
104.647094	0	0	0	0	0	1	1	1	0	0
90	0	0	0	0	0	1	1	1	1	1
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PASSAGE PLAN

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W SUM PROGRAM

W TEST TEST TEST

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1	6	0 0 END

Date 4/Jul/13

PASSAGE PLAN

Issued by:	SQM
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IssueDate:	Apr '10

Vessel Name		MTM HOUSTON
Call Sign :		9V9704
Voyage No		13
Ballast / Loaded :		Loaded
From		BALBOA
Berth		Anchorage
UTC:		-5
Tide Datum:		0
To		PORT-AU-PRINCE
Berth		VARREUX
GMT :		-4
Tide Datum:		
Via		Panama Canal
GMT :		-5
Draft F		08.48 m
Draft Mid		08.71 m
Draft A		08.94 m
Trim		00.46 m
Cb	8.94 m (Block Coefficient)	0.7685
Keel to Max. Height		37.10 m
Air Draft		28.16 m
Service / Sea Speed	(as applied in Voyage Planning)	13.50

	Speed Variables Manoeuvring	Loaded	Ballast
1	Full Ahead	11.0	13.0
2	Half Ahead	10.0	9.8
3	Slow Ahead	8.5	7.6
4	Dead Slow Ahead	4.5	5.5

PASSAGE PLAN

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ENTER VOYAGE NUMBER (IF NUMBER ONLY) => '0760 AND NOT PLAIN 0760!

LOADED	Mean Draft	8.71	0.7685
BALLAST	Mean Draft		

Date : 4/Jul/13

Vessel Name : MTM HOUSTON

PASSAGE PLAN

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Draft	
Fwd :	08.48 m
Mid :	08.71 m
Aft :	08.94 m
Trim :	00.46 m
Air :	28.16 m

Port	
From :	BALBOA
To :	PORT-AU-PRINCE
Via :	Panama Canal

Total Distance [nm]	

Nautical Publications / Reporting Schemes	
Coast Pilot Books	NA
Admiralty List of Radio Signals	NP282, NP283(1 & 2), NP285, NP286(4), NP286(7)
Admiralty List of Lights	VOL. J
Admiralty Tide Tables	VOL 3 & 4
Tidal Stream Atlas	NA
Mariner's Handbook	NP-100
Routeing Charts	5127(6)
Sailing Directions	NP70
Reporting *	
Voyage charts corrected up to	NTM Wk: 27/2013 Date : 03/07/2013

*** Procedures on chart & bridge note book**

Charts:	BA	
1401	3098	3111
486	3935	466

Reference Charts :	BA	
5124(7)	4400	

NAVIGATIONAL AIDS		
A	RADAR, ARPA	
B	GLOBAL POSITIONING SYSTEM (GPS)	
C	NAVTEX, SAT-C	
D	VISUAL BEARINGS	
E	FACSIMILE (WEATHER FORECAST)	
F	ECHO SOUNDER	
G	CELESTIAL NAVIGATION	
H	TOTAL TIDE USED FOR UKC CALCULATIONS? (YES or MANUAL)	YES

STEAMING TIME (SEA PASSAGE)		
Knots	Days	Hours
11.5	02	19
12.0	02	17
12.5	02	14
13.0	02	12
13.5	02	09
14.0	02	07

Navarea Wngs & T&P Notices	No.	CHART AFFECTED
		SEE ATTACHED ON CHARTS

Navtex local and coastal warnings

SEE ATTACHED ON CHARTS

Prepared by:	Acknowledged by:	Acknowledged by:
MYO MIN KYI	SAW THURA AUNG	ZAW HTAT AUNG
Signature:	**Signature:**	**Signature:**
Nav. Off :	**3rd Officer :**	**Ch. Offr. :**
Date:	**Date:**	**Date:**

Voyage No : 13

PASSAGE PLAN

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Time	
GMT :	-5
GMT :	-4
GMT :	-5
Time Difference	
+ / -	1

nark: + = advance / - = re

1400	396	4402

NAVTEX

TTL Dist 776.22

TTL Hours	Days	Fraction	Hours
67.50	2.00	0.81	19
64.68	2.00	0.70	17
62.10	2.00	0.59	14
59.71	2.00	0.49	12
57.50	2.00	0.40	9
55.44	2.00	0.31	7

0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Approved by:
CAPT. MIN KO LWIN
Signature:
Master :
Date:

PASSAGE PLAN

Issued by: SQM
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MASTER'S COMMENTS

Date : 4/Jul/13
Vessel Name : MTM HOUSTON
Voyage No : 13 **From:** BALBOA **To:** PORT-AU-PRINCE

Navigation

SPECIFIC INSTRUCTIONS FOR NAVIGATION FOR THE PASSAGE, COASTAL PASSAGE AS WELL AS FOR SPECIFIC ITEMS, DURING PILOTAGE, ENTERING ESTUARIES, PILOT APPROACHES.

ALL INCOMING NAVTEX/ EGC MESSAGE MUST BE READ AND ADVISE MASTER WHEN SERVICING REQUIRED. ON OCEAN VOYAGE EVERY ATTEMPT SHOULD BE MADE TO TAKE CELESTIAL POSITIONS WHEN EVER POSSIBLE USING TWO OR MORE HEAVENLT BODIES. WHEN COASTWISE NAVIGATION IS BEING CARRIED OUT, USE RADAR POSITIONS, VISUAL BEARING/ TRANSIT, ECHO SOUNDER, HORIZONTAL SEXTANT SIGHTS,PARALLEL INDEXING TO CROSSCHECK AND VERIFY THE VESSEL POSITION AND PROGRESS, WITH PROGRESS WITH ENTRY IN MOVEMENT BOOK CONFIRMING WHAT IS WRITTEN ON CHART.
A MINIMUM DISTANCE OF 3NM SHOULD BE KEPT FROM ALL LAND, WHEN OVERTAKING OTHER VESSELS A DISTANCE OF AT LEAST 1 NM SHOULD BE ALLOWED, IF LESS ADVISE MASTER IMMEDIATELY, ANY CLOSE QUARTER SITUATION WITHIN 1NM MAKES IT NECESSARY FOR CALLTO ME IMMEDIATELY.

