D. ANCHORAGE

(Create anchor monitoring circle in ECDIS)

SBE position	LAT	LONG .....
Pilot boarding position	LAT *31-06.6 N*	LONG *122-25.5 E*
VHF channels for pilot / port / emergencies	LAT	LONG .....
Tanker Anchorage area	LAT	LONG .....
Anchorage Position	LAT	LONG

TIDAL PREDICTIONS FOR THE PORT / AREA OF Kawaihae,Hawaii **Date:** September 2016

DATE :	12 Sept. 2016	DATE :	13 Sept. 2016	DATE :	14 Sept. 2016	DATE :	15 Sept. 2016
TIME	**HIGH / LOW**	**TIME**	**HIGH / LOW**	**TIME**	**HIGH / LOW**	**TIME**	**HIGH / LOW**
0054	*0.29 m / H*	*0142*	*0.34 m / H*	*0224*	*0.40 m / H*	*0301*	*0.41 m / H*
0616	*0.07 m / L*	*0714*	*0.04 m / L*	*0806*	*0.00 m / L*	*0830*	*0.11 m / L*
1322	*0.63 m /H*	*1404*	*0.66 m /H*	*1445*	*0.68 m /H*	*1450*	*0.59 m /H*
2018	*0.06 m / L*	*2048*	*0.03 m / L*	*2118*	*0.00 m / L*	*2134*	*-0.02 m / L*

DIRECTION AND SPEED OF CURRENTS EXPECTED DURING APPROACHING

DATE	FROM	TO	DIRECTION	SPEED	REMARKS
	APPROACH TO	*BEICAO SHUIDAO*	*SE'ly—SW'ly*	*1-3 kts*	*-0600 to -0300*
		CHANNEL	*SW'ly—NW'ly*	*1-2.5 kts*	*-0300 to HighWater*
	UP TO	*NANTONG*	*NW'ly—NE'ly*	*1-2 kts*	*-HighWater to +0300*
			NE'ly—ESE'ly	*1-2.5 kts*	*+0300 to +0200*
	APPROACH TO	*BEICAO SHUIDAO*	*SE'ly—SW'ly*	*1-3 kts*	*-0600 to -0300*
	Additional Details	***Pls. See NP 32***	***Pp. 296-297***		

Note: All vital information for pilotage is to be taken from charts and Admiralty sailing Directions.

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E. IN PORT

TIDAL INFORMATION FOR THE PORT OF Taicang,China

DATE:			DATE:		
STATUS	**TIME**	**DEPTH**	**STATUS**	**TIME**	**DEPTH**
LW – 5 Hrs			LW – 5 Hrs		
LW – 4 Hrs			LW – 4 Hrs		
LW – 3 Hrs	***AS***		LW – 3 Hrs	***AS***	
LW – 2 Hrs			LW – 2 Hrs		
LW – 1 Hrs			LW – 1 Hrs		
LW	***PER***		LW	***PER***	
LW+1 Hrs			LW+1 Hrs		
LW+2 Hrs	***ATTACHED***		LW+2 Hrs		
LW+3 Hrs			LW+3 Hrs	***ATTACHED***	
LW+4 Hrs			LW+4 Hrs		
LW+5 Hrs			LW+5 Hrs		

F. MISCELLANEOUS

1. Vessel's Squat

In all cases a table with vessel's squat should be available at all times for both, open and confined waters. Table in Appendix I should be prepared and be available at all times specifically for your vessel by using the below formulas.

VESSEL SQUAT	CB =	$\frac{\text{Vol. of Displacement}}{L \times B \times D}$	SQUAT MAX(M) (confined waters)	$= 2 \times CB \times \frac{V^2 \text{ (vessel speed)}}{100}$	
			SQUAT MAX(M) (open waters)	$= CB \times \frac{V^2 \text{ (vessel speed)}}{100}$	

2. Air Draft limitations throughout this voyage plan

No	Latitude	Longitude	Max. Air draft	Remarks
	NO AIRDRAFT	***LIMITATION***		
	Present Air draft	*30 Mtrs*		

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3. Aborts and Contingency Planning

No	Abort Position (Point of no-return)	Details	Contingency plan
1	*Lat. 31-07.0 N*	*3.0 nm to PBG*	*ABORT POINTS*
	Long. 122-40.0 E		
2	*Lat. 31-09.0 N*	*CJK No.1 Anchorage*	*EMERGENCY ANCHORAGE*
	Long. 122-39.5 E		

