|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| VOYAGE AND PASSAGE PLAN – Section A  *(if ECDIS is used as Primary Means of Navigation – equivalent elements printout attached in place of this table and duly signed is considered acceptable and check only the items related to ECDIS)* | | | | | | | | | | |
| **SHIP:** | | |  | | **VOYAGE #:** |  | | | | |
| **Port of Departure:** | | |  | | **Port of Arrival:** |  | | | | |
| **MLS:** |  | | **Av. Speed:** |  | **ETA Pilot:** |  | | | **Date:** |  |
| **Dep. Draft F:** |  | | **Arr. Draft F:** |  | **Dep. Time Zone:** |  | | | **GMT +/-** |  |
| **M:** |  | | **M:** |  | **Arr. Time Zone:** |  | | | **GMT +/-** |  |
| **A:** |  | | **A:** |  | **Time Change:** |  | | | **hrs** |  |
| **Dep. Air Draft:** |  | | **Arr. Air Draft:** |  |  |  | | |  |  |
| The passage plan should aim to establish the most favorable route while maintaining appropriate margins of safety and safe passing distances offshore. The intended voyage should be planned prior to departure using appropriate and available corrected charts and publications. The Master should check that the tracks laid down are safe. Further, it is the duty of the Master in light of circumstances that may prevail to exercise professional judgment and modify the plan to maintain safe navigation. The following factors are to be taken into consideration when preparing the passage plan and are SHOWN ON THE CHART where appropriate | | | | | | | | | | Tick |
| **1** | auticCourses drawn to be in accordance with advice/recommendations in sailing directions and ship’s operational limitation | | | | | | | | |  |
| **2** | Passage Plan enclosed (approved by Master) incl. contingency plan for alternative action discussed (contingency areas ie emergency anchorages etc marked) | | | | | | | | |  |
| **3** | Ship’s draught in relation to available water depths | | | | | | | | |  |
| **4** | Effect of “squat” on under keel clearance in shallow water | | | | | | | | |  |
| **5** | Tides and currents CHECKED AND MARKED | | | | | | | | |  |
| **6** | Navtex / Meteofax / Radio Bulletins/ weather forecast concerning the voyage enclosed | | | | | | | | |  |
| **7** | All charts and nautical publications for the voyage are of adequate scale for the legs of the passage and fully updated and corrected (latest Notice to Mariners, T&P notices, navigational warnings) | | | | | | | | |  |
| **8** | Most important navigational aids of the area as well as the layout of the coastline were studied | | | | | | | | |  |
| **9** | Position-fixing methods to be used and frequency | | | | | | | | |  |
| **10** | Safe speed in accordance with weather conditions, traffic density and the vessel's maneuvering characteristics | | | | | | | | |  |
| **11** | Day light / night time passing of danger points MARKED | | | | | | | | |  |
| **12** | “No Go”, critical and environmental boundaries highlighted on chart (nav info must not be obscured) | | | | | | | | |  |
| **13** | Course to steer with heading, leading lines, parallel index distances, distance between waypoints and important nav marks | | | | | | | | |  |
| **14** | Wheel over positions, turn rate and/or turn centres | | | | | | | | |  |
| **15** | Available cross track margin | | | | | | | | |  |
| **16** | Bearing and radar range measurement check lines; echo sounder activated positions | | | | | | | | |  |
| **17** | Permanent and temporary nav hazards marked / highlighted (e.g. wrecks, cables, shallow water/patches, other obstructions) | | | | | | | | |  |
| **18** | Vessel reporting points are marked | | | | | | | | |  |
| **19** | Areas where change of machinery status are required are marked and noted; Change over fuel / diesel /LSFO? | | | | | | | | |  |
| **20** | Areas where RED (or YELLOW) and GREEN conditions are required (anticipated) are marked and noted | | | | | | | | |  |
| **21** | Applicable marine environmental protection measures – known and planned for (Maprol Special Areas, ECAs, Ballast water exchange, local regulations, No Discharge Zones etc) | | | | | | | | |  |
| **22** | Security / Piracy Areas | | | | | | | | |  |
| **23** | Next Chart (NC) points marked | | | | | | | | |  |
| **24** | ECDIS - fully updated and corrected (incl, latest Notice to Mariners, T&P notices, navigational warnings) and all layers visible | | | | | | | | |  |
