Annex 1

Master’s Passage Plan

PASSAGE PLAN - PLAN SHEET

EITZEN GROUP
Est. 1883

M/T Sichem Melbourne

Voyage No. : **11A** From : **Berth** To: **Sunk Anchorage** Pilotage

ROUTE NO: **1** ON GPS ' JRC'

Route WPT	Latitude	Longitude	True Course	Distance	Distance to go	UKC	ETA, ST	Arrival time	Pos. fixing interval	Method of Pos. fixing **	Watch level ***	Charts to be used	Remarks
Berth	51° 30.45' N	0° 31.69' E	139°	0.3'	55.3'	>5 m			5 min	VB,R,PI	D	1186	Berth (Jetty 3)
1	51° 30.23' N	0° 32.00' E	90°	0.6'	55.0'	>5 m			5 min	VB,R,PI	D	1186	Pilotage
2	51° 30.23' N	0° 33.00' E	93°	5.2'	54.4'	>5 m	25.02.08	20,35	5 min	VB,R,PI	D	1186, 1185	Pilotage
3	51° 29.95' N	0° 41.30' E	102°	2.6'	49.2'	>5 m	25.02.08	20,57	5 min	VB,R,PI	D	1185	Pilotage
4	51° 29.40' N	0° 45.40' E	97°	1.1'	46.6'	>5 m	25.02.08	21.10	5 min	VB,R,PI	D	1185	Pilotage
5	51° 29.27' N	0° 47.09' E	87	3.4'	45.5'	>5 m	25.02.08	21.16	5 min	VB,R,PI	D	1185	Pilotage
6	51° 29.43' N	0° 52.60' E	104	1.8'	42.1'	>5 m			5 min	VB,R,PI	D	1609	Pilotage
7	51° 28.98' N	0° 55.40' E	90°	1.0'	40.3'	>5 m			5 min	VB,R,PI	D	1609	Pilotage
8	51° 28.98' N	0° 56.93' E	67°	3.4'	39.3'	>5 m			5 min	VB,R,PI	D	1609	Pilotage
9	51° 30.29' N	1° 01.90' E	60°	5.1'	36.0'	>5 m			5 min	VB,R,PI	D	1609, 1606	Pilotage
10	51° 32.82' N	1° 09.00' E	52°	0.6'	30.9'	>5 m			5 min	VB,R,PI	D	1606	Pilotage
11	51° 33.18' N	1° 09.75' E	61°	1.1'	30.3'	>5 m			5 min	VB,R,PI	D	1606	Pilotage
12	51° 33.70' N	1° 11.25' E	68°	2.2'	29.2'	>5 m			5 min	VB,R,PI	D	1606	Pilotage
13	51° 34.50' N	1° 14.48' E	51	9.7'	27.1'	>5 m			5 min	VB,R,PI	D	1975	Pilotage
14	51° 40.68' N	1° 26.59' E	31°	6.2'	17.3'	>5 m			5 min	VB,R,PI	D	1975	Pilotage
15	51° 46.05' N	1° 31.70' E	23°	5.2'	11.1'	>5 m			5 min	VB,R,PI	D	1975	Pilotage
16	51° 50.86' N	1° 35.00' E	62°	0.4'	5.9'	>5 m			5 min	VB,R,PI	D	1975	Pilotage
17	51° 51.06' N	1° 35.62' E	84°	3.1'	5.5'	>5 m			5 min	VB,R,PI	D	1975	Pilotage
18	51° 51.40' N	1° 40.55' E	24°	1.6'	2.4'	>5 m			5 min	VB,R,PI	D	2052	Pilotage
19	51° 52.88' N	1° 41.61' E	360°	0.8'	0.8'	>5 m			5 min	VB,R,PI	D	2052	Pilotage
20	51° 53.65' N	1° 41.61' E			0.0'	>5 m			5 min	VB,R,PI	D	2052	Sunk anchorage, Pilot Off.

Position fixing. Fixes shall, as minimum, be taken and plotted at a interval equal to half the distance to the nearest danger.

Date : 25/02/2008

Prepared by 2nd Mate:

Signature

**

VB Visual Bearings
R Radar Fixes
PI Parallel Indexing
CO Celestial Observations
G G.P.S. Fixes

Min. Allowable UKC : 2.0m Max draft: 5.70
(Masters Order) Vsl. speed: 12.0 kn

Mastre's Signature

***

A 1 Watch-Keeper + Lookout ;
B Master + 1 Watch-Keeper + Lookout ;
C Master + 2 Watch-Keepers + Lookout ;
D Master + Pilot + 1 Watch-Keeper +
+ Helmsman + Lookout .

