Key Bora's passage planning checklists for the passage from Esbjerg to Kyleakin

NAV 02E - ECDIS PASSAGE PLAN (BERTH TO BERTH)

	Voy	10/20	Date	26.03.2020	
M.T. KEY BORA	From	Esbjerg	To	Kyleakin	

Dep Draft:	**F. 5.40**	**Arr Draft:**	**F. 5.40**
	A. 6.20		**A. 6.20**
	M. 5.80		**M. 5.80**
	Air Draft 26.49		Air Draft 26.49

Total Distance Berth to Berth:		589	N.M.	**Charter Speed**	12 kts
St. Time	@	12 knt	02 days 01 hrs	**Arr Time Zone GMT +/-**	+1
	@	11 knt	02 days 05 hrs	**Dep Time Zone GMT +/-**	0
	@	10 knt	02 days 10 hrs	**Time Change**	**Hours**

Bunkers Required for Voyage	F.O.	-	MT	D.O.	MT	LSFO	MT	LSMD/GO	MT
Bunkers on Departure	F.O.	-	MT	D.O.	MT	LSFO	MT	LSMD/GO	MT
Bunkers to be taken on Voyage	F.O.	-	MT	D.O.	MT	LSFO	MT	LSMD/GO	MT

Charterers Specific Instructions: NIL

This Passage Plan has been prepared in accordance with the requirements of the Fleet Operating Procedures Navigation Procedures.

NAV 1 (Passage Plan Checklist) has been completed.

All voyage charts and publications have been corrected up to Week No. **13/20**

Sgnature [redacted] 2nd Officer

Watchkeepers [redacted] Ch/Officer [redacted] 3rd/Officer

[redacted] Master

NAV01 – PASSAGE PLAN CHECKLIST

The Officer completing the checklist MUST enter his **initials** as confirmation

VOYAGE: Esbjerg-Kyleakin 10/20	**DATE: 26.03.2020**

CHARTS / PUBLICATIONS / REFERENCE MATERIAL

Large scale charts for coastal waters	[redacted]	Sailing Directions and Pilot Books	[redacted]
Small scale charts for ocean passages		Admiralty Ocean Passage Guide (NP136)	
Passage planning charts		Light Lists	
Routing, climatic, pilot and load line charts		Current Atlas	
Publications corrected to latest ANM		Tidal Tables & Tidal Stream Atlas	
Voyage charts corrected to latest ANM		Port Information	
T&P Corrections plotted		Radio Signals	
ECDIS corrected and all layers visible		Navigational Warnings	

RISK ASSESSMENT / ROUTE EVALUATION CRITERIA

Departure and arrival draughts /UKC requirements	[redacted]	Ocean Passage GC or RL	[redacted]
Tidal Data		Ocean Passage – review current data	
Conditions expected – traffic, weather, Nav warnings		Ocean Passage – review weather data	
Environmental – i.e. Special Areas, ECA, PSSA		Ocean Passage – recommended route NP136	
Security/Piracy Areas		Weather routing?	
Manoeuvring Data		Ballast Water Exchange?	
Obtain relevant information from appropriate sources including local agents (e.g. limitations on use of exhaust gas scrubbers at ports of call during the voyage).		If the vessel can transit different bridge spans, channels or routes when under pilotage, have these been appraised and alternate (contingency) passage plan executed?	

WHEN ROUTE SELECTED

Plot courses on largest scale charts	[redacted]	Indicate Speed (port departure / arrival)	[redacted]
Mark critical areas		Indicate position fixing frequency	
Mark contingency areas (emergency anchorages etc)		Indicate bridge manning level	
Mark no-go areas		Insert parallel index (PI) data	
Mark Wheel Over (WO) points		Mark next chart (NC) points	
NAV 02 / NAV 02(E) (Passage Plan) completed		Abort positions identified and marked	
Mark on chart fuel changeover limits (e.g. to low sulphur)		Echo sounder activated position	
Mark special notes on the chart (currents, depth, etc)		If the planned ports or routes are new / non-routine, the management office to be advised.	

ECDIS

Enter waypoints/courses	[redacted]	Enter warning/danger data as per paper charts	[redacted]
Safety contour calculated and entered		Safety depth calculated and entered	
Route auto checked for dangers			

USER CHART and PILOT Data must be created and/or updated for the voyage. The charts should contain minimum following items: *Pilot reporting, mandatory reporting, abort line, contingency anchorage, No Go areas (defined by contour), conspicuous targets, parallel index lines and position cross-check points*

On completion of passage plan Master to check and confirm by signing below. All watchkeepers to be briefed.

SECOND OFFICER'S SIGNATURE: [redacted]	**MASTER'S SIGNATURE:** [redacted]	**DATE: 26.03.2020**

Planning must take into account the marine environmental protection measures that apply and avoids activities which could cause damage to the environment.