Note: For details please see IMS

Prepared by: IAIME A. LEGASPLIR. (Name)	(Signature)	2nd Officer (Position)
The following Navigating Officers and Bridge Team members have been briefed/acknowledged on this Passage Plan and verified chart and publications corrections for the intended voyage:		
ADEN B. DIMAYMAY (Name)	(Signature)	Chief Officer (Position)
ROMELL M. CACHOPERO (Name)	(Signature)	3rd Officer (Position)
Approved by Master:	Capt. CUADRATO G. GASPI (Name)	(Signature)

M.V "LUCKY LIFE"
LIMASSOL 9668338

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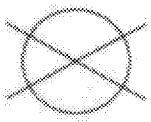
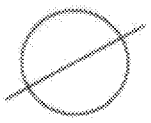
For course alteration

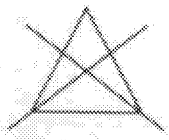
For changing to next chart (e.g. next chart BA2322)



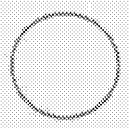
For visual bearing with at least two or more observations



For radar observations with bearing and distance



For radar with at least two or more distances



For position fixing through GPS

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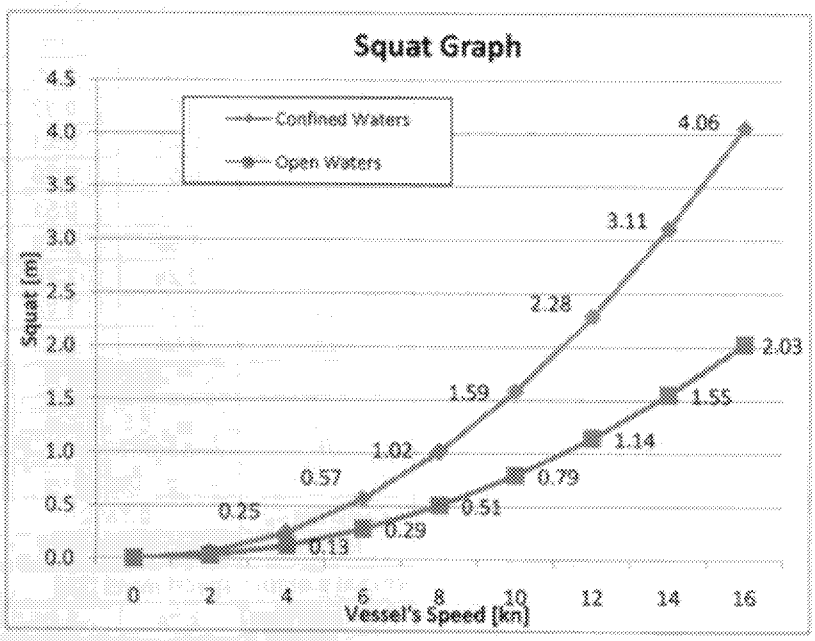
ALASSIA NEWSHIPS MANAGEMENT Inc.

Squat & Under Keel Clearance (UKC) Calculations

Vessel: MV LUCKY LIFE **Voy:** 28 L **Date:** 26-Sep-16



Squat in meters

Speed [kn]	Confined	Open
0	0.00	0.00
2	0.06	0.03
4	0.25	0.13
6	0.57	0.29
8	1.02	0.51
10	1.59	0.79
12	2.28	1.14
14	3.11	1.55
16	4.06	2.03
▽	35745	
L_{pp}	160.40	
B	27.20	
T	10.07	
Calculated C_B	0.7892	
C_B from table	0.7931	

Vessel's actual speed input [kn]

8.00	1.02	0.51

Squat in Confined Waters [m]: $2 \times C_B \times V^2 / 100$ Squat in Open Waters [m]: $C_B \times V^2 / 100$

Draft:	10.07	m	Transit Speed:	8.00	kn
Calculated Squat:	1.02	m	Min channel depth:	11.90	m
Deepest Nav. Draft:	11.09	m	Underkeel Clearance:	0.81	m

▽ : vessel's volume of displacement at the specific draft (i.e. displacement in MT divided by sea water specific gravity.
L_{pp} : length between perpenticulars [m]
B : the extreme breadth underwater [m]
T : mean draft corresponding to the actual displacement used in the formula [m]
C_B : Block Coefficient = ▽ / L_{pp} x B x T
V : vessel's speed [kn]

Confined waters: When the depth of the water is less than twice the vessels draft.
Open waters: When the depth of the water is greater than twice the vessels draft.
Deepest Nav. Draft: Maximum draft + Squat + wave height (where applicable)
Underkeel Clearance: Minimum channel depth - Deepest Nav. Draft.

