

Priscilla - voyage planning checklist



Voyage Planning

SMS Amsys

HFO Ships

Page 1 of 4

Standard form no. 03.1

Open this form in MS Excel to see additional information

Date of issue: 10 November 2015

keep available on the bridge

Consumptions, to be completed before departure

Voyage No (no/yyyy)

From

ETD

To

ETA

	Distance	Speed	Consumption
Outside ECA	<input type="text"/> NM	<input type="text" value="10"/> kn	<input type="text" value="0,0"/> mT HS
In ECA ¹	<input type="text" value="1290"/> NM	<input type="text" value="10"/> kn	<input type="text" value="30,0"/> mT LS
		Low-sulphur fuel consumed before entering ECA ²	<input type="text" value="0,0"/> mT LS
Total	<input type="text" value="1290"/> NM		<input type="text" value="30,0"/> mT LS
			<input type="text" value="30,0"/>
	on board	bunkering during voyage	Available ³
Low-sulphur fuel	<input type="text" value="74,5"/> mT	<input type="text" value="0,0"/> mT	<input type="text" value="74,5"/> mT
High-sulphur fuel	<input type="text" value="0,0"/> mT	<input type="text" value="0,0"/> mT	<input type="text" value="0,0"/> mT
Total fuel	<input type="text" value="74,5"/>	<input type="text" value="0,0"/>	<input type="text" value="74,5"/> mT

Low-sulphur fuel: the sulphur content should not exceed 0.10% m/m. This is not necessarily gasoil!
If it is not gasoil, ensure that sufficient fuel for aux engines and boilers is available!

Fr. water at departure m³

LubOil at deparure ltr

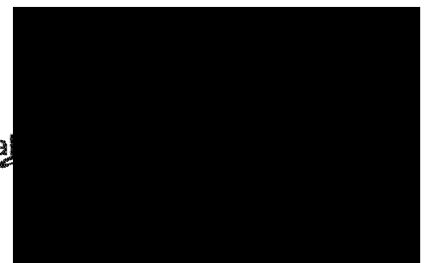
- 1) ECA= Emission Control Area, were only low-sulphur fuel may be used
- 2) consumption of low-sulphur fuel should be started prior to entry into an ECA, allowing sufficient time for the fuel oil service system to be flushed.
- 3) Low-sulphur fuel and total fuel: A warning is generated when available fuel is <110% of estimated consumption

Note: low-sulphur fuel may be used outside the ECA. Be aware that the energy in this fuel may be up to 10% less.

Requirements for specific areas

yes	Voyage within ship's trading area (see Minimum Safe Manning document)
yes	Voyage within ship's GMDSS area (see Cargo Ship Safety certificate)
yes	Voyage within area covered by insurance (Hull&Machinery + P&I)
no	Voyage to tropical area (if yes, check medicines on board)
no	Voyage in ice (if yes, check requirements for ice-class)

Master's signature for approval





Voyage Planning

SMS Amsys
Standard form no. 03.1

HFO Ships

Page 2 of 4
Date of issue: 10 November 2015
keep available on the bridge

Departure quay to pilotstation

Route in electronic chart:	Klaipeda	to	Silloth	Licenses and recent updates available	<input checked="" type="checkbox"/>
ALLS / ALRS: See ADP					
ASD (Pilots):	19	Navtex stations:	[J], [S], [I]		
Draught fwd:	5,00	Aft:	5,60 mtr	Stability, G'M:	0,63 mtr

1. Pilot yes no

Pilot embarking location Quayside

Pilot disembark. location Inside breakwaters

Contact Pilot station (indicate at which position, time, VHF channel etc.)