NAV 03 - UNDERKEEL AND OVERHEAD CLEARANCE FORM

SHIP: VOYAGE KEY BORA Voy 10/2020 **Sheet #** 1

Stage of voyage	Alongside Berth	Pilotage 00-09	Open Sea 09-22
Date	26-Mar-2020	26-Mar-2020	26-Mar-2020
Draft F	5.40	5.40	5.40
Draft A	6.20	6.20	6.20
Density	1.025	1.025	1.025

Static Data	
Length between fwd & aft draft marks	85.81
Keel to Max Ht	32.69
Horizontal Dist Aft Draft to Highest Point (x)	20.9
-Beam (m)	14.1
FWA (mm)	121

SW drafts entered above - increase in draft due to FW/DW or Heel/List are added below

		Alongside Berth	Pilotage 00-09	Open Sea 09-22	See Note 2.
1	Stage of the Voyage				
	Open seas'(O)' - Coastal / '(R) Restricted Waters inc.SBM. or At Dock '(P)'	P	R	O	Enter O; R or P
2	Maximum Transit Speed	0.00	12.00	0.00	Knots
3	Heel / List °	0.00	0.00	0.00	Degrees
4	Maximum Static Draft (SW) Incl effects of Hog/Sag.	6.20	6.20	6.20	Metres
5	Increase in Draft Due List and / or Heel	0.00	0.00	0.00	Metres
6	FW/DW Allowance	0.00	0.00	0.00	Metres
7	Anticipated Maximum Squat - allow for squat resulting from any current flowing at anchor / dock	0.00	1.82	0.99	Metres
8	**Maximum Dynamic Draft (4+5+6+7)**	**6.20**	**8.02**	**7.19**	**Metres**
UKC Calculation	**CATZOC**	**A2**	**B**	**B**	**A1;A2;B;C;D;U**
Local UKC Requirement - For use in Area 'R or P' only i.e. Malacca / Singapore Strait (if not applicable enter N/A)		N/A	N/A	N/A	Metres
Basic Under Keel Requirement **(calculated on total of 4+5+6)**		0.30	0.62	3.10	Metres
+ Catzoc allowance (B - D)		N/A	0.31	0.00	Metres
	Value zero when grey	0.00	0.00	0.00	Only for entering additional Catzoc 'U' allowance - If shaded grey value to be zero
9	Position of Minimum Charted Depth	Alongside	wp 01-08	wp 9-10	Lat & Long or Description
10	Charted Depth	7.50	10.30	14.80	Metres (Min)
11	Predicted Height of Tide	0.00	0.00	0.00	Metres (Min)
12	Allowance for Sea State inc. pitch and roll	0.00	0.10	1.00	Metres (-)
13	Additional Correction (See Notes)	0.00	0.00	0.00	Metres (-)
14	**Controlling Depth (10+11-12 -13)**	**7.50**	**10.20**	**13.80**	**Metres**
15	**Under Keel Clearance (14-8)**	**1.30**	**2.18**	**6.61**	**Metres**
16	Required UKC - as per UKC Policy inc. Catzoc Allowance when not at dock (or superior local requirement if applicable)	**0.30**	**0.93**	**3.10**	Metres
17	Complies ?	Yes	Yes	Yes	
18	If based on a tidal window, specify times for safe transit?				**Time: From - To**
19	Safety Contour / Safety Depth setting for the predicted height of tide at the relevant tidal transit window. (see note 7. for calculation formulae)	N/A	9.05	11.29	**Metres**
Overhead Clearance Calculation (where applicable)					
20	Name of Overhead Obstruction				Name or Position
21	Charted Clearance (Pls note the relevant datum this clearance refers to e.g. MHHW or HAT)				Metres
22	Height of relevant datum tide (e.g. Ht of MHHW)				Metres
23	Predicted Height of Tide				Metres (Max)
24	Allowance for Sea State				Metres
25	Additional Correction (See Notes)				Metres
26	**Height Available**	**0.00**	**0.00**	**0.00**	Metres
27	**Air Draft**	**26.68**	**26.68**	**26.68**	Metres
28	**Overhead Clearance**	**-26.68**	**-26.68**	**-26.68**	Metres
29	**Regulatory Clearance required**				Metres
30	Complies?	**#VALUE!**	**#VALUE!**	**#VALUE!**	

WHEN EITHER THE COMPANY UKC OR OHC POLICY CANNOT BE MET THE MASTER MUST SEEK THE APPROVAL OF THE DPA BEFORE PROCEEDING.

This form is to be reviewed with [redacted] the Master/Pilot information exchange.