Annex 2

Extract from the ship’s Operations Manual

3.03 PORT DEPARTURE PROCEDURE

The Vessel's departure from port, whether with a pilot on board or not, requires special attention from everybody involved in the operation and navigation of the Vessel.

Purpose

This procedure is established to provide proper guidelines related to the departure from port and to secure that the operation and navigation are carried out according to the regulations and recommendations in force.

Responsibility

It is the responsibility of the Master to implement the procedure, to instruct, and to supervise the Shipboard Management accordingly.

Sea Worthiness

Prior to departure, the Vessel shall be in all respects seaworthy and fit for the passage.

The Chief Engineer and Chief Officer shall prior to departure verify and report to the Master that their respective departments are ready for sea.

Preparation for Departure

When the Master has decided the departure time, he shall notify:

- Pilot, tugs and linesmen as required directly or through his agent.
- The Chief Engineer is to order the engine room manned and prepare the engines for departure.
- The Duty Officer is to order stand by fore and aft and arrange for manning of the bridge.

The Master or the Duty Officer shall execute function tests of equipment on the bridge following checklist 3.3 (Arrival / Departure (Bridge)).

Prior to departure from ports where illegal boarding of stowaways may be suspected, a thorough search of the ship shall be made, and noted in the Deck Log Book.

Pilot on Board

When the Pilot has embarked, the Master or Duty Officer shall inform him of the "Vessel Particulars", and obtain details from the Pilot of his intended track and other details pertinent to the proposed passage. Ref. Checklist 3.3b (Master/Pilot Information Exchange encl. Pilot Card).

The Master, or in his absence the Duty Officer, has the ultimate command of the Vessel and the presence of a pilot on board in no way absolves the Master or the Duty Officer from this responsibility.

Consequently, the pilot's navigation shall be monitored continuously and the Duty Officer shall ensure that the pilot's orders are acknowledged and executed promptly.

If the Master, or in his absence the Duty Officer, finds the pilot's navigation or handling of the Vessel faulty and that it may create hazardous situation(s) for the Vessel, its crew or cargo, he shall take appropriate action.

Appropriate action may involve relieving the pilot of direct command, which in case shall be effected by a clear statement such as: "Pilot, I take over".

When the hazardous situation is cleared, the Master at his discretion may hand-over again to the pilot, subject to the pilot's clear acknowledgement.

Navigation in Confined or Restricted Waters

When the Vessel is ready to get under way, in all respects seaworthy and fit for sea, the gangway taken, officers and ratings standing by fore and aft, the engine room manned and ready, the bridge manned and function tests performed.

The Master shall prior to ordering the lines taken and during manoeuvring from the berth ensure that the following items are complied with:

- Both anchors shall be ready for immediate use.
- Prior to starting the engine or turning the propeller, the officer in charge aft must check that the propeller is clear.
- High tension must be avoided in ropes and wire.
- If tugs are used with lines connected to the Vessel, personnel must be kept at stand by for immediate release as necessary.

During passage from the pier to the sea buoy, the Vessel's speed must be adjusted as required by local regulations allowing for other conditions affecting safe navigation.

The Vessel's course must be checked against an updated chart of adequate scale. Position fixes (minimum every 15 minutes), preferably simultaneous optical bearings from at least two fixed points shall be plotted in the chart as required, to verify observations obtained by other means.

A sharp lookout must be kept and the engine room shall be manned and put on stand by for immediate manoeuvring as required.

Embarking and Disembarking of Pilots

Instructions issued by pilot-boats or pilots on board for special arrangements shall be adhered to.

The pilot ladder shall comply with the requirements of regulations in force, i.e. SOLAS 74/78 with Amendments Article 17, Chapter V and the standards NS 6247 and ISO 799.

The ladder shall be securely rigged and secured with correct length. Sufficient light shall be provided and a life buoy with line and light must be ready for immediate use. Reference is made to the poster "Required Boarding Arrangements for Pilots"

In general, the following applies:

- The transfer of pilots shall be attended by an officer with radio contact to the bridge and a Rating on stand by.
- Manoeuvring of the Vessel to be co-ordinated with the pilot.
- If the transfer of pilot(s) is executed by helicopter, see chapter 3.8 (Helicopter/Ship Operation).

On arrival at the sea buoy, the anchors shall be secured. Ropes and pilot ladder etc. shall be stowed and/or secured, and sea watches are set.

Documentation

Draft shall be recorded in the Deck Log Book prior to departure.

Whenever a pilot is on board or tugs are assisting, their names, arrival- and departure times shall be recorded.

Port Report shall be forwarded to the office see chapter 3.10 (Communication).

