

Passage plan

Passage Plan

Dover to Dunkerque

Navigating Officers should refer to SMS Procedures for Navigators, ICS Bridge Procedure Guide and the Master's Standing Orders.

WP	Lat / Long	Course	Dist	Dist to go	Remarks
	Berth No 1	220	0.5	36.9	
	51 07.1N 001 20.0E	70	0.5	36.4	South of East Buoy
1	51 07.25N 001 20.7E	90	4.9	35.9	Breakwater
2	51 07.2N 001 28.0E	60	2.5	31.0	S Goodwin
3	51 08.5N 001 32.0E	130	10.2	28.5	CS4
4	51 02.0N 001 44.5E	82	5.5	18.3	RCW
5	51 07.6N 001 53.2E	93	4.3	12.8	RCE
6	51 02.3N 002 00.0E	79	4.8	8.5	DW5
7	51 03.3N 002 07.65E	120	1.8	3.7	DW14
8	51 02.4N 002 10.0E	168	1.3	1.9	Breakwater
9	51 01.15N 002 10.5E	150	0.1	0.6	Banana Buoy
	Centre of Swinging	67	0.5	0.5	Astern to Quai de Ramsgate
	Berth Quai de Ramsgate			0	

Crossing of the Traffic Separation Scheme is to be done with particular caution in accordance with Rule 10 of the International Regulations for the Prevention of Collisions at Sea.

Message from the Maersk technical branch

Receive Message

Message No. : R0061017.001
Message Ref. No. : 00691307
LES : Telenor S.S.AS
Priority : Normal
Message Size : 1532 characters
Receive Date & Time : 17-Oct-06 07:26(UTC)

EIK LES 17-OCT-2006 07:23:54 691307

SUBJECT: (0038789700001)

TO : MASTER MAERSK DOVER //118DOVER
TO : MASTER MAERSK DOVER //SATDOVER
CC : MAERSK TECHNICAL ORGANISATION CPH //TOOPSRORDA
FROM: MAERSK TECHNICAL ORGANISATION CPH //TOTECCOM
REFN: PMK92190 2006.10.17 09:23 CET
0118.582
MAERSK DOVER - V-SAT
GOOD MORNING,
WE HAVE NOT HAD A REPLY TO OUR BELOW MAIL, BUT CAN UNDERSTAND THAT
YOU
HAVE SPOKEN TO BENNY MATRAS FROM FURUND DENMARK AGAIN YESTERDAY
AFTERNOON, ASKING HIM TO ATTEND FOR A SERVICE ON YOUR V-SAT.
IT IS IMPERATIVE THAT ALL SERVICES ARE ARRANGED THROUGH THIS OFFICE,
AND
THAT WE GET A REQUISITION NUMBER/GUARANTEE CLAIM NUMBER FOR EACH
SERVICE, USING PROCEDURE 922 WHEN REQUESTING SERVICE. IT IS COMPANY
PROCEDURE, WHICH IS FOLLOWED BY ALL VESSELS.
PLEASE REVERT WITH A SERVICE REQUEST, AND WE WILL ARRANGE A FLIGHT
TICKET FOR BENNY MATRAS, SO HE CAN ATTEND TO SOLVE YOUR V-SAT PROBLEMS
SOONEST POSSIBLE.
KIND REGARDS
PETER KARGAARD

FROM: KARGAARD, PETER MADSEN ON BEHALF OF TOTECCOM
SENT: MONDAY, OCTOBER 16, 2006 9:46 AM
TO: MAERSK DOVER
CC: TOOPSRORDA
SUBJECT: V-SAT
WE HAVE SPOKEN WITH FURUND TECHNICIAN BENNY MATRAS, AND CAN
UNDERSTAND
THAT YOU ARE HAVING PROBLEMS WITH YOUR V-SAT.
IN CASE IT SOMETHING YOU WANT US TO ARRANGE SERVICE FOR, PLEASE
REVERT
WITH A SERVICE REQUEST AND GUARANTEE CLAIM NUMBER, AND WE WILL
ARRANGE
TO SEND BENNY TO DOVER SOONEST POSSIBLE.
KIND REGARDS
PETER KARGAARD

Radar setup report

deck2

From: Maersk Message Relay [Marine@smye-rumsby.co.uk] on behalf of Maersk Message Relay
Sent: 18 October 2006 16:44
To: Master Maersk Dover - 118DOVER
Subject: EXB32510 radar setup

Categories: Nautical

Processed:info

0118.615

Good afternoon

After my visit yesterday my conclusion was that the X band radars performance was good, but the operator's setup was not ideal for the best performance.