| **25** | ECDIS- Waypoints, courses entered | | | | | | | | |  |
| **26** | ECDIS - (User Chart and Pilot Data contain reporting points, contingency areas/anchorages, NO GO areas (defined by contour), conspicuous targets, parallel index lines and position cross-check points | | | | | | | | |  |
| **27** | ECDIS – Safety contour and safety depth calculated and entered | | | | | | | | |  |
| **28** | ECDIS - Route auto checked for dangers | | | | | | | | |  |
| **29** | ECDIS - Early warning/danger data set as per paper charts above | | | | | | | | |  |
| **30** | **Master has conducted a Risk Assessment on the ports and itinerary in Shipsure** | | | | | | | | |  |
| **31** | All Bridge Team briefed on the passage plan | | | | | | | | |  |
| **DANGERS TO NAVIGATION** | | | | | | | | | | |
| **1** | Minimum Distance To Be Kept From Land: | | |  | Nautical miles | | | | |  |
| **2** | Shallow Waters: | | Area: | | Charts: | |  | | | |
| **3** | Tides Amplitude: | | Area: |  | Charts: | |  | | | |
| **4** | Local Phenomena: | | Area: |  |  | |  | | | |
| **5** | Weather Forecasts: | | Area: |  | Frequency Facsimile: | |  | | | |
| **6** | Security: | | Area: |  |  | | | | | |
| **7** | Warnings: | | Area: |  |  | | | | | |
| **INTERNATIONAL / LOCAL REQUIREMENTS** | | | | | | | | | | |
| **1** | Traffic Separation Schemes to Follow: | | | Area: | | | Charts: | | | |
| **2** | Required Radio Contacts: | | | Station | | | Area: | | | |
|  |  | | | Station: | | | Area: | | | |
| **3** | Safety / Pollution / Security / Health Rules/ Area: | | | | | | **As per SOLAS, MARPOL, ISPS, SMS and local regulations** | | | |
| NEXT PORT OF CALL | | | | | | | | | | |
| **1** | Minimum Sea Depth on the Way to Berth / Anchorage | | | | Meters: | | | | | |
| **2** | Tide Amplitude (If significant): | | | | | | | | | |
| Port | | Date | | Lows / Mtrs | Highs / Mtrs | Time | | Remarks / berthing side | | |
|  | |  | |  |  |  | |  | | |
|  | |  | |  |  |  | |  | | |
| **3** | Significant Backwash: | | | | Port: | | | | | |
| **4** | Bridge Clearances, Passages: | | | | Port: | | | Port: | | |
| OTHER (incl. any marine and weather routing used) | | | | | | | | | | |
|  |  | | | | | | | | | |

**\*ANY HAZARDOUS OCCURRENCE AFFECTING THE SAFETY OF THE SHIP OR COMPROMISING SHIPPING SAFETY AND SITUATIONS THAT (COULD) LEAD TO POLLUTION ARE TO BE REPORTED TO THE RELEVANT COASTAL AUTHORITIES/MRCC AND COMPANY**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Voyage and Passage Plan (Berth to Berth) – Section B**  ***(if ECDIS is used as Primary Means of Navigation– equivalent elements printout attached in place of this table and duly signed is considered acceptable)*** *– add additional pages as needed* | | | | | | | | | | | | | | | | | | | |
| **Leg no.** | **WP**  **no.** | **Waypoint OR** | | **True Course**  **(RL / GC)** | | **Dist. to**  **next WP** | **Dist. to**  **go**  **(berth to berth)** | **Planned Speed** | **Under keel clearance** (ECDIS Safety depth) | | **Dist. from shore** (ECDIS Channel width) | **ECDIS display** setting / layers | **Fix frequency** | **Fix method** | **Bridge/ER Status** BOSP, SBE, Man. Steer, Pilotage | | **Bridge Condition** Green / Yellow/  Red | **Chart / NP** | **Remarks\*** |
| **Ref. Point Brg x Dist.** | |
| **Lat.**  **or Dist** | **Long.**  **or Brg** |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
|  |  |  |  |  | |  |  |  |  | |  |  |  |  |  | |  |  |  |
| **\* General info (e.g. Risks/Hazards/Current/Tides/Weather Data/ Emergency Procedures/Contingency Plan/Communications/Reporting points/Overhead Clearance/** **Operational / navigationally safe fuel changeover locations both to and from 0.1% SOx emission/ Locations for change of engine status (if applicable) when entering / exiting NOx ECAs)**. **Highlight critical operations.** | | | | | | | | | | | | | | | | | | | |
| **Nautical Charts and Publication to be used not marked above)** : | | | | | | | | | | | | | | | | | | | |
| **Plan Prepared by:** | | | | | **Signature:** | | | | | **Approved by Master:** | | | | | | **Signature :** | | | |
| **OOW Signature:** | | | | | **OOW Signature:** | | | | | **OOW Signature:** | | | | | | **Other Bridge Team Officers’ Signatures:** | | | |

**RE-REVIEW / RE-COMPLETE WHEN THE ORIGINAL PASSAGE PLAN IS CHANGED AND CANNOT BE REJOINED (DUE TO DEVIATION OR RETURN)**