Navigating Officer: _____ **Master:** _____

NAV 03 - UNDERKEEL AND OVERHEAD CLEARANCE FORM

SHIP: VOYAGE KEY BORA Voy 10/2020 **Sheet #** 2

Stage of voyage	EOSP-Berth	Berth Wp 25	0
Date	28-Mar-2020	28-Mar-2020	
Draft F	5.40	5.40	
Draft A	6.20	6.20	
Density	1.025	1.025	

Static Data	
Length between fwd & aft draft marks	85.81
Keel to Max Ht	32.69
Horizontal Dist Aft Draft to Highest Point (x)	20.9
-Beam (m)	14.1
FWA (mm)	121

SW drafts entered above - increase in draft due to FW/DW or Heel/List are added below

1	Stage of the Voyage	EOSP-Berth	Berth Wp 25		See Note 2.
	Open seas'(O)' - Coastal / '(R) Restricted Waters inc.SBM. or At Dock '(P)'	R	P		Enter O; R or P
2	Maximum Transit Speed	6.00	0.00		Knots
3	Heel / List °	0.00	0.00		Degrees
4	Maximum Static Draft (SW) Incl effects of Hog/Sag.	6.20	6.20		Metres
5	Increase in Draft Due List and / or Heel	0.00	0.00	0.00	Metres
6	FW/DW Allowance	0.00	0.00	4.96	Metres
7	Anticipated Maximum Squat - allow for squat resulting from any current flowing at anchor / dock	0.45	0.00		Metres
8	**Maximum Dynamic Draft (4+5+6+7)**	**6.65**	**6.20**	**4.96**	**Metres**
	UKC Calculation **CATZOC**	**B**	**B**		**A1;A2;B;C;D;U**
	Local UKC Requirement - For use in Area 'R or P' only i.e. Malacca / Singapore Strait (if not applicable enter N/A)	**N/A**	**N/A**	**N/A**	Metres
	Basic Under Keel Requirement **(calculated on total of 4+5+6)**	0.62	0.30	Invalid	Metres
	+ Catzoc allowance (B - D)	0.31	N/A	0.00	Metres
	Value zero when grey	0.00	0.00	0.00	Only for entering additional Catzoc 'U' allowance - If shaded grey value to be zero
9	Position of Minimum Charted Depth	N fm Berth	Berth wp 27		Lat & Long or Description
10	Charted Depth	7.10	6.50	0.00	Metres (Min)
11	Predicted Height of Tide	1.10	1.10	0.00	Metres (Min)
12	Allowance for Sea State inc. pitch and roll	0.00	0.00	0.00	Metres (-)
13	Additional Correction (See Notes)	0.00	0.00	0.00	Metres (-)
14	**Controlling Depth (10+11-12 -13)**	**8.20**	**7.60**	**0.00**	**Metres**
15	**Under Keel Clearance (14-8)**	**1.55**	**1.40**	**-4.96**	**Metres**
16	Required UKC - as per UKC Policy inc. Catzoc Allowance when not at dock (or superior local requirement if applicable)	**0.93**	**0.30**	**0.00**	Metres
17	Complies ?	Yes	Yes	No - Contact DPA	
18	If based on a tidal window, specify times for safe transit?				**Time: From - To**
19	Safety Contour / Safety Depth setting for the predicted height of tide at the relevant tidal transit window. (see note 7. for calculation formulae)	6.48	N/A	4.96	**Metres**
	Overhead Clearance Calculation (where applicable)				
20	Name of Overhead Obstruction				Name or Position
21	Charted Clearance (Pls note the relevant datum this clearance refers to e.g. MHHW or HAT)				Metres
22	Height of relevant datum tide (e.g. Ht of MHHW)				Metres
23	Predicted Height of Tide				Metres (Max)
24	Allowance for Sea State				Metres
25	Additional Correction (See Notes)				Metres
26	**Height Available**	**0.00**	**0.00**	**0.00**	Metres
27	**Air Draft**	**26.68**	**26.68**	**32.69**	Metres
28	**Overhead Clearance**	**-26.68**	**-26.68**	**-32.69**	Metres
29	**Regulatory Clearance required**				Metres
30	Complies?	#VALUE!	#VALUE!	#VALUE!	

WHEN EITHER THE COMPANY UKC OR OHC POLICY CANNOT BE MET THE MASTER MUST SEEK THE APPROVAL OF THE DPA BEFORE PROCEEDING.

This form is to be reviewed with [redacted] the Master/Pilot information exchange

Navigating Officer: [redacted] **Master:** [redacted]

NAV02E – ECDIS Passage Plan (Berth to Berth)