I would like to make you aware that in the PICTURE menu (9) CONDITION , (3) "ANT HEIGHT" affects the STC curve. (A/C SEA) The default is set a 15M. I find it works better around 30M for those main radars. I believe this setting has to be checked in each picture menu, i.e. Picture 1, Picture 2, Near, Far etc.

STC is also affected by Sea Condition and Pulse length in the same picture menu. (Furuno advise not to use M1) This can be adjusted in PICTURE MENU (8) PULSE.

I hope this helps with general radar setup.

Regards

James Muir

Smye Rumsby Ltd

COLREGS rules 5, 7, 8, 15 and 16

Rule 5

Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Rule 7

Risk of collision

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
 - (i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
 - (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Rule 8

Action to avoid collision

- (a) Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) Any alteration of course and / or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and / or speed should be avoided.
- (c) If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear
- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f)
 - (i) A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.

- (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this Part.
- (iii) A vessel the passage of which is not to impeded remains fully obliged to comply with the Rules of this Part when the two vessels are approaching one another so as to involve risk of collision.

Rule 15

Crossing situation

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

Rule 16

Action by give-way vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

GSMS section 1357 - lookout

1357 - Lookout

It is the Master's responsibility to assign qualified lookout personnel for each watch.

It is the duty of the Officer of the Watch to ensure that a proper lookout, in compliance with Rule No. 5 of the International Regulations for Preventing Collisions at Sea, is maintained at all times.

Requirements for Lookout

As a general requirement an extra lookout shall be on the bridge in addition to the Officer of the Watch.

From sunrise to sunset the extra lookout can be allocated duties away from the bridge providing the navigational circumstances permit. During these hours the Officer of the Watch shall perform the duties as lookout.

The appointed lookout shall, however, be readily available to be called to the bridge if the Officer of the Watch requires his/her assistance as lookout.

Regarding lookout on vessels practising "one man bridge" operation reference to pro, 1358. "One Man Bridge Operation" of this guide is made.

Duties of the Lookout

The person assigned as the lookout must be instructed in the duties to be performed when working on the bridge.

As a minimum the following topics shall be brought to the attention of the lookout:

- The sole purpose of being on the bridge is to maintain an alert lookout.
- The Officer of the Watch shall instruct the lookout about all relevant observations to be done and to report everything seen to the navigating officer.
- The lookout shall at all times keep a sharp watch in all directions so that areas which can only be seen from particular locations are covered including the need to look astern to detect overtaking vessels. For obvious reasons such a watch cannot be maintained from a pilot's chair.
- It is the navigating officer's duty and responsibility to motivate and teach the crewmembers who are working as lookouts to perform this task in a safe and professional way.

Duty Officer's Stay in Chart Room

The Officer of the Watch may visit the chart room for a short period for the necessary performance of navigational duties, but it must be ascertained that it is safe to do so.

If this is not the case the Master or another navigating officer must be called to supplement the Officer of the Watch.

With no other navigating officer on the bridge, stays in the chart room shall be limited to the shortest possible time. This requirement applies regardless of a lookout's presence on the bridge.

References

Definitions

The Officer of the Watch may visit the chart room for a short period for the necessary performance of navigational duties, but it must be ascertained that it is safe to do so.

If this is not the case the Master or another navigating officer must be called to supplement the Officer of the Watch.

With no other navigating officer on the bridge, stays in the chart room shall be limited to the shortest possible time. This requirement applies regardless of a lookout's presence on the bridge.