Annex 3

Extract from the PLA risk assessment relating to mooring structure and moored ship contacts

Plasma Hazard Detail Report

Hazard Detail

Hazard Title **Contact - BP Coryton Jetties & Mooring**

Reference 62

Accident Category Collision

Vessels Involved

Primary Specified Vessel : - All Petroleum Tankers (Black / White Oils)

Secondary All Vessels : - All

Review Date 01/02/2009

Areas Affected BP Coryton

Hazard Description

Hazard Detail Possibility of contact with No.4 Jetty by vessel carried down on ebb tide and vessel manoeuvring to/from Coryton No1, 2 or 2 extension.

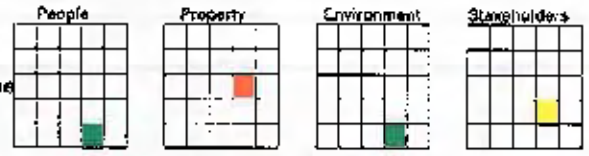
Possible Causes Vessels unberthing from 1, 2 or 3 on the ebb; stream prevents bow from being angled out when vessel moored head-down river on these berths.
Mechanical breakdown after vessel lets go from berths 1, 2 or 3 on the ebb.
Failure of assisting tug
Master fails to follow pilots advise.
Misjudgement of tide/wind.
Ebb tide sets vessels onto dolphin
Terrorist action could result in or contribute to this navigational hazard.
Vessel navigating which is encumbered in some way and is unable to proceed normally or respond to external influences (Vessel not under command).

Remarks Ebb tide stream-flow up up 4kts on springs. No.3 berth - Ships up to 96k dwt (If fitted with manoeuvring aids) may have only one tug when unberthing.
No.1 Jetty is used a wide variety of tankers up to 10m draft. There are also a number of other berths and jetties nearby, to which vessels and tugs may be manoeuvring. Other vessels may be passing close to the berth at near sea speed.
NOTE: Scored frequency is on basis of ebb tide unberthing procedure (Marine Guidelines for Handling Tankers) which requires tug assistance when unberthing stern-to-ebb on No.1 berth. This does not currently apply to Nos.2 & 3 berth although some pilots require it.
Introduced following BP Risk Assessment 2003.
For unscheduled review following HM investigation of SICHEM MELBOURNE incident February 08.

Risk Assessment

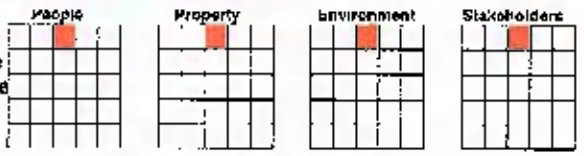
Ranked **19th of 95**

Most Likely Outcome



Slight/moderate localised damage to ships side paintwork, plating and frames. Contact with No.4 Jetty, trestle or dolphin(s).
Damage to vessel and structure.
No injuries or pollution.

Worst Credible Outcome



Large vessel contacts jetties during berthing/unberthing operations. Moderate/severe localised damage to vessel. Loss of hull integrity with resulting water ingress and/or cargo egress/pollution.
Jetty No.4 out of service for a prolonged period.
Fire and/or explosion.
Serious injury/possible fatalities.

Risk Controls

Title	Owner	Type	Frequency	Consequence	Review Due
Harbour Service Launch Escort	Harbour Master	PLA Hardware Defence	Medium	Low	18/12/2001

Pilotage Directions	Port of London Authority	PLA Legislation	High	Medium	18/12/2001
Ship Towage Code of Practice	Undefined	Codes of Prac/Guid	Medium	Low	18/12/2099
General Directions	Port of London Authority	PLA Legislation	High	Negligible	18/12/2001
Tug Operator Procedures	External Body	Vessel/Facility Proc	Medium	Low	18/03/2002
Emergency Plans/Procedures	Port of London Authority	PLA Proc/Plans/Mans	Negligible	Medium	24/04/2002
River Byelaws	Port of London Authority	PLA Legislation	High	Negligible	18/07/2002
VTS Qualification/Authorisation	VTS Manager	Training/Education	High	Medium	21/08/2002
VTS Manual	VTS Manager	PLA Proc/Plans/Mans	High	Medium	18/12/2002
Berth/Terminal Procedures	Berth Operator	Vessel/Facility Proc	Negligible	Negligible	28/01/2003
ISM Code	External Body	National/Int Legislation	Medium	Medium	31/01/2003
PEC Examination/Experience	Vessel Operator	Training/Education	High	High	10/02/2003
Pilot Training/Experience	Pilotage Manager	Training/Education	High	High	10/02/2003
VTS Navigational Broadcast	VTS Manager	Lia/Advice River Users	Medium	Medium	11/02/2003
VTS Procedures	VTS Manager	PLA Proc/Plans/Mans	High	Medium	11/02/2003
VTS Staff Training/Expertise	VTS Manager	Training/Education	Medium	Medium	17/03/2003
Mooring Code of Practice	Port of London Authority	Codes of Prac/Guid	Medium	Low	21/11/2003
PEC Training	Pilotage Manager	Training/Education	Medium	Low	21/11/2003
Oil Spill Contingency Plan	Harbour Master (SMS)	PLA Proc/Plans/Mans	Negligible	Medium	01/03/2006
Regional/National Counter Terrorism Response	External Body	National/Int Legislation	Medium	Medium	25/05/2006