Berth to Berth Passage Plan

WP No	Ref. point Ber x Dist or Lat / Long			CTS	Dist	Est. speed	DTG	Position Fixing Method / Frequency	Approx. Channel Width	Safety Depth (Ref: min UKC)	Bridge Status*	Manning Level	Machinery Status*	ISPS Marsec. Level **
0	BerthNo103	55°28.26' N	008°25.82' E	232 °	0.4	3.0	589.5	visual , parralell , radar ,GPS/20-30min	0.01	N/A	HS, master, OOW ,AB,SB	4	5	1
1	bnTrafikhavn	55°28.02' N	008°25.27' E	323 °	0.7	8.0	589.1	visual , parralell , radar ,GPS/20-30min	0.02	9.05	HS, master, OOW ,AB,SB	4	4	1
2	byNo17	55°28.60' N	008°24.50' E	306 °	0.6	10.0	588.4	visual , parralell , radar ,GPS/20-30min	0.05	9.05	HS, master, OOW ,AB,SB	4	4	1
3	byNo15a	55°28.92' N	008°23.71' E	288 °	0.7	12.0	587.8	visual , parralell , radar ,GPS/20-30min	0.1	9.05	HS, master, OOW ,AB,SB	4	4	1
4	byNo15b	55°29.13' N	008°22.58' E	250 °	0.4	12.0	587.1	visual , parralell , radar ,GPS/20-30min	0.1	9.05	HS, master, OOW ,AB,SB	4	4	1
5	byNo16	55°28.98' N	008°21.84' E	229 °	2.8	12.0	586.7	visual , parralell , radar ,GPS/20-30min	0.1	9.05	HS, master, OOW ,AB,SB	4	4	1
6	byNo9/10	55°27.14' N	008°18.13' E	247 °	0.8	12.0	583.9	visual , parralell , radar ,GPS/20-30min	0.1	9.05	HS, master, OOW ,AB,SB	4	4	1
7	byNo7/8	55°26.83' N	008°16.86' E	234 °	2.7	12.0	583.1	visual , parralell , radar ,GPS/20-30min	0.1	9.05	HS, master, OOW ,AB,SB	4	4	1
8	byNo1/2	55°25.23' N	008°13.00' E	230 °	1.0	12.0	580.4	visual , parralell , radar ,GPS/20-30min	0.1	9.05	HS, master, OOW ,AB,SB	4	4	1
9	EsbjergPS	55°24.60' N	008°11.70' E	234 °	2.5	12.0	579.4	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
10	Recommendedtrack054	55°23.10' N	008°08.10' E	277 °	23.0	12.0	576.9	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
11	ProdKraka	55°25.92' N	007°27.93' E	299 °	166.7	12.0	553.9	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
12	MaserskInterceptorACP	56°46.91' N	003°06.69' E	308 °	67.7	12.0	387.2	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1

GENERAL INFORMATION : (RISKS/HAZARDS/TIDES/CURRENTS/WEATHER DATE/EMERGENCY PROCEDURES/CONTINGENCY PLAN/COMMUNICATIONS/REPORTING POINTS

Risks/Hazards/Current/Tides/Weather Data: Fishing Vessels & Fishing agregate devices, Safety Fairways, TSS, Crossing Traffic. Emergency Procedures/Contingency Plan:See Vessel's SMPEP Manual / Contingency Anchorages, abort lines are marked on charts. All navarea and navtex navigational warnings are plotted on charts.Weather is monitored by spos, navtex and navarea.Navigating Across the Safety Contour (See NP-232),Metod [2].Communications and reporting: Departure from Esbjerg- Call Agent 2 hrs before departure to arrange Pilot.Call Esbjerg Harbour Control VHF Ch-12,pass Lt by No1/2 and Lt by No13/14.Reporting: Shetland Coastguard Ch-16 . All reporting points are marked on charts. Publications to be used: NP 28,54,55 are digital. Lists of light - are Digital Area 1/2 and ADRS vol6 – are digital. NAVTEX Stations: [S]-[I]-[G]-[O]

***STATUS CODES:** Bridge - On Passage (FAOP) Standby (SB) Hand Steering (HS) Under Pilotage (P)

Machinery – enter the status level 1-7 as detailed in technical procedures 4.1.3d

** **ISPS – The waypoint where the vessel is to be hardened is also to be highlighted in this column**

Berth to Berth Passage Plan

WP No	Ref. point Ber x Dist or Lat / Long			CTS	Dist	Est. Speed	DTG	Position Fixing Method / Frequency	Approx Channel Width	Safety Depth (Ref: min UKC)	Bridge Status*	Manning Level	Machinery Status*	ISPS Marsec. Level **
13	ProdMontrose	57°28.33' N	001°28.02' E	296 °	67.1	12.0	319.5	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
14	Prod14/29	57°57.36' N	000°25.15' W	300 °	46.3	12.0	252.5	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
15	ProdCaptain	58°20.52' N	001°41.22' W	294 °	36.6	12.0	206.1	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
16	DuncasbyHead	58°35.20' N	002°45.40' W	307 °	8.8	12.0	169.5	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
17	MuckleSkerry	58°40.53' N	002°58.75' W	301 °	6.3	12.0	160.7	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
18	SwilkiePoint	58°43.82' N	003°09.09' W	269 °	60.4	12.0	154.4	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
19	CapeWrath	58°42.48' N	005°05.36' W	210 °	26.3	12.0	94.1	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
20	StoerHead	58°19.73' N	005°30.76' W	203 °	31.4	12.0	67.7	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
21	NorthMinch	57°50.75' N	005°53.64' W	182 °	19.9	12.0	36.3	Radar, GPS,PI / 30-60 min	0.50	11.29	FAOP-OOW,AB	1 or 2	2	1
22	byFl5Y	57°30.90' N	005°55.15' W	174 °	10.7	12.0	16.5	Radar, GPS,PI / 30-60 min	0.50	6.48	FAOP-OOW,AB	1 or 2	2	1
23	EileanMor	57°20.24' N	005°52.98' W	130 °	5.5	10.0	5.7	visual , parralell , radar ,GPS/20-30min	0.1	6.48	HS, master, OOW ,AB,SB	4	4	1
24	byFIR6s	57°16.73' N	005°45.21' W	176 °	0.3	6.0	0.3	visual , parralell , radar ,GPS/20-30min	0.1	6.48	HS, master, OOW ,AB,SB	4	4	1
25	KyleakinBerth	57°16.47' N	005°45.18' W											