NOTES

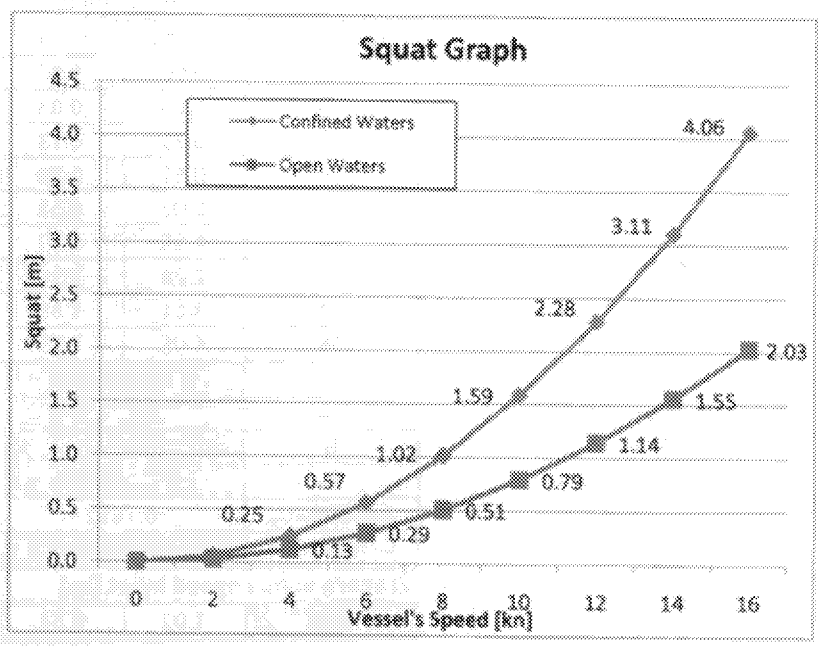
1. **Calculated C_B** When you fill the values in the blue cells (▽,L_{pp},B,T) the form will automatically calculate the C_B and the squat table.
2. **C_B from Tables** If you obtain the C_B value directly from the vessels Hydrostatic Tables you may enter in the purple cell and the Squat table will automatically calculated.
3. After making due allowance for squat, water density and tidal height, the under keel clearance shall not be less than 1 meter. If under keel clearance of less than 1 metre is anticipated, approval shall be obtained from Operations Department.

References: CFR 33 157.455

ALASSIA NEWSHIPS MANAGEMENT Inc.

Squat & Under Keel Clearance (UKC) Calculations

Vessel: MV LUCKY LIFE **Voy:** 28 L **Date:** 26-Sep-16



Squat in meters

Speed [kn]	Confined	Open
0	0.00	0.00
2	0.06	0.03
4	0.25	0.13
6	0.57	0.29
8	1.02	0.51
10	1.59	0.79
12	2.28	1.14
14	3.11	1.55
16	4.06	2.03
▽	35745	
L_{pp}	160.40	
B	27.20	
T	10.07	
Calculated C_B	0.7892	
C_B from table	0.7931	

Vessel's actual speed input [kn]

12.00	2.28	1.14

Squat in Confined Waters [m]: $2 \times C_B \times V^2 / 100$ Squat in Open Waters [m]: $C_B \times V^2 / 100$

Draft:	10.07	m	Transit Speed:	12.00	kn
Calculated Squat:	2.28	m	Min channel depth:	133.00	m
Deepest Nav. Draft:	12.35	m	Underkeel Clearance:	120.65	m

▽ : vessel's volume of displacement at the specific draft (i.e. displacement in MT divided by sea water specific gravity.
L_{pp} : length between perpenticulars [m]
B : the extreme breadth underwater [m]
T : mean draft corresponding to the actual displacement used in the formula [m]
C_B : Block Coefficient = ▽ / L_{pp} x B x T
V : vessel's speed [kn]

Confined waters: When the depth of the water is less than twice the vessels draft.
Open waters: When the depth of the water is greater than twice the vessels draft.
Deepest Nav. Draft: Maximum draft + Squat + wave height (where applicable)
Underkeel Clearance: Minimum channel depth - Deepest Nav. Draft.