17/04/2008 16:07:38 End of Hazard detail report

Plasma Hazard Detail Report

Hazard Detail

Hazard Title	**Contact - Tanker Alongside**
Reference	90
Accident Category	Contact
Vessels involved	
Primary	Specified Vessel : - All Petroleum Tankers (Black / White Oils)
Secondary	
Review Date	01/04/2008
Areas Affected	Sea Reach No 1 to Gravesend and Gravesend to Crayfordness and Crayfordness to London Bridge

Hazard Description

Hazard Detail

Tanker berthed alongside the following jetties Oikos, Calor, Shell Alpha and Shell Bravo, Thunderer Jetty, Esso Purfleet, Corydon, Vopak and Valero (Kaneb), Littlebrook Power Station, Jurgens, Sunshine Wharf, Erith Oil Works

Possible Causes

Poor bridge management leading to misjudgement. Failure to follow procedures, especially position monitoring and passage planning
Adverse weather, poor visibility,
Mechanical / steering failure,
Shell Alpha jetty is at an angle to the tidal stream and berthing can be difficult on the ebb and vessel may set down on Bravo Jetty.
Vessels on Thunderer Jetty over hanging berth, obstructing approach to inside berth at White Mountain/East Jetty.
Vessels manoeuvring at Thames Europort, Vopak and LaFarge
Position of mooring buoys
Insufficient under keel clearance causing steering difficulty.
Vessel characteristics (high freeboard, cpp, manoeuvring characteristics etc)
Current sets strongly to outside of bend on flood and ebb.
Vessel navigating which is encumbered in some way and is unable to proceed normally or respond to external influences (Vessel not under command).
Terrorist action could result in or contribute to this navigational hazard.

Remarks

Valero - This jetty is in busy area through which a wide variety of vessel types regularly pass (including tankers carrying white oils and gas). Broadness is a tight corner and the tide sets onto Wouldhams on both the flood and the ebb. There are a number of other berths and jetties in the area near to which vessels and tugs may be manoeuvring at slow speed.
Possible impact on local population
Previously known as ST/Gatx Wouldhams.

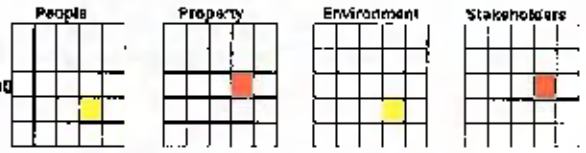
Vopak - These jetties are busy and mainly used by vessels carrying clean oils and LPG. A wide variety of vessel types regularly pass through the area.
Current sets strongly to outside of bend on flood and ebb.
PNTM for yellow warning light on berth.

Shellhaven Bravo Jetty - used for aviation spirit.

Risk Assessment

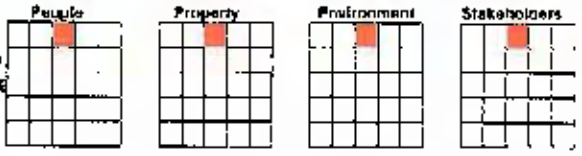
Ranked **4th of 95**

Most Likely Outcome



Low speed contact. Damage to moorings of moored tanker with possible movement and breakage of cargo hoses resulting in pollution.
Slight/moderate localised damage to ships plating and frames. Possibility of perforation of ships side plating with resulting water ingress and/or cargo loss / pollution. Damage to structure/vessel contacted. Possible minor injury.

Worst Credible Outcome



High energy impact by a passenger vessel passing the jetty. The consequence of this would include major damage to the vessel/jetty, pollution, fire/explosion, and injuries or fatalities.

