

Example only! **NO** liability or guarantee for compliance with any regulation (ISM, port-stat- control, etc.)!

VOYAGE PLANNING FORM

Vessel : MV Sample	Date : 19 Oktober 2015	Masters Name : M. Captainer
Voy. No.: 1518	Prepared by : M. Mater	Master's Signature:
Track : Stockholm - Gdansk	Catalogue : BALTIC	
Draft: Fwd: 6,30 m (20.7 ft) Mid: 6,25 m (20.5 ft) Aft: 6,20 m (20.3 ft)		

Stockholm to Gdansk

3944

Departure Port Particulars: Stockholm

Name of Berth: Pier	Pilot VHF: Ch. 13
Departure (LT) : 09.09.2015 07:00	Zone Time : UTC +2,0
ETD Pilot (LT) : 09.09.2015 11:30	Distance to Pilot : 47 nm
	Port Control: Port Traffic Control: Ch.12

Waypt.	Name	Latitude	Longitude	Course	Distance (nm)	Total (nm)
Waypoints see attached list.						
Calculated tide data see seperate form.						
River Dep.: (Berth - Pilot)		47 nm		4,5 h		required Speed: 10,4 kn
Sea distance : (Pilot - Pilot)		296 nm		18 h		required Speed: 16,4 kn
River Arr.: (Pilot - Berth)		5 nm		1,5 h		required Speed: 3,3 kn
Totals:		348 nm		1d 0h 0min		Clock setting: - None -

Charts: 811 820 821 832 881 2362 2223 2288 2369 2688 2680

BA charts
if not stated
otherwise.

List of Light and Fog Signals: ADP	Sailing Directions: NP 19	Tide Tables: ADP	List of Radio Signals: 286(2)
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Chart Correction State: **NTM Wk 33**

Naut. Publication Correction State: **NTM Wk 33**

Arrival Port Particulars: Gdansk

ETA Pilot (LT) : 10.09.2015 05:30	Distance to Berth : 5 nm	Pilot VHF: Gdansk Pilot: Ch 14
Arrival (LT) : 10.09.2015 07:00	Zone Time : UTC +2,0	VTS VHF: VTS Zatoka: Ch71
Name of Berth: Pier	Port Control VHF: Ch 14	

Turning at Arrival, 2 possibilities:

Remarks: - between buoys 7 + 8 (~5nm Pilot - Berth) ~ 1hr (Primary Plan)
- at inside turning circle (~8nm Pilot - Berth) ~ 1.5 hrs

The voyage is planned acc. SOLAS (Chapter V, Reg. 34) and follows the companies ISM-System in all topics.

Acknowledged and signed by all navigating officers :

1	3
2	4

Attachment to voyage plan for VOYAGE NO.: 1518

FROM: **Stockholm**

TO: **Gdansk**

- Following SOLAS V/34, the IMO RESOLUTIONS A823(21) and A893(21) and company's ISM manual chapter 7.6.02 -

For information regarding PSSA/ESSA/TSS/VTS/Dangers see: Remarks at attached waypoint list.

The officer of the watch has to perform the watch acc. STCW PART A Chapter 1, Section A VIII/2 Part 3 and captains standing orders. (see: Watch order book, located chart table)

- Speed to be adjusted acc. to weather and traffic situation by OOW and captain informed accordingly.
- Minimum under keel clearance at a max draught of 6.3m, 21 feet or 3,69 fathom for this leg shall be during:

Maneuvering: 2m	6,56 feet	1,09 fathom
Sea passage: 10m	13,12 feet	2,19 fathom
Danger areas: 4m	32,81 feet	5,47 fathom

Expected squat in confined waters (FOR COMPLETE SQUAT DATA: SEE WHEELHOUSE POSTER)

1 m UKC: 6 kn - 0.21m 9 kn - 0.53 m 11 kn - 0.89 m 2 m UKC: 10 kn - 0.58m 14 kn - 1.59 m

For maneuver characteristics of the vessel refer to the Wheelhouse Poster according to IMO Res. A.601 (15) & USA CFR 33/164.35-7 located: Aft Bridge (stb. side)

Daily duty watch plan for day & night duties refer to the watch plan located: Aft Bridge stb

Weather Information: NAVTEX, EGC, Weather Radio Facsimile (see folder: GMDSS, EGC Navtex), Weather Routing Program Bon Voyage (see wooden board bridge aft stb)

The officer of the watch has to take into account the time needed for reducing to "FULL MANEUVERING SPEED" when at full sea speed. (~15min)

For arrival/ departure/ pilotage/ narrows/ shallows the engine has to be ready for maneuvering at all times with 3rd engine running and engaged.

For course alteration points, turning radius etc. see: Waypoint list.

During maneuvering and coastal cruising (up to 3nm) radar and optical position fixes should be preferred before using GPS as far as applicable.

During approaches and coastal cruising position fixes have to be done as applicable, but not less then every 5 minutes.

In open waters the frequency of position fixes shall not be less the every hour.

For routing, reporting and VTS services see attached waypoint list.

Garbage disposal at sea to be in full compliance with all international, national and local laws regarding waste and garbage management, especially the "International Convention for the Prevention of Pollution from Ships (MARPOL 73/78- Annex V) and company's approved "Garbage Management Plan".

In case of emergency the officer of the watch/ captain has to follow the approved ISM-emergency plans (see: Folder).

Accounting the measurements and draught of the vessel and number of persons on board on this leg port of refugee may be:

Between	And	
WP 01	WP 42	Hamburg
WP 42	WP 53	List

Always in accordance with the advices of MRCC/ JRCC (ALRS NP 285 Vol 5 pages 425-450)

Between	And	
WP 01	WP 53	Bremen (MMSI 002111240)

BACK-UP: MRCC BREMEN Tel. +49 421 536870