GENERAL INFORMATION : (RISKS/HAZARDS/TIDES/CURRENTS/WEATHER DATE/EMERGENCY PROCEDURES/CONTINGENCY PLAN/COMMUNICATIONS/REPORTING POINTS

Risks/Hazards/Current/Tides/Weather Data: Fishing Vessels & Fishing agregate devices, Safety Fairways, TSS, Crossing Traffic. Emergency Procedures/Contingency Plan:See Vessel's SMPEP Manual / Contingency Anchorages, abort lines are marked on charts. All navarea and navtex navigational warnings are plotted on charts.Weather is monitored by spos, navtex and navarea.Navigating Across the Safety Contour (See NP-232),Metod [2].Communications and reporting: Departure from Esbjerg- Call Agent 2 hrs before departure to arrange Pilot.Call Esbjerg Harbour Control VHF Ch-12,pass Lt by No1/2 and Lt by No13/14.Reporting: Shetland Coastguard Ch-16 . All reporting points are marked on charts. Publications to be used: NP 28,54,55 are digital. Lists of light - are Digital Area 1/2 and ADRS vol6 – are digital. NAVTEX Stations: [S]-[I]-[G]-[O]

***STATUS CODES: Bridge - On Passage (FAOP) Standby (SB) Hand Steering (HS) Under Pilotage (P)**

Machinery – enter the status level 1-7 as detailed in technical procedures 4.1.3d

**** ISPS – The waypoint where the vessel is to be hardened is also to be highlighted in this column**

NAV02E – ECDIS Passage Plan (Berth to Berth)

ECDIS Checklist	Navigating Officer [redacted]
Are S57 ENC charts with license for the entire voyage available in the ECDIS catalogue?	
Are S57 ENC Charts updated? *Check for "display" and "approve" dates. In order to display charts with correct updated situation, always use current date during your voyage. If your voyage will last more than one week, set current date at least once per week during the voyage.*	
Is the route created for safe draught and depth contour according to Company UKC policy and squat effect including heeling?	

The Company's requirements for Under Keel Clearance (UKC) (assuming accurate chart data) are as follows:

- ***Open Sea (FAOP): The minimum UKC in the dynamic condition is 50% of the static draft.***
- ***Restricted Waters/Port Approaches/Harbour Transit (SBE): The minimum UKC in the dynamic condition is 10% of the static draft.***

Where the accuracy of survey data in restricted waters/ports approaches/harbor transits or any other area of shallow water is defined as CATZOC B on ECDIS charts - it is recommended that the minimum UKC in the dynamic condition is 15% of the static draft. Where accuracy is less than above (ZOC Category C/D on ECDIS charts), the UKC in the dynamic condition may be increased to 25% of the static draft dependent on water available.

Where chart accuracy is not assessed, reference should be made to other sources of data accuracy before determining the UKC.

Stage of the voyage by waypoints – Enter alarm parameters (in meters) below**

Stage:	Pilotage 00-09	Open Sea 09-22	EOSP-Berth 22-25			
Shallow Contour:	6.20	6.20	6.20			
Safety Depth:	9.05	11.29	6.48			
Safety Contour:	9.05	11.29	6.48			
Deep Contour:	12.40	12.40	12.40			
Max Height	26.49	26.49	26.49			
Cross Track Error (XTE)	0.01	0.50	0.01-0.05			
Safety Frame- Ahead	3 min	20 min	3-6 min			
Safety Frame- Width	0.01 nm	0.50 nm	0.05 nm			

Estimated speed entered into voyage plan for each stage of the voyage	
Appropriate Channel Width entered for each leg of the voyage? *If possible, minimum channel width in open sea to be 1852metres.*	
Route checked with inbuilt safety function	

After each ENC weekly update the route has been re-checked for any changes. including the list of active / cancelled T & P notices for the weekly NM updates not included in the weekly AIO updates.	**Update #:**	13/20					
	Initials:	[redacted]					

Navtex Warnings and applicable NTM /T&P notices entered using manual updates

NAV02E – ECDIS Passage Plan (Berth to Berth)

Pilot Data and correct Safety Contour entered			[redacted]
Following alarms to be used during monitoring mode:		**Tick**	
	Areas to be avoided	✓	
	Traffic Separation Zone	✓	
	TRS Rounding/Crossing	✓	[redacted]
	TRS Precaution Area	✓	
	Inshore traffic zone	✓	
	Restricted area	✓	
	Anchorage prohibited	✓	
	Safety Contour	✓	
	User chart danger area	✓	

