		PASSAGE PLAN		**FILING:**
				FILE NR. 28A
Issue:	**7**	**Issue Date:**	30/12/2016	Area . Sec . Form n° FBN.28.01

VOYAGE N°	91 B		
SHIP	MT ISOLA CORALLO	**CALL SIGN**	9HSO9

From	CARENERO, VENEZUELA	*Date of departure*	15 JUNE 2017	**E.T.D.**	1800 LT
To	PASCAGOULA, USA	*Estimated date of arrival*	21 JUNE 2017	**E.T.A.**	1900 LT
DISTANZA TOTALE *Total distance*		1895 NM	☒ A) Berth to berth :1895 NM ☒ B) Pilot station to Pilot station :1882 NM		
Expected steaming time		06D 02H @ 13.0 KTS	*(Air draft) Mast Height above water sea level*	37.6 MTRS	
All the voyage charts' correction numbers up to the last NTM				**Yes** ☒	**No** ☐
Temporary & Preliminary notice applicable /(if yes – please enclose)				**Yes** ☒	**No** ☐
Navigational Warning received prior sailing				**Yes** ☒	**No** ☐
BALLASTED ☒		**LOADED** ☐	**DWT**	21623	
Participating in shore based routing system for intended voyage				**Yes** ☐	**No** ☒

Reference	SAILING DIRECTIONS VOL NR	NP 69A, NP 70, NP 7A
	LIST OF LIGHTS & FOGS VOL NR	NP 82 (J)
	LIST OF RADIO SIGNALS VOL NR	NP 281-2, NP 282, NP 283-2, NP 284, NP 285, NP 286-5, NP 286-7
	OTHER PUBLICATIONS	Mariner's Hand Book, Guide to Port Entry, Tide Table VOL- 2, Admiralty Distance Table, Nautical Almanac, Ship's Routeing, Routine Charts, Chart Catalogue and IALA Buoys System,

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		PASSAGE PLAN		**FILING:**
				FILE NR. 20A
Issue:	**7**	**Issue Date:**	30/12/2016	"Area . Sec . Form n° FBN.28.01

DEPARTURE PORT: CARENERO *(VENEZUELA) (GMT - 4 HRS)*

COMMUNICATIONS DETAILS					
Agent's name (Contact / tel / fax / e-mail)	AGEMAR C.A. agemar@agemar.com.ve Tel: +58 212 286 0333/ fax: +58 414 321 3251				
Port Authority (Contact / tel / fax / e-mail)	Planta carenero vhf ch -16/06/09				
Harbour Master V.H.F. Channel	16/06	Pilots V.H.F.Channel	16/06/09	Port Control V.H.F. Channel	16/06/09

TIDAL, CURRENTS & WHEATHER INFORMATION						
Tides table	ATT VOL NO.2		Standard Port	POINTE DE GRAVE		
Secondary Port	CARENERO		Diff. Height	//	Diff.Time	//
Prediction for (date)	15/JUNE/2017			☐ Neap	☒ Spring	
High water	Time	See Attached	Rise	See Attached		
Low water	Time	See Attached	Rise	See Attached		
High water	Time	See Attached	Rise	See Attached		
Low water	Time	See Attached	Rise	See Attached		
Current Remarks: See Admiralty Sailing direction.						
Predominant expected weather : AS RECEIVED FROM SAT C AND NAVTEX MSG						

DRAFTs							
FWD.	6.80 MTS SW	**AFT(mean)**	8.20 MTS SW	**Mid (port)**	7.50 M SW	**Mid (stardbord)**	7.50 MTS SW

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ARRIVAL PORT: PASCAGOULA *(USA), GMT - 5.00 HRS*

Arrival time to berth	21 JUN 2017 1900 LT						
COMMUNICATIONS DETAILS							
Agent's name (Contact / tel / fax / e-mail)	GAC SHIPPING USA - PASCAGOULA 250 Industrial Road, gate 15 PASCAGOULA, MS 39581 PHONE: 228 712 5995 FAX: 228 712 2833 EMAIL: PASCAGOULA@GAC.COM						
Port Authority (Contact / tel / fax / e-mail)	PASCAGOULA PORT AUTHORITY, TEL: +1 228 7624041						
Harbour Master V.H.F. Channel	16/13	Pilots V.H.F.Channel	16/13	Port Control V.H.F. Channel	16/13		
TIDAL, CURRENTS & WHEATHER INFORMATION							
Tides table	ATT VOL NO. 2		Standard Port	SABINE PASS			
Secondary Port	PASCAGOULA		Diff.Height	//		Diff.Time	//
Prediction for (date)	21/JUNE/2017			☐Neap		☒ Spring	
High water	Time	See Attached		Rise	See Attached		
Low water	Time	See Attached		Rise	See Attached		
High water	Time	See Attached		Rise	See Attached		
Low water	Time	See Attached		Rise	See Attached		
Current Remarks : See Admiralty Sailing direction							
Predominant expected weather : AS RECEIVED FROM SAT C AND NAVTEX MSG							
DRAFTs							
FWD.	7.00 MTRS BW	**AFT(mean)**	08.40 MTRS BW	**Mid (port)**	07.70 MTRS BW	**Mid (stardbord)**	07.70 MTRS BW

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COMPANY PROCEDURES

1. This passage planning is prepared in accordance with relevant rules of STCW 95, Bridge Procedure Guide and Bridge team Management
2. Interval of position fixing in accordance with Company's Policy unless differently instructed by the Master.
3. The ship's position is to be plotted at regular intervals depending on the prevailing circumstances. "Continuous track monitoring" is to be used. The frequency of position fixing should be such that vessel cannot run into danger during the interval between fixes As far as practicable two methods of positions fixing should be used, visual cross bearings are to preferred to the electronic positions fixing (QSE SEC 29 ch 5).