Risk Controls

Title	Owner	Type	Frequency	Consequence	Review Due
Notices to Mariners	Harbour Master	Lia/Advice River Users	Medium	Negligible	18/12/2001
Harbour Service Launch Escort	Harbour Master	PLA Hardware Defence	Medium	Low	18/12/2001
Pilotage Directions	Port of London Authority	PLA Legislation	High	Medium	18/12/2001
Ship Towage Code of Practice	Undefined	Codes of Prac/Guid	Medium	Low	18/12/2099
General Directions	Port of London Authority	PLA Legislation	High	Negligible	18/12/2001
Emergency Plans/Procedures	Port of London Authority	PLA Proc/Plans/Mans	Negligible	Medium	24/04/2002
River Byelaws	Port of London Authority	PLA Legislation	High	Negligible	18/07/2002
Permanent Notice to Manners	Port of London Authority	Lia/Advice River Users	Medium	Negligible	18/07/2002
VTS Qualification/Authorisation	VTS Manager	Training/Education	High	Medium	21/08/2002
Buoyage (River)	Marine Services Manager	PLA Hardware Defence	Medium	Negligible	20/11/2002
VTS Manual	VTS Manager	PLA Proc/Plans/Mans	High	Medium	18/12/2002
ISM Code	External Body	National/Int Legislation	Medium	Medium	31/01/2003
PEC Examination/Experience	Vessel Operator	Training/Education	High	High	10/02/2003
Pilot Training/Experience	Pilotage Manager	Training/Education	High	High	10/02/2003
VTS Navigational Broadcast	VTS Manager	Lia/Advice River Users	Medium	Medium	11/02/2003
VTS Procedures	VTS Manager	PLA Proc/Plans/Mans	High	Medium	11/02/2003
VTS Staff Training/Expertise	VTS Manager	Training/Education	Medium	Medium	17/03/2003
National Inland Waterway Competency Standard	Maritime and Coastguard Agency	Training/Education	Low	Low	06/11/2003
Oil Spill Contingency Plan	Harbour Master (SMS)	PLA Proc/Plans/Mans	Negligible	Medium	01/03/2006
Regional/National Counter Terrorism Response	External Body	National/Int Legislation	Medium	Medium	25/05/2006

Plasma Hazard Detail Report

Hazard Detail

Hazard Title	**Contact - Jetties, Berths, Piers During Transit**
Reference	55
Accident Category	Contact
	Vessels Involved
Primary Secondary	All Vessels : - All
Review Date	01/08/2008
Areas Affected	Sea Reach No 1 to Gravesend and Gravesend to Crayfordness and Crayfordness to London Bridge

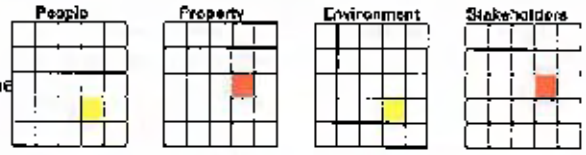
Hazard Description

Hazard Detail	Jetties, berths and piers in river (v/s in passage, not berthing).
Possible Causes	Misjudgement, Inattention, Failure to follow procedures, especially position monitoring and passage planning Adverse weather, poor visibility, Mechanical / steering failure, Vessel characteristics (high freeboard, cpp, manoeuvring characteristics, etc) Vessels manoeuvring to enter or exit Tilbury Lock Navigation lights not maintained on some jetties. Bridge arch closure causes reduced sea room available. Southwark and Cannon Street Bridge arches not aligned Collision avoidance manoeuvre. Batterses Shoal extending into Channel with potential risk of contact with Cadogan Pier. Tidal set. Vessel manoeuvring onto adjacent berth. Master/helmsman medically incapacitated Vessel navigating which is encumbered in some way and is unable to proceed normally or respond to external influences (Vessel not under command). Proximity of the channel (increases the risk from steering failure / misjudgment on passing ships). Terrorist action could result in or contribute to this navigational hazard Vessel NUC.
Remarks	In the event of engine failure, the vessel may be able to steer to mitigate effects of contact. Vessel emergency anchors. In this case any damage would probably be a glancing blow when steerage could no longer be maintained - a low energy impact. Steering failure could result in a very wide variety of outcomes, according to the particular circumstances. Power failure would usually disable steering and propulsion - again with a wide variety of outcomes depending on particular circumstances. State of the tide will determine which berths can be reached by a vessel navigating past the berth. Contact/small bulk carrier & pier - subject to Special Risk Assessment. Berths in Northfleet Hope - This area is particularly busy around high water as vessels manoeuvre to enter Tilbury Lock. Vessels would be on reduced speed for this section.