** In open seas (FAOP) the safety counter / safety depth are not requied to be set more than the maximum dynamic draft plus 50% of the static draft.
In restricted waters / port approaches / harbor transit (SBE) the safety contour / safety depth shall be set at the maximum dynamic draft plus 10% of the static draft. (see page 4 regarding additional allowance for CATZOC)
(Carefully note that if the ENC does not have a depth contour for the selected water depth the displayed contour will automatically default to the next deepest)

Annex B

Pre-arrival information email and relevent attachments, sent by Frank Armitt and Son Limited (the vessel's agent) to *Key Bora*'s master on 20 March 2020

MT Key Bora - Amsterdam, Erith & Esbjerg / Kyleakin - 3050mt Lecithin, Rapeseed Oil & Fish Oil

[redacted] [redacted]

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Fri 20/03/2020 14:11

Kyleakin Pre Arrival.zip
.zip File

IMO Maritime Declaration of Health.docx
.docx File

Good Day Captain
20.03.2020

From: Armitt Group, Agency and Chartering Dept.
To: Master MT Key Bora

Hope all is well

Please find attached that contains relevant jetty information. Please review this folder as well as this message carefully, as it should answer all your questions regarding your call. If you find anything to be missing or lacking clarification please don't hesitate to get in touch however.

Please be advised that the Port facility does not have a pilotage service, however we have attached soundings of the jetty, its approach and tide tables for your guidance. Vessels are always afloat whilst alongside, with max LOA at 160m and max draft 6.5m

Contrary to the advice provided on some tidal stream atlas', please be advised that the tide floods from East to West. The tidal streams run about 3 to 3.5 knots past Kyle of Lochalsh, with the East going stream starting 4 hours and 20 minutes before HW Ullapool on Springs and at HW Ullapool on Neaps. The west going stream starts 4 hours after HW Ullapool on Springs and 6 hours after HW Ullapool on Neaps. Slack water is for a short period at HW and LW.

Berthing will be on the Northern quay face (Berth 1 on pre arrival packet) against 6 permanently installed shock absorbers. Starboard side to is the preferred orientation by the stevedores, however stevedores will take into account the weather conditions and your own opinion/preference.

The nearest recommended safe anchorage point is located East of Pabay at coordinates; 57.16'15.99 N / 5.50'29.46 W, however please be advised this point is in use by local fisherman, with fishing operations likely and creels on the seabed.

Should you require towage, please inform us ASAP of your interest. Firm notice for tugs is needed by 1500 the day before they are required, however towage is strictly subject to availability. Permission for the use of the tugs must be obtained from the UK Ministry Of Defence (the UK Military body) whom will always take priority in towage usage for the region.

Port facility name	:	Mowi Fish Feed
IMO Port facility number	:	GBKYL-0002

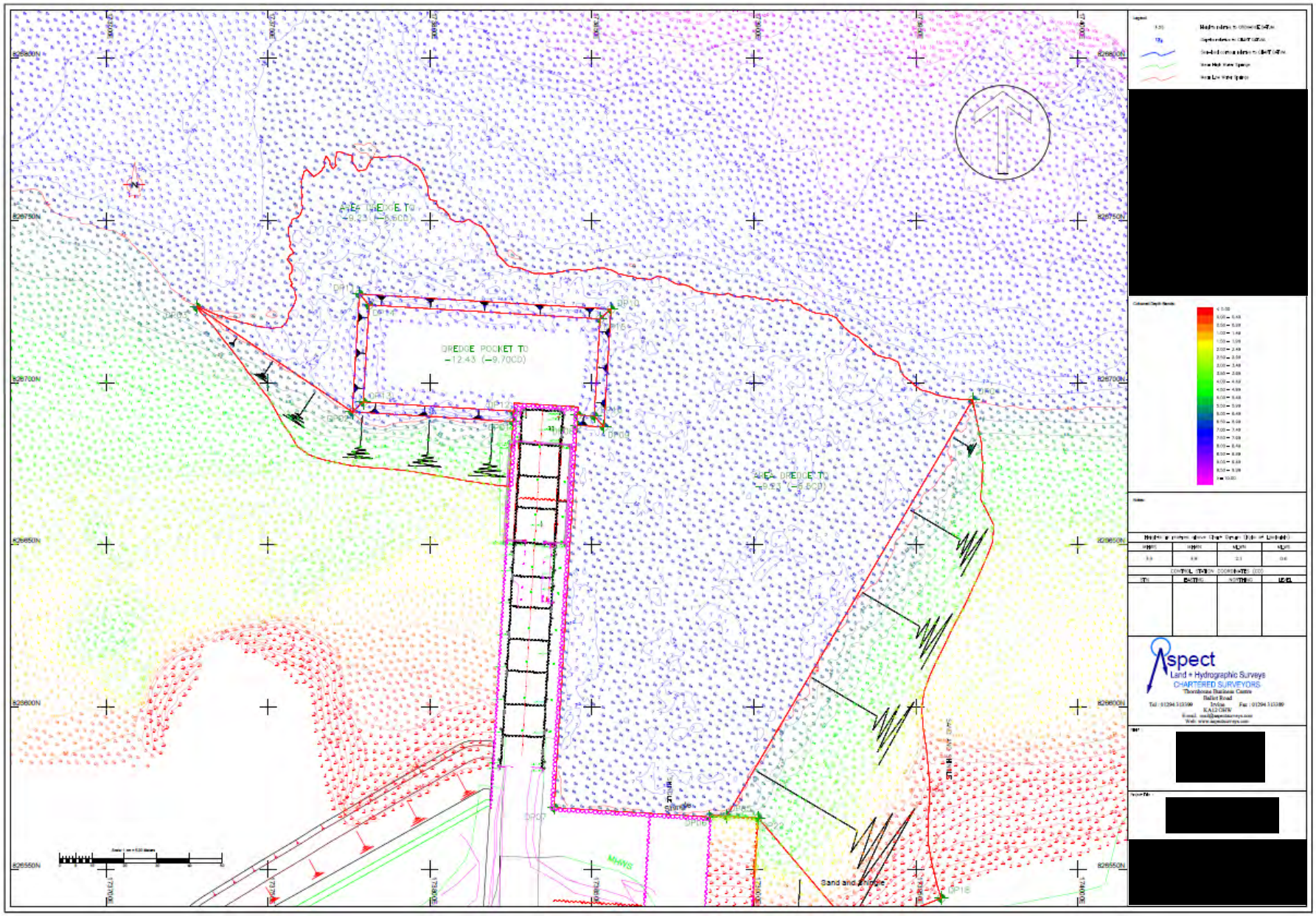
Attached are the standard pre-arrival docs and Maritime Declaration of Health, these forms must be completed in full, any other forms will NOT be accepted by the port authority and vessel may be refused entry into the port. Please submit this form in full and do not delete any invalid sections.