IN EMERGENCY REFER TO SHIPBOARD MANUAL VOL.2 NAV. & BRIDGE PROCEDURES 0180 EM'CY CHECK LIST.

PLEASE ENTER SPECIFIC INSTRUCTIONS FOR NAVIGATION FOR THE SEA PASSAGE, AS WELL AS FOR SPECIFIC ITEMS DURING PILOTAGE, ENTERING ESTUARIES, PILOT APPROACHES ETC.

Environmental

See Company Garbage Control Management Plan & Note Caution Special Area Regulation !
For the discharge of any oil and oily mixture strictly follow Marpol Reg: and consult with Bridge for the ship's position and distance off from nearest land and must be used oily separator (Engine Dept:) / ODME (Deck dept:).

PLEASE ENTER SPECIFIC INSTRUCTIONS FOR ENVIRONMENTAL ISSUES, SUCH AS EMISSION CONTROL (RECEIVED FROM AGENTS FOR PORT STAYS), SPECIAL AREAS, SECA'S, USE OF OILY WATER SEPARATOR, BALLAST OR GARBAGE MANAGEMENT REQUIREMENTS

Security

To be entered below. An example :
The vessel and the port are on MARSEC Level 1, please follow requirements in regard to Visitor Control, Restricted Areas, Stores etc., as given during the briefing prior to the port call

PLEASE ENTER SPECIFIC INSTRUCTIONS IN REGARD TO MARSEC LEVELS, AND RESULTING REQUIREMENTS, APPLICABLE FOR THE PORT CALLS AND FOR THE SEA PASSAGE, I.E. PASSAGE THROUGH AREAS KNOWN FOR PIRACY , ETC.

Master : CAPT. MIN KO LWIN
Signature :

PASSAGE PLAN

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M.T MTM HOUSTON

Pre - Passage Checklist (Tick ☐ If Affirmative)

Passage From: Balboa To: Port-Au-Prince

Voyage No: 13 Date Voyage Commences: 07-JULY-2013

Are Nautical Publications Up To Date?

Are Voyage Charts Fully Corrected and Courses Laid Off?

Have the Following Been Taken Into Consideration When Preparing the Passage Plan?

Advice and Recommendations of Relevant Sailing Directions, Planning Charts, Routing Charts, Load Line Zone

Ship's Draught after allowance for Effects of Squat in Shallow Water

Ship's available speed - any restrictions on power?

Tidal Streams and Currents, and High/Low Water at Destination

Heavy Weather - is weather routing an option?

Restricted Visibility (especially seasonal)

Precautions taken and preparation made for Extreme Cold Weather as per Safety Manual / Appendix II?

Availability and Reliability of Navigational Aids

Proximity of Land and transit of Marpol Special Areas

Position Fixing Methods to Be Used

Daylight Or Night time Passing of Danger Points

Flow, Type and Volume of Expected Traffic

Restrictions due to ship's cargo (Hydrocarbons, Hazardous)

Name of Officer: MYO MIN KYI Rank: A C/O

Signature:

Master: CAPT. MIN KO LWIN Signature:

Remarks:

PASSAGE PLAN

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Date:

To Be Completed Prior to Departure From Each Port

Courses & Distances [+ Alternatives]
Waypoints - Lettered or Numbered with Range / Bearing / Latitude & Longitude
Distances To Go & ETA's
Wheel-Over Positions
NO GO Areas Marked
Clearing Bearings / Ranges / Leading Lines / Transits
Margins Of Safety [Draught + 20% + Squat] + Air Draught
Next Chart & Number
Tidal Streams / Currents / Wind / Weather
Tides / Tidal Windows / Sunrise / Sunset
Radar Conspicuous Targets
Position Fixing - Frequency + Primary & Secondary Methods To Be Used
Visual Navigational Aids / Lights / Ranges
Parallel Indexing
Echo Sounder
Reporting Points & Details
Traffic Expected [Ferries etc.]
Speed Changes - Commenced / Ended / Sea Passage
Call Master / Crew - Enhanced Bridge Manning
Pilot Details Channel
Contingency Plans / Anchorages
Buoyage
Anchors Cleared
Engine / Thrusters / Steering Tested
Tugs
Publications To Refer To: Charts / ASD / ALL / ALRS / ATT / ATSA / S.R. / NTM
Defects
Abort Points & Emergency Anchorages
Recommended Routes