Risk Assessment

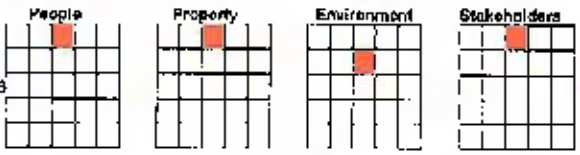
Ranked **6th of 95**

Most Likely Outcome



Slight/moderate localised damage to ships plating and frames. Possibility of perforation of ships side plating with resulting water ingress and/or cargo loss/pollution. Damage to structure/vessel contacted. A relatively low energy impact with slight/moderate damage to both vessel and jetty or moored vessel alongside. Injury or pollution unlikely

Worst Credible Outcome



High energy impact resulting from a loss of steering on a large vessel (particularly a passenger or tanker vessel) passing the structure. Could include major damage to the structure and the vessel, pollution, and major injuries/fatalities
Berths in Northfleet Hope - High energy impact resulting from a loss of steering and/or propulsion on a vessel passing the berth. All berths are close to major bends in the river. This could result in major damage to both jetty and ship(s), with injury and pllution possible. The berth could be unusable for some time.

Risk Controls

Title	Owner	Type	Frequency	Consequence	Review Due
GLA Annual Inspection	External Body	National/Int Legislation	Low	Negligible	18/12/2099
Harbour Service Launch Escort	Harbour Master	PLA Hardware Defence	Medium	Low	18/12/2001
Pilotage Directions	Port of London Authority	PLA Legislation	High	Medium	18/12/2001
Ship Towage Code of Practice	Undefined	Codes of Prac/Guide	Medium	Low	18/12/2099
General Directions	Port of London Authority	PLA Legislation	High	Negligible	18/12/2001
Education of River Users	Port of London Authority	Training/Education	Medium	Low	18/12/2099
Tug Operator Procedures	External Body	Vessel/Facility Proc	Medium	Low	16/03/2002
Emergency Plans/Procedures	Port of London Authority	PLA Proc/Plans/Mans	Negligible	Medium	24/04/2002
BML - Local Knowledge Endorsement	Port of London Authority	Training/Education	Medium	Low	03/07/2002
River Byelaws	Port of London Authority	PLA Legislation	High	Negligible	18/07/2002
Permanent Notice to Mariners	Port of London Authority	Ltd/Advice River Users	Medium	Negligible	18/07/2002
VTS Qualification/Authorisation	VTS Manager	Training/Education	High	Medium	21/08/2002
Class V Safety Management Code	External Body	National/Int Legislation	High	Medium	20/11/2002
VTS Manual	VTS Manager	PLA Proc/Plans/Mans	High	Medium	18/12/2002
Escort Tug	Harbour Master	PLA Hardware Defence	Medium	Medium	28/01/2003
Harbour Service Manual	Harbour Master	PLA Proc/Plans/Mans	Medium	Medium	28/01/2003
ISM Code	External Body	National/Int Legislation	Medium	Medium	31/01/2003
Machinery Redundancy (Back-up)	Vessel Operator	Ext Hardware Defence	Medium	Medium	31/01/2003
PEC Examination/Experience	Vessel Operator	Training/Education	High	High	10/02/2003
Pilot Training/Experience	Pilotage Manager	Training/Education	High	High	10/02/2003
River Works Licence	Port of London Authority	PLA Hardware Defence	Medium	Low	10/02/2003
Special Risk Assessment	Port of London Authority	PLA Hardware Defence	Negligible	Negligible	11/02/2003
Vessel Trim	Vessel Operator	Vessel/Facility Proc	Medium	Negligible	11/02/2003
VTS Procedures	VTS Manager	PLA Proc/Plans/Mans	High	Medium	11/02/2003
VTS Staff Training/Expertise	VTS Manager	Training/Education	Medium	Medium	17/02/2003
National Inland Waterway Competency Standard	Maritime and Coastguard Agency	Training/Education	Low	Low	06/11/2003
STCW Competency Standards	Port of London Authority	Training/Education	High	Medium	21/11/2003
PEC Training	Pilotage Manager	Training/Education	Medium	Low	21/11/2003
Oil Spill Contingency Plan	Harbour Master (SMS)	PLA Proc/Plans/Mans	Negligible	Medium	01/03/2006
Regional/National Counter Terrorism Response	External Body	National/Int Legislation	Medium	Medium	25/05/2006

17/04/2008 16:10:30 End of Hazard detail report

Annex 4

PLA house style Master/Pilot Exchange - Passage Plan

MASTER / PILOT INFORMATION EXCHANGE – PASSAGE PLAN

Vessel	From	To	Pilot No	Voy. Ref.

Manoeuvring characteristics discussed ☐	Side to ..... Port ☐ ..... Stbd ☐
Squat characteristics discussed ☐	Head ..... Upriver ☐ ..... Downriver ☐
Pilot card sighted ☐	Swing ..... Port ☐ ..... Stbd ☐ ..... None ☐
Ready berth ☐	Boatmen
Temporary N to M - Master advised ☐	Tug code .....