NOTES

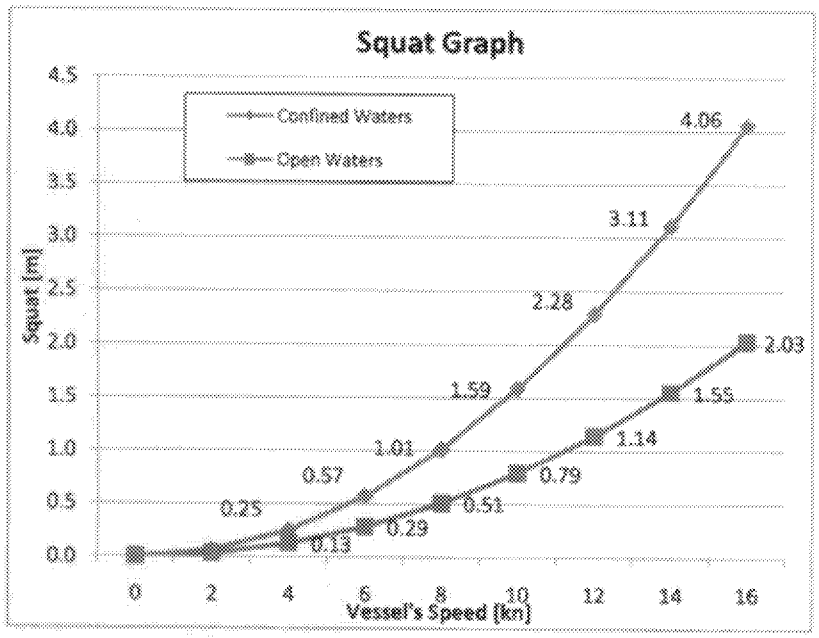
1. **Calculated C_B** When you fill the values in the blue cells (▽,L_{pp},B,T) the form will automatically calculate the C_B and the squat table.
2. **C_B from Tables** If you obtain the C_B value directly from the vessels Hydrostatic Tables you may enter in the purple cell and the Squat table will automatically calculated.
3. After making due allowance for squat, water density and tidal height, the under keel clearance shall not be less than 1 meter. If under keel clearance of less than 1 metre is anticipated, approval shall be obtained from Operations Department.

References: CFR 33 157.455

ALASSIA NEWSHIPS MANAGEMENT Inc.

Squat & Under Keel Clearance (UKC) Calculations

Vessel: MV LUCKY LIFE **Voy:** 28 L **Date:** 12-Oct-16



Squat in meters

Speed [kn]	Confined	Open
0	0.00	0.00
2	0.06	0.03
4	0.25	0.13
6	0.57	0.29
8	1.01	0.51
10	1.59	0.79
12	2.28	1.14
14	3.11	1.55
16	4.06	2.03
▽	35548	
L_{pp}	160.40	
B	27.20	
T	10.24	
Calculated C_B	0.7718	
C_B from table	0.7929	

Vessel's actual speed input [kn]

12.00	2.28	1.14

Squat in Confined Waters [m]: $2 \times C_B \times V^2 / 100$ Squat in Open Waters [m]: $C_B \times V^2 / 100$

Draft:	10.24	m	Transit Speed:	12.00	kn
Calculated Squat:	2.28	m	Min channel depth:	13.50	m
Deepest Nav. Draft:	12.52	m	Underkeel Clearance:	0.98	m

▽ : vessel's volume of displacement at the specific draft (i.e. displacement in MT divided by sea water specific gravity.
L_{pp} : length between perpenticulars [m]
B : the extreme breadth underwater [m]
T : mean draft corresponding to the actual displacement used in the formula [m]
C_B : Block Coefficient = ▽ / L_{pp} x B x T
V : vessel's speed [kn]

Confined waters: When the depth of the water is less than twice the vessels draft.
Open waters: When the depth of the water is greater than twice the vessels draft.
Deepest Nav. Draft: Maximum draft + Squat + wave height (where applicable)
Underkeel Clearance: Minimum channel depth - Deepest Nav. Draft.

NOTES

1. **Calculated C_B** When you fill the values in the blue cells (▽,L_{pp},B,T) the form will automatically calculate the C_B and the squat table.
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