AREA	FREQUENCY	TYPE OF FIXING	
		Primary means	Secondary Means
Ocean Passages/ Deep Sea	Every hour	Satellite (GPS)	
	When practicable		Astronomical observations
Coastal Waters	Every 30 minutes	Visual bearings	Radar /GPS
	Every 20 minutes when approaching restricted waters	Visual bearings	Radar /GPS
Restricted Water	Every 20 minutes	Visual bearings	Radar /GPS
	Every 5 minutes in extremely confined waters and at port arrival/departure	Visual bearings	Radar /GPS
Congested waters	Every 5 minutes	Visual bearings	Radar /GPS
Port Arrival / Departure	Every 5 minutes	Visual bearings	Radar /GPS
	frequency as necessary in critical areas as directed by the Master	Visual bearings	Radar /GPS

Under Keel clearance Company's policy (QSE SEC 28 ch 3.2.1) :

For UKC purpose only, Non- Protected **(OPEN SEA)**, Protected Areas and OPEN Sea Berth and Off Shore Operation shall be defined as follows:

- **PROTECTED AREAS: Any Areas which are geographically located in such a way that they are NOT be affected significantly by the Sea and Swell from Open Sea condition, eg: Rivers/ Lakes/ Straits etc. Port and Port approaches & Narrow Channels can be considered PROTECTED AREA and accordingly the UKC of 1.5% of ship's beam have to be maintained.**
- **NON PROTECTED AREAS: Any Areas which might be affected significantly by the sea & swell condition shall be considered NON PROTECTED AREA or OPEN SEA AREA and Accordingly the UKC of 50% of static draft have to be maintained.**
- **OPEN SEA BERTH AND OFF SHORE OPERATION: Any installation located out of protected Areas such as SBM, FPSO, SEA BERTH etc., including STS OPERATIONS and Accordingly the UKC of 3% of ship's beam have to be maintained**

MASTERS ARE ADVISED TO CALCULATE SQUAT EFFECT WHEN NAVIGATING IN DEPTH AFFECTED WATERS (LESS THAN 2.5 TIMES THE VESSEL'S MAXIMUM DRAFT) IRRISPECTIVE OF THE DRAFT OF THE VESSEL AT ANY GIVEN TIME DURING THE SEA PASSAGE. (QSE SEC 28 ch 3.2.2)

The parallel Indexing is a simple and effective method to continuously monitor the ship's course by observing the advance track. Where applicable the PI has to be marked on the chart at the Planning stage. PI has to be applied wherever practicable. (QSE SEC 28 ch 3.2.3)

Celestial, Terrestrial observations with sextant to be used, practised and recorded whenever opportunity arises.

Dedicated meetings on Bridge Team techniques shall be carried out by the Master with all navigating officer.

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TEMPORARY & PRELIMINARY NOTICE LOG CURRENT VOYAGE

From: CARENERO, VENEZUELA ETD 15/06/2017 1800 LT To: PASCAGOULA, USA ETA 21/06/2017 1900 LT

Chart N°	Notice N°	Temporary	Preliminary	Chart N°	Notice N°	Temporary	Preliminary
2191	1263 (P)/17						
2192	NIL						
2193	NIL						
1966	NIL						
4402	1583 (T)/16, 3688(T)/16						
486	6211 (P)/16						
1218	NIL						
1220	NIL						
3867	NIL						
4401	NIL						
3851	NIL						
3858	NIL						
3151	NIL						
3841	NIL						

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NAVIGATIONAL WARNINGS AND NAVTEX NOTICE LOG CURRENT VOYAGE

From: CARENERO, VENEZUELA ETD 15/06/2017 1800 LT To: PASCAGOULA, USA ETA 21/06/2017 1900 LT

Chart N°	Notice N°	Navigational warnings	Navtex	Chart N°	Notice N°	Navigational warnings	Navtex
2191	NIL						
2192	NIL						
2193	NIL						
1966	NIL						
4402	428/17,462/17,423/17,471/17,	499/17	HA 00				
486	NIL						
1218	475/2017						
1220	NIL						
3867	NIL						
4401	470/17, 504/17		GA 86, GA 45				
3851	NIL						
3858	NIL						
3151	NIL						
3841	NIL						

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				Area . Sec . Form n°
Issue:	7	Issue Date:	30/12/2016	FBN 28.01

ACKNOWLEDGEMENT

Prepared By (Rank, name and signature) SUJEET KUMAR (2 OFF)	Master's approval (name and signature) CAPT. KENNETH SEQUEIRA
Acknowledged by (Rank, name and signature) AMIT KUMAR MISHRA (CH. OFF)	Acknowledged by (Rank, name and signature) ADARSH MISHRA (3 OFF)
Acknowledged by (Rank, name and signature)	Acknowledged by (Rank, name and signature)

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