References

Definitions

COPY

Masters' joint standing orders

Master's Standing Orders

A.P.Moller Group ID:266 - 24/06/04 - 02 - 12 months

MAERSK

Vessel: maersk Dover

Master:

Date: 19/06/06

COPY

MASTER'S STANDING ORDERS

The "Officer of the Watch" (OOW) is the Master's representative and his/her primary responsibility at all times is the safe navigation of the vessel. He/She should at all times comply with the applicable regulations for the prevention of collisions at sea.

It is of vital importance that at all times the OOW ensures that an efficient lookout is maintained. The OOW is to ensure that he is fully conversant with MSN 1767 (M) - Hours of work, safe manning and watchkeeping.

ATTENTION TO WATCHKEEPING DUTIES

Watchkeeping Officers are reminded of the requirement to maintain undivided attention to the Watch on the Bridge, with a proper Lookout maintained at all times. Assistance should always be summoned to the bridge if circumstances require additional personnel.

The OOW should bear in mind that all bridge equipment is at his/her disposal, and should not hesitate to use it as required.

The OOW should familiarise themselves with the handling characteristics of the vessel, including stopping distances and should appreciate that other vessels have different handling characteristics.

Do not pass less than 1.0 nautical mile ahead of a stand-on vessel, nor less than 0.5 nautical mile astern of any vessel.

When taking over a navigational watch the relieving officer must ensure that the members of his watch are fully capable of performing their duties, particularly with regard to their adjustment to night vision. The relieving officer should not take over the watch until his/her vision is fully adjusted and he/she is personally with the following;

- 1) Standing orders, Daily orders and other special instructions of the Master relating to the navigation of the vessel.
- 2) The position, course, draught of the vessel and the availability of machinery at that time.
- 3) Prevailing and predicted tides, currents, weather, visibility and the effects of these factors upon the course and speed.
- 4) The navigation situation, including but not limited to the following:
 - i) Operational conditions of all navigation, safety equipment and machinery being used or likely to be used during the watch.
 - ii) Errors of Gyro and Standard compasses.
 - iii) The movement of vessels in sight or known to be in the vicinity.
 - iv) The possible effects of heel, trim, water density and squat on underkeel clearance.

If at any time the OOW is to be relieved, a manoeuvre or other action to avoid a hazard is taking place, then relief of the Officer should be deferred until such action has been completed. When an OOW has been relieved an entry is to be made in the deck log book.

My presence on the bridge does not relieve the OOW of his duties unless I specifically state that I have control of the navigation. When I do state that I have control of the navigation and entry shall be made to this effect in the deck logbook.

The OOW may request at any time that I take over the watch.

Operational tests of shipboard navigational equipment should be carried out frequently as circumstances permit. When appropriate these should be recorded and include the following.

- 1) The Helmsman or automatic pilot is steering the correct course.
- 2) The standard compass error is determined once per watch and where possible after any major alteration of course.

The standard and gyro compasses are to be compared and repeaters synchronised with their Master compasses.
- 3) Automatic pilot and Manual steering to be tested once per watch.
- 4) The Navigation and signal lights and other navigational equipment are functioning correctly.

The OOW should bear in mind the necessity to comply at all times with the requirements of chapter V, regulation 19 of the International Convention for the Safety of life at sea (SOLAS) 1974.

The largest scale chart onboard, suitable for the area and corrected with the latest available information should be used. Fixes should be taken at frequent intervals. Whenever circumstances allow, fixing should be carried out by more than one method and Electronic charts should not be used as the sole means of navigation. A positive identification of all relevant navigation marks should be made.

Master's Standing Orders

A.P. Moller Group ID:266 - 24/06/04 - 02 - 12 months

COPY

MAERSK

When restricted visibility is encountered or expected (less than 2.0 nautical miles), the first responsibility of the OOW is to comply with the relevant rules of the applicable regulations for the prevention of collisions at sea and in addition he/she should;

- 1) Inform the Master.
- 2) Post a proper lookout and in congested waters a helmsman.
- 3) Ensure that navigation lights are exhibited.
- 4) Make proper use of the radars..

The OOW should notify the Master immediately in the following circumstances.