Date

Deep Draft Plan Agreed with DPC ☐

Location	CD	Predicted HOT	UKC	Earliest	Latest	Planned	Amended	Actual

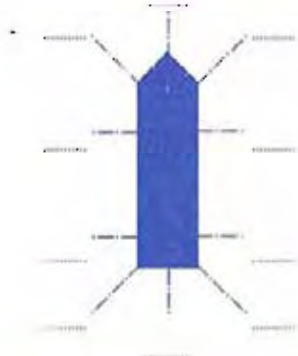
Weather Forecast

Abort contingency

Defects / Comments

Tug allocation		Type	Bollard Pull	Ship's Restriction
1.				
2.				
3.				
4.				

Manoeuvring / Mooring Plan



HW: Berth/Unberth Time(hrs) Flood ☐ Ebb ☐

Agreement

Master's Signature

Pilot's Signature

By signing above, the Master indicates his agreement with the above plan.

PORT OF LONDON AUTHORITY

PILOTAGE SERVICE ORDER

Vessel			IMO No		Built
From		To		Via	
ETA/D		At	Cargo		Call Sign
Draft	LOA	Beam	GT	Flag	
Man. Aids			Man. Spd.		Sea Spd.
This Act From		To	Approach	Voy. Ref.	

Voy Comments:

Vsl Comments:

Agent:

Voyage detail

Actual Draft From To

Receipt for Pilotage Services

PORT OF LONDON AUTHORITY

Master's Signature Master's Name (please print)

By signing above, the Master accepts that the Pilot has rendered the Pilotage Services detailed on this form.