Local Regulations

PASSAGE PLAN

PASSAGE PLAN

PASSAGE PLAN

PASSAGE PLANNING FORM

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Berth to Pilot

MV MTM HOUSTON FROM: BALBOA TO: PORT-AU-PRINCE Voyage

DATE 04/07/2013

WPT No.	Position Ref. L/L	Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS
0	N 8 ° 53.3 W 79 ° 31.3		090	265.0		4.5	0.0	NA	3	Radar, GPS, Visual	5			VOL. J
1	N 8 ° 53.3 W 79 ° 31.3	1	322		4.6	4.5	1.0	NA	3	Radar, GPS, Visual	5	3.59	124.4	VOL. J
2	N 8 ° 57.0 W 79 ° 34.2	2	341		2.5	4.5	0.6	NA	3	Radar, GPS, Visual	5	3.59	119.8	VOL. J
3	N 8 ° 59.3 W 79 ° 35.0	3	314		2.9	4.5	0.7	NA	3	Radar, GPS, Visual	5	3.59	117.3	VOL. J
4	N 9 ° 1.4 W 79 ° 37.1	4	298		0.8	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.39	114.4	VOL. J
5	N 9 ° 1.7 W 79 ° 37.8	5	307		1.0	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	113.6	VOL. J
6	N 9 ° 2.3 W 79 ° 38.6	6	324		1.4	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	112.6	VOL. J
7	N 9 ° 3.4 W 79 ° 39.4	7	306		0.9	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	111.3	VOL. J
8	N 9 ° 3.9 W 79 ° 40.1	8	319		0.3	11.0	0.0	NA	3	Radar, GPS, Visual	5	4.52	110.4	VOL. J
9	N 9 ° 4.1 W 79 ° 40.3	9	339		1.0	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	110.1	VOL. J
10	N 9 ° 5.1 W 79 ° 40.7	10	332		1.6	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	109.1	VOL. J
11	N 9 ° 6.5 W 79 ° 41.4	11	300		0.9	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	107.6	VOL. J

Prepared by: ACO Master: C/O: 3/O:

PASSAGE PLANNING FORM

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Ver. No: 00
IssueDate: Apr '10

Berth to Pilot

PASSAGE PLANNING FORM

MV MTM HOUSTON FROM: Anchorage TO: Voyage
DATE ## TIDE DATUM: 0

WPT No.	Position Ref. L/L	Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS
12	N 9 ° 6.9 W 79 ° 42.2	12	279	NA	2.7	11.0	0.2	NA	3	Radar, GPS, Visual	5	4.52	106.6	VOL. J
13	N 9 ° 7.3 W 79 ° 44.9	13	090	NA	39.9	11.0	3.6	NA	3	Radar, GPS, Visual	5	4.52	104.0	VOL. J
14	N 9 ° 7.2 W 79 ° 4.4	14	255	NA	1.7	11.0	0.2	NA	3	Radar, GPS, Visual	5	4.52	64.1	VOL. J
15	N 9 ° 6.8 W 79 ° 6.1	15	271	NA	41.7	11.0	3.8	NA	3	Radar, GPS, Visual	5	4.52	62.3	VOL. J
16	N 9 ° 7.2 W 79 ° 48.3	16	348	NA	2.5	11.0	0.2	NA	3	Radar, GPS, Visual	5	4.52	20.6	VOL. J
17	N 9 ° 9.6 W 79 ° 48.8	17	310	NA	2.4	11.0	0.2	NA	3	Radar, GPS, Visual	5	4.52	18.2	VOL. J
18	N 9 ° 11.2 W 79 ° 50.7	18	252	NA	1.4	11.0	0.1	NA	3	Radar, GPS, Visual	5	4.52	15.8	VOL. J
19	N 9 ° 10.8 W 79 ° 52.0	19	300	NA	3.9	11.0	0.4	NA	3	Radar, GPS, Visual	5	4.52	14.4	VOL. J
20	N 9 ° 12.7 W 79 ° 55.4	20	000	NA	3.3	4.5	0.7	NA	3	Radar, GPS, Visual	5	4.52	10.5	VOL. J
21	N 9 ° 16.0 W 79 ° 55.4	21	007	NA	2.0	11.0	0.2	NA	3	Radar, GPS, Visual	5	4.52	7.2	VOL. J
22	N 9 ° 18.0 W 79 ° 55.2	22	000	NA	5.2	11.0	0.5	NA	3	Radar, GPS, Visual	5	5.29	5.2	VOL. J
23	N 9 ° 23.2 W 79 ° 55.2	23		NA		11.0		NA	3	Radar, GPS, Visual	5	4.52	0.0	VOL. J

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PASSAGE PLANNING FORM

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Berth to Pilot

PASSAGE PLANNING FORM

MV MTM HOUSTON FROM: Anchorage TO: Voyage
DATE ## TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS
0													2.72		

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PASSAGE PLANNING FORM

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Berth to Pilot

PASSAGE PLANNING FORM

MV MTM HOUSTON FROM: Anchorage TO: Voyage
DATE ## TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS
0															

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PASSAGE PLANNING FORM

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Berth to Pilot

PASSAGE PLANNING FORM

MV MTM HOUSTON FROM: Anchorage TO: Voyage
DATE ## TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS
0				000					Plotted on Chart	0.00	Radar GPS	5Min			
				000					Plotted on Chart	0.00	Radar GPS	5Min			
				000					Plotted on Chart	0.00	Radar GPS	5Min			
				000					Plotted on Chart	0.00	Radar GPS	5Min			

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PASSAGE PLANNING FORM

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Sailing Dir'ns	Chart
NP-7	BA 1041
NP-7	BA 1041
NP-7	BA 1041 BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098

PASSAGE PLANNING FORM

13

Sailing Dir'ns	Chart
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098
NP-7	BA 3098 BA 3111
NP-7	BA 3111

