PASSAGE PLAN

FROM:OAKLAND TO:PUSAN VOY:013W

A. GENERAL

TARGET SPEED: 24KTS TARGET RPM: 106RPM
CONSUMPTION: F.O. 219/DAY D.O. 8/DAY

TOTAL DISTANCE: 4980 TOTAL STMING TIME: 205HRS
TOTAL CONS: F.O. 219 M/T / D.O.57,8 M/T ROB: F.O.4002,4 D.O.61,9

ETD:07.NOV.07 0700LT ETA: 16,NOV.07 1400LT

CLOCKS:7 ADANCE

DEPARTURE DRAFT: F= 12,12 A=12,23

ARRIVE DRAFT: F= A=

MAX AIR DRAFT: N/A

	FO	DO	LO	FW	CHEMICAL	SPARE
CONSUMPTION PER DAY	219	8	1400	10		NOT
TOTAL VOYAGE CONSUMPTION	1861,5	68	11900	80		PLANED

B.DEPARTURE PORT - OAKLAND

1.PILOTAGE INFORMATION

PILOT DISMARKING AT LT BUOY SF 37 45,0N 122 41,5W AND IS AVAILABLE 24HOUR

2. TIDAL INFORMATION

ACROSS THE BAR , THE IN-GOING STREAM CONVERES TOWORDS THE ENTRANCE AND IS FELT SOON ER AROUND POINT LOBOS AND POINT BONITA
GOLDEN GATE THIE IN-GOING STREAM SETS VERY NEARLY STRAIGHT THROUGH WITH A SLIGHT TENDENCY TOWARDS THE N SHORE
WITHIN GOLDEN GATE THE MAIN PART OF THE IN-GOING STREAM SETS NNE AND CANSES SWIRLS FROM GOLDEN GATE AS FAR E AS ALCATRAZ ISLAND AND ANGEL ISLAND
IN DETAIL INFORMATION SEE ADS NP 8 (P10.42)

3. PROCEDURE

ON DROPPING PILOT THE VESSEL IS TO COMMENCE SEA PASSAGE BY ALTERING COURSE TO ST'D AND FOLLOWING THE COURSES LAID DOWN. CARE TO BE TAKEN OF TRAFFIC .

4. REPORTING

CALL SAN FRANCISCO PILOT WHEN PASSING REPORTING LINE
CALL SAN FRANCISCO TRAFFIC WHEN PASSING REPORTING LINE
WHEN PASSING LT.BOUY "N"
WHEN PASSING SEAWARD END
WHEN PASSING 38NM OFF Mt.TAMALPIS

5. WEATHER CONDITIONS

MORE LOW PRESSURE TRACKING E-NE/WARD ACROSS THE S-ERN GULF OF ALASKA TO AVOID ING EXPOSURE TO THE HEAVIEST W'LY CONDITIONS

C.CHARTS AND PUBLICATIONS

BA CHARTS:
558 591 229 4801 4806 4810 4813 3336 1500 1501 4512 4511 1803
1800 1340 2293 1329 2347 3666 127 1065 1259
LIST OF LIGHTS: VOL K
PLANNING CHART
4008
GENERAL CHART
4050 4053 4509
PILOT VOLS: VOL,8
LIST OF LIGHTS: VOL G
TIDE TABLES: VOL4

ALRS: 281 VOL(1) 286 VOL6(5) 286VOL6(4) .

