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

M.V. ATLANTIC DIANA

Voyage No. 45

WP	Name/ Reference	Latitude			Longitude			T/CO	DIST	DTG	UKC CALCULATION AT EVERY WAY POINT (mtr)							
		Deg	Min	'N/S	Deg	Min	'E/W				UKC	Fwd Draft	Aft Draft	Deepest Draft	Expected Height of Tide	Intended transit Speed (kts)	Squat	Min. Charted Depth
0	NARL #2	47*	47.900'	N	054*	01.080'	W			24.9					1.90	0		17
1		47*	47.730'	N	054*	01.100'	W	184.5	0.2	24.7	6.05	9.45	9.45	9.45	1.90	5	0.40	14
2		47*	47.450'	N	054*	01.700'	W	235.3	0.5	24.2	12.05	9.45	9.45	9.45	1.90	5	0.40	20
3		47*	46.000'	N	054*	03.300'	W	216.6	1.8	22.4	50.65	9.45	9.45	9.45	1.90	10	0.80	59
4		47*	42.600'	N	054*	03.300'	W	180.0	3.4	19.0	161.65	9.45	9.45	9.45	1.90	10	0.80	170
5		47*	31.150'	N	054*	00.300'	W	170.0	11.6	7.4	195.65	9.45	9.45	9.45	1.90	10	0.80	204
6	Pilot Disembarkation Point	47*	24.500'	N	054*	05.000'	W	205.6	7.4	0.0	105.65	9.45	9.45	9.45	1.90	10	0.80	114

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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