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Sailing Dir'ns	Chart

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Sailing Dir'ns	Chart

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Sailing Dir'ns	Chart

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Pilot to Pilot

MV MTM HOUSTON FROM: BALBOA TO: PORT-AU-PRINCE Voyage 13
DATE 04/07/2013

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns
1	N W	9 ° 23.2 79 ° 55.2	2	003	265.0	2.8	13.5	0.2	NA	1	Radar, GPS, Visual	60	30.45	776.2	Vol. J	NP-70
2	N W	9 ° 26.0 79 ° 55.0	3	029	265.0	636.9	13.5	47.2	NA	1	GPS Celesial	60	1539.45	773.4	Vol. J	NP-70
3	N W	18 ° 45.0 74 ° 40.0	4	074	90.0	68.9	13.5	5.1	NA	1	GPS Celesial	60	719.45	136.6	Vol. J	NP-70
4	N W	19 ° 4.0 73 ° 30.0	5	098	90.0	28.6	13.5	2.1	NA	1	GPS Celesial	60	809.45	67.7	Vol. J	NP-70
5	N W	19 ° 73 °	6	127	135.0	16.6	13.5	1.2	NA	2	GPS Celesial	15	19.45	39.0	Vol. J	NP-70
6	N W	18 ° 50.0 72 ° 46.0	7	132	135.0	22.4	11.0	2.0	NA	2	Radar, GPS, Visual	5	19.92	22.4	Vol. J	NP-70
7	N W	18 ° 34.9 72 ° 28.5	0						NA		Radar, GPS, Visual			0.0	Vol. J	NP-70

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PASSAGE PLANNING FORM

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Chart
BA 3111
1400, 396, 4402, 486
BA 3935
BA 3935
3935, 466
BA 466
BA 466

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Pilot to Pilot

PASSAGE PLANNING FORM

MV FROM: TO: Voyage 13
DATE 04/07/2013

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns
0					270.0		13.5			1	GPS Celesial	60			Vol. M	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. M	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. M	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. M	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. M	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. M	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. G	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. G	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. G	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. G	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. G	NP-62
					270.0		13.5			1	GPS Celesial	60			Vol. G	NP-62

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Chart
BA 3489 4410
BA 4509 4510
BA 4510
BA 4510
BA 4510 4521
BA 4521
BA 4521
BA 4521 BA 4805
BA 4805
BA 4805 BA 4807
BA 4807
BA 4807

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Pilot to Pilot

PASSAGE PLANNING FORM

MV FROM: Pilot Station TO: Pilot Station Voyage 2007/20
DATE:

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns
0					75.0		13.5			1	GPS Celesial	60			Vol. G	NP-8
					75.0 75.0		13.5			1	GPS Celesial	60			Vol. G	NP-8
					75.0 75.0		13.5			1	GPS Celesial	60			Vol. G	NP-8
					75.0 75.0		13.5			1	GPS Celesial	60			Vol. G	NP-8
					45.0		13.5			1	GPS Celesial	60			Vol. G	NP-7
					0.0		13.5			1	GPS Celesial	60			Vol. G	NP-7
					0.0		11.0			2	Radar, GPS, Visual	5			Vol. G	NP-7
					0.0		11.0			2	Radar, GPS, Visual	5			Vol. G	NP-7
										2	Radar, GPS, Visual	5			Vol. G	NP-7

Prepared by: (2/O) Master: C/O: 3/O:

PASSAGE PLANNING FORM

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Chart
BA 4807 4802
BA 4802
BA 4802 BA 4811
4811, 1020 BA 1928
BA 1928 BA 1929
BA 1929
BA 1929 BA 1401
BA 1401
BA 1401

PASSAGE PLANNING FORM

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Pilot to Pilot

PASSAGE PLANNING FORM

MV FROM: Pilot Station TO: Pilot Station Voyage 2007/20
DATE:

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.	List of Lights ALRS	Sailing Dir'ns
0																

Prepared by: (2/O) Master: C/O: 3/O:

PASSAGE PLANNING FORM

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Chart

PASSAGE PLANNING FORM

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Pilot to Pilot

MV MTM HOUSTON FROM: BALBOA TO: Berth PORT-AU-PRINCE
DATE 04/07/2013

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
1	N W	18 ° 34.8 72 ° 28.5	PILOT STN	103	0.0	4.4	11.0	0.4	NA	3	Radar, GPS, Visual	15	16.74	13.3
2	N W	18 ° 33.8 72 ° 24.0	0	288	0.0	3.0	11.0	0.3	NA	3	Radar, GPS, Visual	5	1.83	9.0
3	N W	18 ° 34.7 72 ° 27.0	0	090	0.0	5.5	11.0	0.5	NA	3	Radar, GPS, Visual	5	4.93	6.0
4	N W	18 ° 34.7 72 ° 21.2	0	122	0.0	0.5	4.5	0.1	NA	3	Radar, GPS, Visual	5	1.44	0.5
5	N W	18 ° 34.5 72 ° 20.8	VARREUX TERMINAL		0.0		4.5		NA	3	Radar, GPS, Visual	5	1.44	0.0

Prepared by: (2/O) Master: C/O:

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Pilot to Berth

PASSAGE PLANNING FORM

MV
DATE ##

FROM: Pilot Station
TO: Berth VARREUX
TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0									Plotted on Chart	0.00	Radar GPS			

Prepared by: (2/O) _____ Master: _____ C/O: _____

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Pilot to Berth

PASSAGE PLANNING FORM

MV
DATE ##

FROM:

TO: Berth VARREUX
TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			

Prepared by: (2/O) Master: C/O:

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Pilot to Berth

PASSAGE PLANNING FORM

MV

FROM:

TO: Berth VARREUX

DATE ##

TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			

Prepared by: (2/O)

Master:

C/O:

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Pilot to Berth ***PASSAGE PLANNING FORM***

MV FROM: Pilot Station TO: Berth VARREUX
DATE ## TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			
									Plotted on Chart	0.00	Radar GPS			

Prepared by: (2/O) Master: C/O:

Pilot to Berth ***PASSAGE PLANNING FORM***

MV FROM: TO: Berth VARREUX
DATE: TIDE DATUM: 0

PASSAGE PLANNING FORM

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WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0

Prepared by: (2/O) _____ Master: _____ C/O: _____

Pilot to Berth

PASSAGE PLANNING FORM

MV _____ FROM: _____ TO: Berth 0
DATE: _____ TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0				000		0.0								0.0

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				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0

Prepared by: (2/O) _____ Master: _____ C/O: _____

Pilot to Berth

PASSAGE PLANNING FORM

MV _____ FROM: _____ TO: Berth 0
DATE: _____ TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0

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				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0

Prepared by: (2/O) _____ Master: _____ C/O: _____

Pilot to Berth

PASSAGE PLANNING FORM

MV _____ FROM: _____ TO: Berth 0
DATE: _____ TIDE DATUM: 0

WPT No.	Position Ref. L/L		Position Ref. Geog	Course	Tide/ Current	Distance on track	Estimated Speed	Time to next WP [hrs]	Parallel Index Point/Distance	Watch Level	Fix Method	Fix Interval	U.K.C. [m]	Distance to Dest.
0				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0

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				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0
				000		0.0								0.0

Prepared by: (2/O) _____ Master: _____ C/O: _____

PASSAGE PLANNING FORM

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Voyage 13

List of Lights ALRS	Sailing Dir'ns	Chart
Vol. J	NP-7	BA 3935 466
Vol. J	NP-7	BA 466
Vol. J	NP-7	BA 466
Vol. J	NP-7	BA 466
Vol. J	NP-7	BA 466

3/O:

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Voyage 13

List of Lights ALRS	Sailing Dir'ns	Chart

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Voyage 13

List of Lights ALRS	Sailing Dir'ns	Chart

3/O:

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Voyage 13

List of Lights ALRS	Sailing Dir'ns	Chart

3/O:

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Voyage 0

List of Lights ALRS	Sailing Dir'ns	Chart

3/O:

Voyage 0

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List of Lights ALRS	Sailing Dir'ns	Chart

3/O:

Voyage 0

List of Lights ALRS	Sailing Dir'ns	Chart

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Voyage 0

List of Lights ALRS	Sailing Dir'ns	Chart

PASSAGE PLANNING FORM

Issued by: SQM
Approved by: MD
Form No: B018
Ver. No: 00
IssueDate: Apr '10

3/O:

Voyage 0

List of Lights ALRS	Sailing Dir'ns	Chart

PASSAGE PLANNING FORM

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3/O: _____

PASSAGE PLAN

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SQUAT CALCULATION FOR MT " MTM HOUSTON"

Formula for squat calculations
Briefly:

Squat in confined Waters:-
Squat in metres = $2xC_bx(V2/100)$
Squat in open Waters:-
Squat in metres = $C_bx(V2/100)$
V = Vessel's speed in knots
C_b = Block coefficient

An approximate calculation "rule of thumb"
estimating on the high & safe side:

Squat (mtrs) = $V^2_K/100$ for open Seas
and Squat (mtrs) = 2 x ($V^2_K/100$) in confined waters

where VK is vessel's speed in knots

Sea Water Calculation
Fresh Water Calculation
Fresh Water Allowance 0.212

Please enter 1 (SW) or 2 (FW) 2

Speed	SQ-O
3	0.07
3.5	0.09
4	0.12
4.5	0.16
5	0.19
5.5	0.23
6	0.28
6.5	0.32
7	0.38
7.5	0.43
8	0.49
8.5	0.56
9	0.62
9.5	0.69
10	0.77
10.5	0.85
11	0.93
11.5	1.02
12	1.11
12.5	1.20

Definition for Confined Waters:

Confined Waters **Depth < 50m**
Open Waters **Depth > 50m**

PASSAGE PLAN

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UKC CALCULATION FOR "MTM HOUSTON" BERTH TO PILOT (CONFINED WATERS)

From WP	To WP	Min available Depth between Waypoints	Speed Applied [kn]	Max SW Draft [m]	FWA (if appl.) [m]	Static Draft [m]	Tide Allow. (+/-) [m]	Squat Correction [m]	Weather Allowance [m]
1	2	12.9	4.5	8.94	0.21	9.15	0.00	0.16	0.00
2	3	12.9	4.5	8.94	0.21	9.15	0.00	0.16	0.00
3	4	12.9	4.5	8.94	0.21	9.15	0.00	0.16	0.00
4	5	13.7	4.5	8.94	0.21	9.15	0.00	0.16	0.00
5	6	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
6	7	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
7	8	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
8	9	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
9	10	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
10	11	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
11	12	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
12	13	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
13	14	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
14	15	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
15	16	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
16	17	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
17	18	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
18	19	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
19	20	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
20	21	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
21	22	14.6	4.5	8.94	0.21	9.15	0.00	0.16	0.00
22	23	14.6	11.0	8.94	0.21	9.15	0.00	0.93	0.00
23	24	12.8	11.0	8.94	0.21	9.15	0.00	0.93	0.00
24		12.8	11.0	8.94	0.21	9.15	0.00	0.93	0.00

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SQ-C
0.14
0.19
0.25
0.31
0.38
0.46
0.55
0.65
0.75
0.86
0.98
1.11
1.24
1.39
1.54
1.69
1.86
2.03
2.21
2.40