Please forward all messages to: agency@armitt.co.uk and confirm safe receipt of this message.

Meantime wish you a safe voyage to Kyleakin.

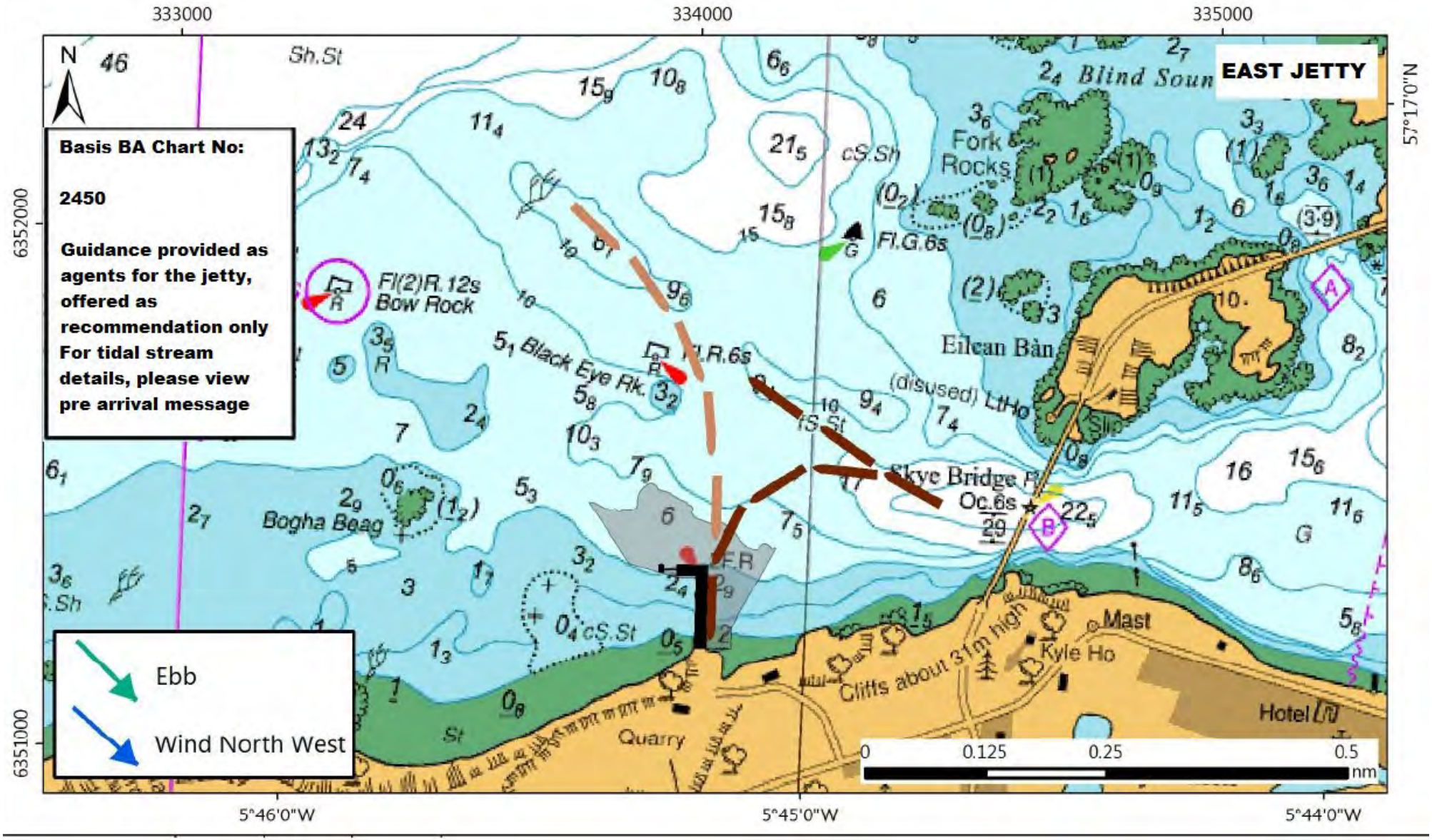
Kind Regards

[redacted]
Agency & Chartering

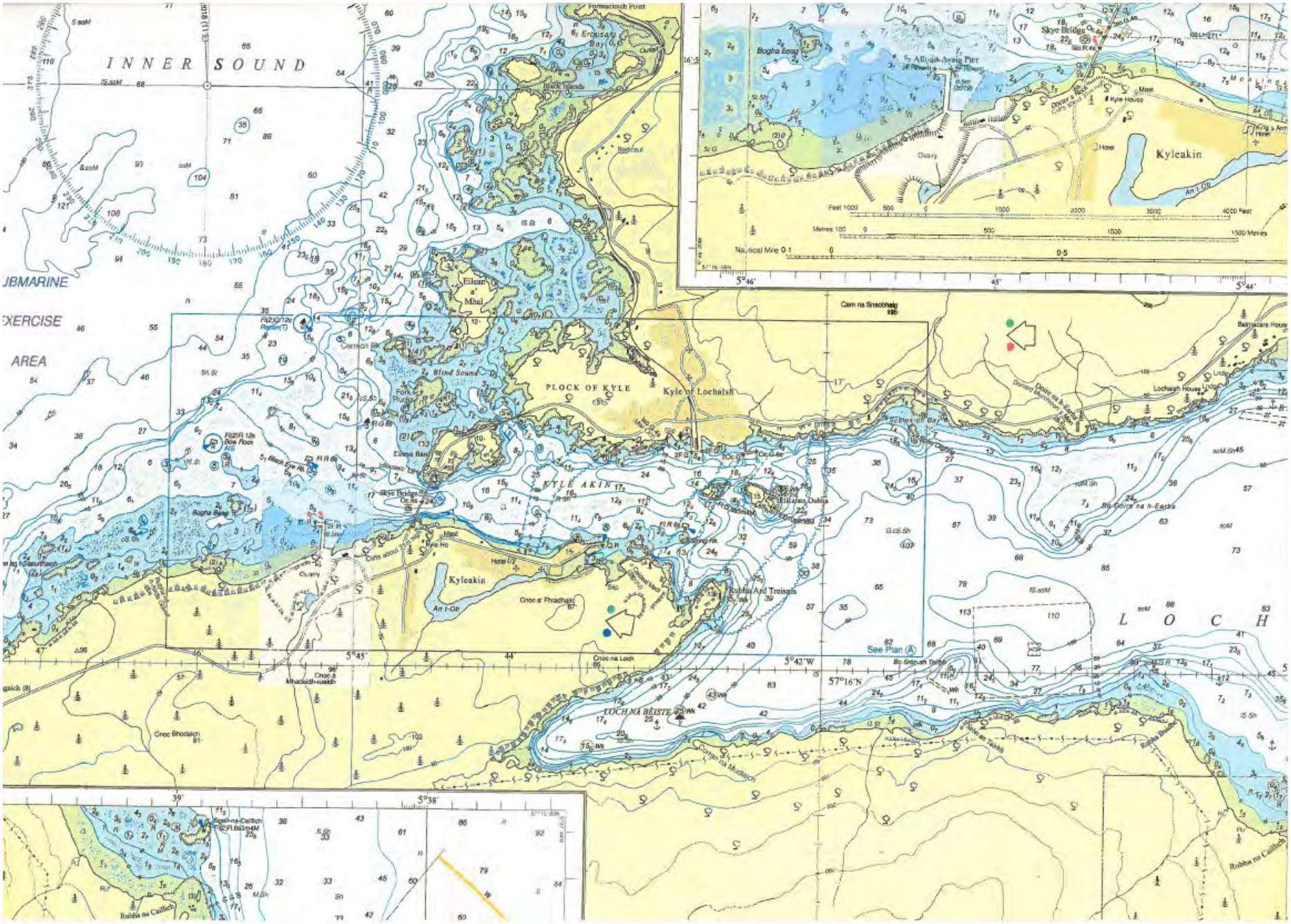


Enclosure 1 - Post dredge MBES survey Kyleakin pier Isle of Skye

(surveyed on 30 August 2018; issued on 31 August 2018)



Enclosure 2 – Guidance on approach to eastern berth



Enclosure 3 – scanned copy of paper chart of the area BA 2540-