MISCELLANEOUS: N/A

BERTH TO BERTH

No	LATITUDE	LONGITUDE	CO (T)	DIST	DTG	CHART NO	POSITION PLOTTING INTERVAL	PRIMARY POSITION FIXING	UKC (M)	MIN CPA	REMARKS
1	37 47,9N	122 19,7W		1,6	0	588	10MIN	RDR/VISL	3	0.2'	BERTH
2	37 48,2N	122 21,7W	281	0,5	1,6	588	10MIN	RDR/VISL	1	0.2'	
3	37 48,0N	122 22,3W	247	2,9	2,1	588	10MIN	RDR/VISL	0,8	0,2	
4	37 49,9N	122 25,0W	312	0,7	5	588	10MIN	RDR/VISL	1,2	0,2	
5	37 50,0N	122 25,9W	278	1,6	5,7	588	10MIN	RDR/VISL	2	0,2	
6	37 49,4N	122 27,8W	248	0,8	7,3	588	10MIN	RDR/VISL	10	0,2	
7	37 49,3N	122 28,8W	263	4,4	8,1	588 591	10MIN	RDR/VISL	42	0,2	
8	37 47,3N	122 33,8W	243	3,4	12,5	588 591	10MIN	RDR/VISL	1	0,2	
9	37 46,0N	122 37,8W	248	2,2	15,9	591	30MIN	RDR/VISL	1	0,5	P/S
10	3745,0N	122 40,2W	242	27,3	18,1	591	1HOUR	GPS	3000	2	
11	38 00,0N	123 09,0W	303	421,6	45,4	591 4801	1HOUR	GPS	3600	2	
12	42 41,0N	130 00,0W	312	523,9	467	4801 4810	1HOUR	GPS	3000	2	
13	47 49,6N	140 00,0W	306	444,3	991	4810	1HOUR	GPS	2800	2	
14	51 23,0N	150 00,0W	299	391,4	1435	4810 1500	1HOUR	GPS	3200	2	
15	53 42,7N	160 00,0W	291	88,4	1827	4810 3336	30MIN	RDR/VISL	30	1	
16	54 07,0N	162 24,0W	286	121,3	1915	4810 3336 4813	1HOUR	RDR/VISL	200	2	
17	54 25,0N	165 49,0W	278	146,7	2036	3336 4813 1500	1HOUR	RDR/VISL	300	2	
18	54 40,0N	170 00,0W	276	347	2183	4813 1500 1501	1HOUR	RDR/VISL	600	2	
19	54 40,0N	180 00,0W	270	358	2530	4512	1HOUR	GPS	600	2	
20	53 35,0N	170 00,0E	259	495	2888	4511	1HOUR	GPS	390	2	
21	50 00,0N	158 00,0E	244	442	3384	4511 1803	1HOUR	GPS	300	2	
22	45 00,0N	150 00,0E	227	358	3826	4511 1340 1803	30MIN	RDR/VISL	50	1	
23	41 38,0N	143 15,0E	236	107	4184	2293 1329 2347 3666	30MIN	RDR/VISL	40	1	
24	41 38,0N	140 52,0E	270	32,5	4291	1329 23473666 127	30MIN	RDR/VISL	40	1	
25	41 19,5N	140 16,5E	235	649	4323	1065	1HOUR	GPS	1000	2	
26	35 01,7N	129 07,5E	234	4,2	4972	1259	10MIN	RDR/VISL	70	0,7	P/S
27	35 01,7N	129 02,4E	270	2	4976	1259	10MIN	RDR/VISL	20	0,5	
28	35 03,0N	129 00,5E	310	0,6	4978	1259	10MIN	RDR/VISL	3	0,5	
29	35 03,5N	129 00,1E	327	0,6	4979	1259	10MIN	RDR/VISL	1	0,,2	
30	35 04,0N	128 59,8E	334		4979,4	1259	10MIN	RDR/VISL	2	0,2	BERTH

D. ENGINE AVAILABILITY/STANDBY

ON THIS VESSEL THE ENGINE ROOM IS ALWAYS MANNED AND BEING GOOD ORDER, THE ENGINES ARE ALWAYS AVAILABLE FOR MANOEUVERING AT PORT NOITICE.

E. AREAS WHICH REQUIRE SPECIAL ATTENTION FOR CROSSING TRAFFIC/END ON TRAFFIC.

VSL ENTER INTO TSS AND RNAS SHOULD REPORT SAILING PLAN AND POSITION PLAN IN DETAIL SEE ALRS VOL 6(5) P386 AND P387

TIDAL INFORMATION

OAKLAND

06-Nov	
0229	0,4
0908	1,8
1526	0,2
2153	1,4
07-Nov	
0305	0,5
0633	1,8
1602	0,1

PUSAN

16-Nov	
0232	2,3
0826	6,6
1430	1,4
2057	7,4
17-Nov	
0316	2,4
0915	6,4
1518	1,7
2151	7,2
18-Nov	
0413	2,6
1023	6,1
1621	2
2302	6,9

F. ARRIVAL PORT - PUSAN

1.PILOTAGE INFORMATION

CALL PUSAN PILOT 3 HRS. IN ADVANCE OF ETA ON VHF CH13
PILOT IS COMPULSORY FOR VESSELS OVER 500GT
DETAIL SEE ALRS VOL 6(4) P283

2. TIDAL INFORMATION

MEAN SPRING RANGE ABOUT 1.1M; MEAN NEAP RANGE ABOUT 0.5M

3. WEATHER

THE WEATHER IN PUSAN IS NORMALLY FINE WITH NE PUSAN WIND. VISIBILITY IS SEVERELY AFFECTED DURING RAIN AND FOG, SPECIAL CARE IS TO BE TAKEN AT SUCH TIME.

4.REPORTING

VESSEL TO REPORT TO PUSAN PORT SERVICE WHEN PASSING REPORTING POINT MARKED ON BA CHART 1259

5.PROCEDURE

VTS REPORT PROCEDUE HAVE1) ESTIMATED ARRIVED REPORT 2)INITIAL REPORT 3)ARRIVED REPORT 4) SHIFTING REPORT 5)DEPARTURE REPORT .THESE REPORT IS COMPULSORY FOR FOREIGN VSL DETAIL SEE ALRS VOL 6(4) P283 285

SALIENT FEATURES DURING THE VOYAGE:

1. ENSURE NAVIGATIONAL EQUIPMENT ARE TESTED BEFORE 1 HOUR DEP
CHECK LIST SHOULD BE COMPLETED AND KEEP SHARP
LOOK OUT FOR OTHER VESSELS APPROACHING OR DEPARTING.

2.VESSEL NAVIGATED ALONG COAST, COAST CURRENT VERY
PAY ATTENTION TO IT,KEEP VESSEL ON TRACK.

MASTER [redacted] **CH. OFF** [redacted] **2ND OFF.** [redacted] **3RD OFF** [redacted]