- 1) If restricted visibility is encountered or expected.
- 2) If the traffic conditions or the movement of other vessels is causing concern.
- 3) If difficulty is being experienced in maintaining a course.
- 4) On failing to sight land, a navigation mark or to obtain soundings by an expected time.
- 5) If unexpected land or navigation mark is sighted or a dramatic change in the sounding occur.
- 6) On the breakdown of main engines, steering gear, navigation equipment or other essential equipment onboard.
- 7) In heavy weather if any doubt about the possibility of the damage to the vessel or cargo.
- 8) If the vessel meets any hazard to navigation such as derelicts.
- 9) If a suspicious vessel/craft is approaching the vessel and there is the threat of a possible piracy attack.
- 10) If there is any other emergency or situation in which the OOW is in any doubt. I would rather be called in plenty of time and not be required than to be called too late.

If the OOW is in any doubt as to the Masters actions or intentions he should be assertive and make his doubts known immediately.

If the OOW is in any doubt as to a Pilots actions or intentions, he should seek clarification from the Pilot. If doubt still exists he should notify the Master immediately and take whatever action is necessary before the Master arrives. The OOW should be aware that the Pilots are onboard to advise in the safe navigation of the vessel and at no time does this relieve the OOW of his duties.

When the vessel is at anchor a continuous navigational watch will be maintained and the OOW should;

- 1) Determine the vessels position and plot this on the appropriate chart as soon as practical, checking at sufficiently frequent intervals as to whether the vessel is securely moored/anchored. If the radius of swing is marked on the chart this will assist in early detection of the vessel dragging her anchor.
- 2) Ensure an efficient lookout is maintained at all times.
- 3) Ensure that periodic inspection rounds of the vessel are made.
- 4) Observe meteorological and tidal conditions and also monitor the sea state.
- 5) Notify the Master and undertake all necessary actions if the vessel drags her anchor.
- 6) Ensure that the state of readiness of the main engines is in accordance with any instructions.
- 7) If the visibility deteriorates, notify the Master and comply with the regulations for the prevention of collisions at sea.
- 8) Ensure that the vessel exhibits the appropriate lights and shapes and that the appropriate sound signals are made.
- 9) Take all measures to protect the environment from pollution by the vessel by complying with all appropriate pollution regulations.

PUBLICATIONS / DOCUMENTS TO REVIEW

The International Regulations for Prevention of Collision at Sea

Maersk Procedures for Navigators.

Chamber of shipping Bridge Procedures Guide.

OPEP Manual.

ES System

relevant port notices and M-Notices.

Current Nav warnings.

Passage Plan.

BALLAST OPERATIONS (QES 487)

The Chief Officer and First Officer are authorised to perform ballast operations.

The Chief Engineer and Engineering Officers authorised by the the Chief engineer may perform ballast operations when directly requested by the above mentioned deck officers.

WHEN THE STANDING ORDERS HAVE BEEN READ AND UNDERSTOOD PLEASE SIGN THE ASSOCIATED SIGNATURE PAGE.


(Master)

Fleet safety alert no's 003, 005 and 006 /2006

Follow up to Fleet Safety Alert : Ropax 003/2006

Following a close quarters situation that recently took place between two of our vessels the enquiry report made seven recommendations that we wish you to implement as outlined below.

1. Consideration should be given to establishing a cross channel separation scheme for the vessels operating on the Dover –Dunkerque route. *This has been discussed with the Masters on all three vessels and there would appear to be two main options one of which will be agreed by the Senior Masters and then referred to the other Cross Channel Operators for comment as requested by the MCA. A trial will then be conducted.*
2. Masters should remain on the Bridge on departure Dover until the Ship is passed the S. Goodwin buoy and they are satisfied that the ship can safely enter the Traffic Routeing System without embarrassing any other ships in the System. *Please implement this forthwith.*
3. Bridge Standing Orders must be monitored to ensure strict compliance with their contents. *Masters please ensure compliance by their Deck Officers.*
4. Bridge VHF Volumes to be monitored to ensure an efficient listening watch is kept at all times. *Masters and Deck Officers please ensure this is carried out.*
5. Both main radars are to be continuously maintained in a full watch keeping mode on an appropriate range and with all relevant target data displayed. *Masters and Deck Officers please ensure this is complied with.*
6. Quartermasters are to be encouraged to take an active interest in the safe navigation of the vessel at all times and assist in maintaining the radars. *Masters and Deck Officers are to ensure compliance.*

Would all Masters please conduct a Bridge disciplinary meeting to

discuss and implement these recommendations and advise this office
when this has been carried out.