FWA 0.212
SWA 0.00
0.21

1

Speed	SQ-O
3	0.07
3.5	0.09
4	0.12
4.5	0.16
5	0.19
5.5	0.23
6	0.28
6.5	0.32
7	0.38
7.5	0.43
8	0.49
8.5	0.56
9	0.62
9.5	0.69
10	0.77
10.5	0.85
11	0.93
11.5	1.02
12	1.11
12.5	1.20

Speed	SQ-C
3	0.14
3.5	0.19
4	0.25
4.5	0.31
5	0.38
5.5	0.46
6	0.55
6.5	0.65
7	0.75
7.5	0.86
8	0.98
8.5	1.11
9	1.24
9.5	1.39
10	1.54
10.5	1.69
11	1.86
11.5	2.03
12	2.21
12.5	2.40

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Effective Draft [m]	Resulting UKC [m]	UKC Sufficient (BSM)
9.31	3.59	OK
9.31	3.59	OK
9.31	3.59	OK
9.31	4.39	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
10.08	4.52	OK
9.31	5.29	OK
10.08	4.52	OK
10.08	2.72	OK
10.08	2.72	OK

UKC according to Company Procedures:		Approach	Berth [m]	
Vessel Underway:	if draft <10m	10% draft	0.3	
	draft 10-17m	10% draft	0.6	
	if draft >17m	10% draft	0.9	OK
				OK
Vessel's Draft	8.94			OK
10% of Draft	0.89			OK
	8.05			OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK

PASSAGE PLAN

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OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK

2

3

PASSAGE PLAN

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PASSAGE PLAN

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SQUAT CALCULATION FOR MT "MTM HOUSTON"

Formula for squat calculations
Briefly:

Squat in confined Waters:-
Squat in metres = $2xC_bx(V2/100)$
Squat in open Waters:-
Squat in metres = $C_bx(V2/100)$
V = Vessel's speed in knots
C_b = Block coefficient

An approximate calculation "rule of thumb"
estimating on the high & safe side:

Squat (mtrs) = $V^2_K/100$ for open Seas
and Squat (mtrs) = 2 x ($V^2_K/100$) in confined waters

where VK is vessel's speed in knots

Sea Water Calculation
Fresh Water Calculation
Fresh Water Allowance 0.212

Please enter 1 (SW) or 2 (FW) 2

Speed	SQ-O
3	0.07
4	0.12
5	0.19
6	0.28
7	0.38
8	0.49
9	0.62
10	0.77
10.5	0.85
11	0.93
11.5	1.02
12	1.11
12.5	1.20
13	1.30
13.5	1.40
14	1.51
14.5	1.62
15	1.73
16	1.97
17	2.22

Definition for Confined Waters:

Confined Waters **Depth < 50m**
Open Waters **Depth > 50m**

PASSAGE PLAN

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UKC CALCULATION FOR "MTM HOUSTON" PILOT / PILOT (OPEN WATER)

From WP	To WP	Min available Depth between Waypoints	Speed Applied [kn]	Max SW Draft [m]	FWA (if appl.) [m]	Static Draft [m]	Tide Allow. (+/-) [m]	Squat Correction [m]	Weather Allowance [m]
1	2	41.0	13.5	8.94	0.21	9.15	0.00	1.40	0.00
2	3	1550.0	13.5	8.94	0.21	9.15	0.00	1.40	0.00
3	4	730.0	13.5	8.94	0.21	9.15	0.00	1.40	0.00
4	5	820.0	13.5	8.94	0.21	9.15	0.00	1.40	0.00
5	6	30.0	13.5	8.94	0.21	9.15	0.00	1.40	0.00
6	7	30.0	11.0	8.94	0.21	9.15	0.00	0.93	0.00
7									
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00
			13.5	8.94	0.21	9.15	0.00	1.40	0.00

13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
13.5	8.94	0.21	9.15	0.00	1.40	0.00
11.0	8.94	0.21	9.15	0.00	0.93	0.00
11.0	8.94	0.21	9.15	0.00	0.93	0.00

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SQ-C
0.14
0.25
0.38
0.55
0.75
0.98
1.24
1.54
1.69
1.86
2.03
2.21
2.40
2.60
2.80
3.01
3.23
3.46
3.93
4.44

FWA	0.212
SWA	0.00
0.21	

1

Speed	SQ-O
3	0.07
4	0.12
5	0.19
6	0.28
7	0.38
8	0.49
9	0.62
10	0.77
10.5	0.85
11	0.93
11.5	1.02
12	1.11
12.5	1.20
13	1.30
13.5	1.40
14	1.51
14.5	1.62
15	1.73
16	1.97
17	2.22

Speed	SQ-C
3	0.14
4	0.25
5	0.38
6	0.55
7	0.75
8	0.98
9	1.24
10	1.54
10.5	1.69
11	1.86
11.5	2.03
12	2.21
12.5	2.40
13	2.60
13.5	2.80
14	3.01
14.5	3.23
15	3.46
16	3.93
17	4.44

PASSAGE PLAN

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Effective Draft [m]	Resulting UKC [m]	UKC Sufficient (BSM)
10.55	30.45	OK
10.55	1539.45	OK
10.55	719.45	OK
10.55	809.45	OK
10.55	19.45	OK
10.08	19.92	OK
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!