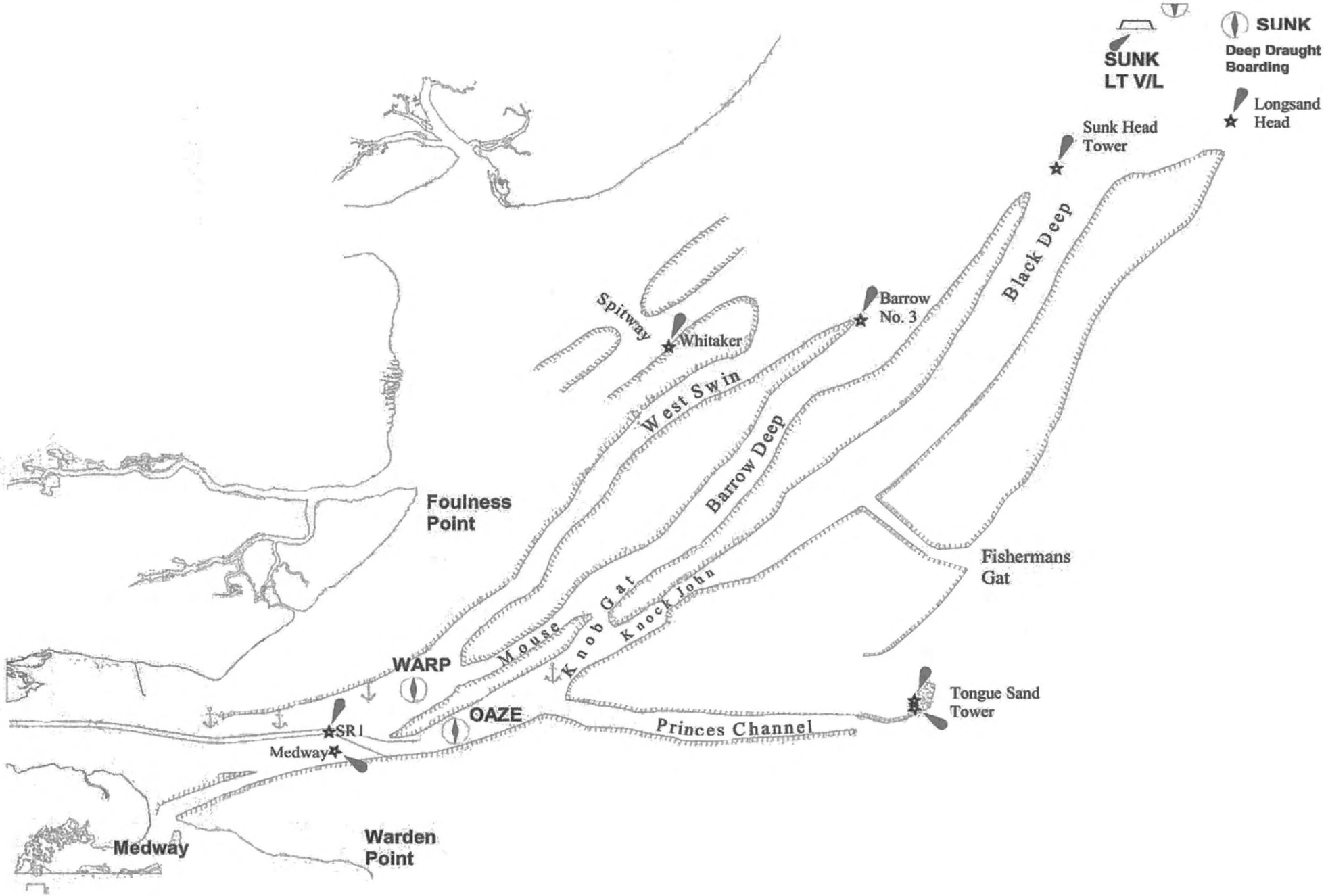
Pilot	Base Time

Base time (if different)

Taxi out	Launch out	
Boarded vessel	**Left vessel**	
Launch back	Taxi back	
Return to base	Overtime?	☐
Total Time	2 Nights out?	☐
Crossed O/limits		

For office use

Pilot's Comments


SUNK
LT V/L
SUNK
Deep Draught
Boarding
Longsand
Head
Sunk Head
Tower
Black Deep
Barrow
No. 3
Spitway
Whitaker
West Swin
Barrow Deep
Foulness
Point
Fishermans
Gat
Mouse
Knob Gat
Knock John
WARP
OAZE
SR1
Medway
Princes Channel
Tongue Sand
Tower
Medway
Warden
Point

Annex 5

Pilot’s passage plan

Date:	25/02/2008		Sichem Melbourne		From	CTN3	To	Nespit	
Draft:	6.00		Gsnd	19:45					
		P6	W.Oaze	S.R.2-3	SR6/7	Coalh'se			
Draught		6.00	6.00	6.00	6.00	6.00			
Chart Datum		5.90	10.60	10.50	10.10	9.00			
=		-0.10	4.60	4.50	4.10	3.00			
UKC		1.40	1.40	1.40	1.40	1.40			
Req'd tide		1.50	-3.20	-3.10	-2.70	-1.60			
			Speed to SR7:	12					
						Actual	HOT	UKC	
LOCATION	Dist	To Go	10	11	12	Passage			
Gravesend	2.4	45.3	19:45	19:45	19:45				
Coalhouse Pt	8.3	42.9	19:57	19:57	19:57			3.00	
SR7 (Spd)	1.75	34.60	20:38	20:38	20:38				
SR6	2.75	32.85	20:49	20:48	20:47	20:46		4.10	
SR4	1.50	30.10	21:05	21:03	21:01				
SR3	3.80	28.60	21:14	21:11	21:08			4.50	
SR1	1.80	24.80	21:37	21:31	21:27				
W Oaze	6.00	23.00	21:48	21:41	21:36				
East Redsands	1.10	17.00	22:24	22:14	22:06				
Princes 6	7.60	15.90	22:30	22:20	22:12		1.56	1.46	
Princes	5.20	8.30	23:16	23:01	22:50				
East Margate	3.10	3.10	23:47	23:30	23:16				
NESPP	0.00		00:06	23:47	23:31				

Date	25/02/2008					
Vessel	Sichem Melbourne					
Grt	8455	Mt				
Loa	127.2	M				
Beam	20.4	M				
Drt	5.7	M				
From	CTN 3		To	Nespit		
All equipment in good order				Yes		
Specified or Hazardous						No
Full ahead speed				12.4	Kts	
Deadslow ahead speed				4.0	Kts	
% Power astern				70	%	
Bow to Port or Stbd Astern					S	
Type Rudder				BALANCE		
Bt				540	HP	
Cpp or Fixed Prop					F	
Auto hand change over				Y		
Notice Req for slowdown					N	
Berthing Plan side along side				P		
Base Time						
Time Back						
Total Hrs						

Annex 6

PLA Operation Letter re: Passage Planning

OPERATIONAL LETTER

PORT OF LONDON AUTHORITY

Ref: RAC/PS Issue No. : OP/27/2006 Date: 24 November 2006

ALL PILOTS

MASTER/PILOT INFORMATION EXCHANGE – PASSAGE PLAN

OP/35/2005 is hereby cancelled.

The LPC and I still disagree about this issue, I feel that pilots are creating unnecessary exposure for themselves by not readily handing in Passage Plans. We (myself and LPC) continue to debate and the interim position is now as follows.

> Pilots are required to retain all their passage plans for three months. Copies of these passage plans must be available to management on request in response to
>
> 1. Incident
> 2. ISO Audit requirement
> 3. SMS Audit requirement

Please comply with the above and please ensure that you are passage planning comprehensively, we're in a world that requires ticked boxes.