For and on behalf of
Maersk Marine Services

Marine and Safety Manager
26th September 2006

Follow up to Fleet Safety Alert : Ropax 005/2006

Following a close quarters situation that recently took place between two of our vessels the enquiry report made seven recommendations that we wish you to implement as outlined below.

1. Consideration should be given to establishing a cross channel separation scheme for the vessels operating on the Dover –Dunkerque route. *This has been discussed with the Masters on all three vessels and there would appear to be two main options one of which will be agreed by the Senior Masters and then referred to the other Cross Channel Operators for comment as requested by the MCA. A trial will then be conducted.*
2. Masters should remain on the Bridge on departure Dover until the Ship is passed the S. Goodwin buoy and they are satisfied that the ship can safely enter the Traffic Routeing System without embarrassing any other ships in the System. *Please implement this forthwith.*
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6. Quartermasters are to be encouraged to take an active interest in the safe navigation of the vessel at all times and assist in maintaining the radars. *Masters and Deck Officers are to ensure compliance.*

Would all Masters please conduct a Bridge disciplinary meeting to

discuss and implement these recommendations and advise this office
when this has been carried out.

For and on behalf of
Maersk Marine Services

Marine and Safety Manager
8th October 2006

Fleet Safety Alert : Ropax 006/2006

Following a close-quarters situation that recently took place between two of our vessels the enquiry report made seven recommendations.

Recommendation 1. involved the setting up of a Cross Channel routing system similar to that in use on the Dover/Calais route such that the Norfolk Line vessels always passed "red to red" i.e. "port to port" between the S. Goodwin Cardinal Buoy and the eastern edge of the main Channel Routing system.

The MCA were advised of our intentions and approved in principal. Following their advice both P. & O. Ferries and Seafrance have been advised of our intentions and provided with a chartlet showing this proposed route and have not raised any objections. The Senior Masters' have now discussed and approved the implementation of this routing system.

This routing system has been provided to each of the three Dover based vessels in the form of a chartlet clearly showing the co-ordinates which are as follows :-

1. A line is to be drawn connecting the CS4 Buoy and the MPC Buoy extending to the eastern edge of the N.E. Lane of the main channel separation scheme. This line gives a heading of 134° (T)/314°(T).
2. A second line is to be drawn parallel to this line and at a tangent to the circle around the CS4 Buoy on the N.E. side showing the area to be avoided thus giving the N.E. side of the Separation Zone.
3. A third line is to be drawn parallel to the first line but at a tangent from the S.W. side of the circle of avoidance around the CS4 Buoy thus giving the S.W. side of the Separation Zone. This gives a separation zone 0.6 miles in width.
4. Ships bound from Dover to Dunkerque are to pass to the S.W. of this Separation Zone on a course of 134°(T).
5. Ships bound from Dunkerque to Dover are to pass to the N.E. of this Separation Zone on a course of 314°(T).
6. A further Separation Zone is to be marked in from a position 0.5 miles due South of the S. Goodwin Cardinal Buoy to a tangent to the N. side of the avoidance area surrounding the CS4 Buoy and from 0.5 miles due South of the S. Goodwin Cardinal Buoy to a tangent to the South side of the avoidance area surrounding the

CS4 Buoy.

7. Ships proceeding from Dover to Dunkerque should therefore remain on the South side of this separation zone and Ships proceeding from Dunkerque to Dover should remain on the North side of this Separation Zone.

Please note all vessels are instructed not to encroach within the avoidance area surrounding the CS4 Buoy.

This routeing system is to be introduced for a trial period.

Would all three Dover based RoPax Ferries implement the use of this system commencing at 2359 hours on Sunday 8th - October 2006.

Marine and Safety Manager
6th October 2006