UKC according to Company Procedures:		Approach			
Vessel Underway:	if draft <10m	10% draft			
	draft 10-17m	10% draft			
	if draft >17m	10% draft	0.9	OK	30.45
				OK	Deep Sea
Vessel's Draft	8.94			OK	Deep Sea
10% of Draft	0.89			OK	Deep Sea
	8.05			OK	19.45
				OK	19.92
				OK	Deep Sea
				OK	Deep Sea
				OK	Deep Sea
				OK	Deep Sea
				OK	Deep Sea
				OK	Deep Sea
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!
				#VALUE!	#VALUE!

PASSAGE PLAN

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10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	#VALUE!
10.55	#VALUE!	#VALUE!	#VALUE!	
10.55	#VALUE!	#VALUE!	#VALUE!	
10.08	#VALUE!	#VALUE!	#VALUE!	
10.08	#VALUE!	#VALUE!	#VALUE!	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	
			OK	

2

3

PASSAGE PLAN

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30.45
Deep Sea
Deep Sea
Deep Sea
19.45
19.92
Deep Sea

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SQUAT CALCULATION FOR " MTM HOUSTON "

Formula for squat calculations
Briefly:

Squat in confined Waters:-
Squat in metres = $2xC_bx(V2/100)$
Squat in open Waters:-
Squat in metres = $C_bx(V2/100)$
V = Vessel's speed in knots
C_b = Block coefficient

An approximate calculation "rule of thumb"
estimating on the high & safe side:

Squat (mtrs) = $V^2_K/100$ for open Seas
and Squat (mtrs) = 2 x ($V^2_K/100$) in confined waters

where VK is vessel's speed in knots

Sea Water Calculation
Fresh Water Calculation
Fresh Water Allowance: 0.212

Please enter 1 (SW) or 2 (FW): 1

Definition for Confined Waters:

Confined Waters	**Depth < 50m**
Open Waters	**Depth > 50m**

Speed	SQ-O
3	0.07
4	0.12
5	0.19
6	0.28
7	0.38
8	0.49
9	0.62
10	0.77
10.5	0.85
11	0.93
11.5	1.02
12	1.11
12.5	1.20
13	1.30
13.5	1.40
14	1.51
14.5	1.62
15	1.73
16	1.97
17	2.22

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UKC CALCULATION FOR Mt"MTM HOUSTON" PILOT / BERTH (CONFINED WATERS)

From WP	To WP	Min available Depth between Waypoints	Speed Applied [kn]	Max SW Draft [m]	FWA (if appl.) [m]	Static Draft [m]	Tide Allow. (+/-) [m]	Squat Correction [m]	Weather Allowance [m]
1	2	24.8	4.0	8.94	0.00	8.94	1.00	0.12	0.00
2	3	10.7	11.0	8.94	0.00	8.94	1.00	0.93	0.00
3	4	13.8	11.0	8.94	0.00	8.94	1.00	0.93	0.00
4	5	9.5	4.5	8.94	0.00	8.94	1.00	0.12	0.00
5		9.5	4.5	8.94	0.00	8.94	1.00	0.12	0.00

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SQ-C
0.14
0.25
0.38
0.55
0.75
0.98
1.24
1.54
1.69
1.86
2.03
2.21
2.40
2.60
2.80
3.01
3.23
3.46
3.93
4.44

FWA	0.212
SWA	0.00
0.00	

1

Speed	SQ-O
3	0.07
4	0.12
5	0.19
6	0.28
7	0.38
8	0.49
9	0.62
10	0.77
10.5	0.85
11	0.93
11.5	1.02
12	1.11
12.5	1.20
13	1.30
13.5	1.40
14	1.51
14.5	1.62
15	1.73
16	1.97
17	2.22

Speed	SQ-C
3	0.14
4	0.25
5	0.38
6	0.55
7	0.75
8	0.98
9	1.24
10	1.54
10.5	1.69
11	1.86
11.5	2.03
12	2.21
12.5	2.40
13	2.60
13.5	2.80
14	3.01
14.5	3.23
15	3.46
16	3.93
17	4.44

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Effective Draft [m]	Resulting UKC [m]	UKC Sufficient (BSM)
8.06	16.74	OK
8.87	1.83	OK
8.87	4.93	OK
8.06	1.44	OK
8.06	1.44	OK

UKC according to cOMPANY Procedures:		Approach	Berth [m]	
Vessel Underway:	if draft <10m	10% draft	0.3	
	draft 10-17m	10% draft	0.6	
	if draft >17m	10% draft	0.9	OK
				OK
Vessel's Draft	8.94			OK
10% of Draft	0.89			OK
	8.05			OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK
				OK

PASSAGE PLAN

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OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK
OK

2

3

PASSAGE PLAN

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PASSAGE PLAN

Issued by:	SQM
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PASSAGE PLANNING - GENERAL INSTRUCTIONS FOR COMPLETION

HOW TO COMPLETE THE WORKSHEETS:

a) Vessel's Details
Please note that all field marked by pale yellow colour are to be filled in, even those you can see on the right side of the spreadsheet. These will not appear in the print-out, as the print area is defined
1) Fill cells in column 'C' as required. Under cell 8C be sure to enter Loaded or Ballast as this choses which block coeficient is chosen by the program under cell 25C.
DO NOT fill cell 25C as this will be completed automatically.
2) In cell I25 enter Loaded mean draft, in cell I26 enter Ballast mean draught.
3) In cell J25 enter the block coefficient that equates to the mean draught when Loaded, in cell J26 enter the block coefficient that equates to the mean draught in Ballast.
The program will then choose one of these block coefficients to enter in cell 25C depending on whether you typed 'Loaded or Ballast in cell 8C.

b) Voyage Info
Most fields are protected, as information is going in automatically once you have entered the Vessel's Details.
Following fields are to be completed:
- Nautical Publications/Reporting Schemes
- Charts
- Reference Charts
- Navigational Aids (if different from the example)
- Navtex
- Navarea Wngs & T&P Notices, No. Charts Affected
- Navtex Local and Coastal warnings
- Speed (in intervals) for the vessel in order to get the duration of sea passage calculated

c) Master's Comments
Please follow the instructions given in red on the right side of the spreadsheet

d) Waypoints (BP/PP/PB)
Please enter Latitude (N/S) and data as taken out from chart, i.e. for N 35° 14' 48" as N 35 14.8, the input will be calculated in decimals anyhow. In addition you will need to enter Waypoint number, i.e. 1, and then to WP, i.e. 2. If there is no other waypoint to list, you just do not enter the following number into field 'To WP'.
Another thing to remember due to field formats - if you have any latitude or longitude figure being '0', enter 0.00001, as then the figure '0' will appear in the form!
The next item to be filled is the respective geographical name of the waypoint.

On the right side of the form under the brightly coloured headers are - Weather Allowance, Minimum Available Charted Depth and Tide Allowance.
IT IS RECOMMENDED NOT TO APPLY THE WEATHER ALLOWANCE AND HEIGHT OF TIDE UNLESS THESE FACTORS ARE CRITICAL AS ANY CHANGE IN BERTHING WILL REQUIRE THE HEIGHT OF TIDE TO BE RECALCULATED AND POSSIBLY THE SWELL TO BE RECALCULATED.
IN THIS CASE IT IS ESSENTIAL TO MARK ON THE PLAN THAT UKC IS AT CHART DATUM ADJUSTED FOR SQUAT BUT NOT THE COMPANY 10% ALLOWANCE, THE SQUAT UKC SPREADSHEET WILL DISPLAY IF THE COMPANY ALLOWANCE IS AVAILABLE IN THE RIGHT HAND COLUMN.
The 'Weather Allowance' (in meters), means if you expect swell or waves, especially important during approaches to pilot station or anchorages, do not forget - swell/waves will reduce your UKC substantially (a fact too often underestimated). Then there is the minimum available charted depth in between the waypoints to be entered, just take the minimum depth inbetween waypoints off your chart, as the higher values are not of interest. Lastly there is 'Tide Allowance', for this Tide Tables are to be applied. We do know that most of the vessels are having the computerized 'Total Tide' available, but not all. Therefore please go into the respective location, apply the respective dates, and enter the expected higher or lower available depth of water.

e) Form (BP/PP/PB)
The following items are to be entered:
- Parallel Index
- Permitted XTE (THE XTE WILL NEED TO BE SMALL IN NARROW CHANNELS, EVEN ZERO IN PLACES AND ON THE OPEN SEA 0.5 OR EVEN 1 MILE MIGHT BE ACCEPTABLE)
- Fix Method (i.e. GPS, Radar, Cellestial)
- Fix Intervals (long discussions, however, please enter your appropriate intervals - **REMEMBER THAT THE FIX INTERVAL SHOULD BE SUCH THAT THE VESSEL CANNOT STAND INTO DANGER BETWEEN SUCESSIVE FIXES WITH A MINIMUM INTERVAL OF 6 MINUTES**
- ARLS, Sailing Directions, Charts (as applicable)

f) Squat UKC (BP/PP/PB)
All done automatically, except for the red marked entry for Sea Water or Fresh Water (1 or 2), and the FWA for your vessel. The FWA will need to be entered only in spreadsheet 'Squat UKC BP', as this info is going automatically into all other respective spreadsheets! In addition the vessel's speed needs to be entered in intervals in the Squad table (green marking), the relevant squad is then calculated automatically.

Further Explanations:
UKC - the Company Policy in regard to UKC and Squat is quite clear, and mentioned in the spreadsheets as well. To simplify the whole calculation, the '10% Rule' is applied automatically, as, depending of the max draft of your vessel, the 10% are always exceeding the 0.3m, 0.6m and 0.9m applicable alongside a berth, depending on your max draft for type of vessel.

Keep the blank passage planning form as a blank. Do this by opening it then saving it under a new name for the voyage you are planning.
That way you will always have a blank form to start with instead of having to delete previous entries.

If more waypoints are needed than are provided it is necessary to stop the voyage at a suitable point (I.e. the locks at Antwerp) and start a new form for the remaining part of the voyage.

If the vessel anchors before embaking the Pilot remember to make a new form for the deviation to anchorage and back to the Pilot Station.

Great Circle Calculations:
The Passage Planning as given here does not provide a Great Circle calculation for your voyages.

PASSAGE PLAN

Please attach form …….

Issued by:	SQM
Approved by:	MD
Form No:	B018
Ver. No:	00
IssueDate:	Apr '10

NOTE:

PASSAGE PLAN

Issued by:	SQM
Approved by:	MD
Form No:	B018
Ver. No:	00
IssueDate:	Apr '10

THE RESTRICTED VISIBILITY CHECKLIST MUST BE PRINTED OUT AND COMPLETED IN HAND WRITING

PASSAGE PLAN

Please attach form ……..

Issued by:	SQM
Approved by:	MD
Form No:	B018
Ver. No:	00
IssueDate:	Apr '10

NOTE:

PASSAGE PLAN

Issued by:	SQM
Approved by:	MD
Form No:	B018
Ver. No:	00
IssueDate:	Apr '10

THE HEAVY WEATHER CHECKLIST MUST BE PRINTED OUT AND COMPLETED IN HAND WRITING