Klaipeda VTS, vhf ch 09

2. VHF channels / Reporting points

VTS areas from/to	bridge/lock	reporting point	Channel
Klaipeda VTS		Passing reporting point,	9

3. Minimum available waterdepth on planned track: <10 mtr

3a. Tidal information: see ATT

4. Air draught ship: 21,80 mtr

4a. Available airdraught: n/a

5. Special notes / instructions

Check before Departure "Departure checklist" form 01.1

6. Bowthruster may be switched off after: Captain's orders



Voyage Planning

SMS Amsys
Standard form no. 03.1

HFO Ships

Page 3 of 4
Date of issue: 10 November 2015
keep available on the bridge

Passage

Route in electronic chart:	Klaipeda	to	Silloth	Licenses and recent updates available	<input checked="" type="checkbox"/>
ALLS / ALRS:	See ADP				
ASD (Pilots):	18, 56, 57A, 52, 66B, 40	Navtex stations:	[I], [L], [O], [Q]		

1. Pilot yes no

Pilot embarking location n/a

Pilot disembark. location n/a

Contact Pilot station (indicate at which position, time, VHF channel etc.)

n/a

2. Fuel Changover during voyage no If yes, give details of start en completion point:

2.a Ballast exchange during voyage no If yes, insert details in ballast water record book

3. VHF channels / Reporting points

VTS areas from/to	bridge/lock	reporting point	Channel
Sound traffic (PR)		Prior to passing eastern reporting line	contact@sour
Sound traffic (sector 2)		Reporting line east	71
Sound traffic (sector 1)		Passing 55°50'00N	73
NOR VTS		Entering 12nm zone off Norway	16
Shetland Coastguard		1h Before passing Pentland Firth	16
Stornoway Coastguard (voluntary)		Northern reporting line	16
Stornoway Coastguard (voluntary)		Reporting point B	16
Stornoway Coastguard (voluntary)		Reporting point C	16
Stornoway Coastguard (voluntary)		Southern reporting line	16

4. Minimum available waterdepth on planned track: <10 mtr

4a. Tidal information: See ATT

5. Air draught ship: 21.80 mtr

5a. Available airdraught: 32 Mtr

6. Special notes / instructions

7. Bowthruster standby, engine ready for manoeuvring from: Captain's orders



Voyage Planning

SMS Amsys
Standard form no. 03.1

HFO Ships

Page 4 of 4

Date of issue: 10 November 2015
keep available on the bridge.

Pilotstation to arrival quay.

Route in electronic chart:	Klaipeda	to	Silloth	Licenses and recent updates available	<input checked="" type="checkbox"/>
ALLS / ALRS:	See ADP				
ASD (Pilots):	40	Navtex stations:	[O], [Q]		
Draught fwd:	5,00	Aft:	5,50 mtr	Stability, G'M:	0,63 mtr

1. Pilot yes no

Pilot embarking location 54°39'·28N 3°36'·21W

Pilot disembark. location Quayside

Contact Pilot station (indicate at which position, time, VHF channel etc.)

2. VHF channels / Reporting points

VTS areas from/to	bridge/lock	reporting point	Channel
Silloth Harbour Radio		54°42'·20N 3°34'·00W.	VHF 12
Silloth Harbour Radio		1NM from the Solway Lt buoy.	VHF 12

3. Minimum available waterdepth on planned track: <10 mtr

3a. Tidal information: See ATT

4. Air draught ship: 21,80 mtr

4a. Available airdraught: N/A

5. Special notes / instructions Check before arrival "arrival checklist" form no 2

Notice of ETA: Vessels should send their ETA messages to their agents at least 12h before arrival.

6. Bowthruster standby, engine ready for manoeuvring from: Captain's orders

Use attachments when more space is required !

Priscilla - risk assessment for watchkeeping and route planning

1. Ship sailing

1.1 Watchkeeping

Risk	Control measures	Reference
Unsuitable watchkeeper	Crew qualifications are controlled	SMS form 14, 15, 16, 17, 18 Safe Manning document
Watchkeeper not fit for duty	Alcohol and Drugs Policy, sufficient rest hours	SMS ch.2 Records of resthours
Equipment not properly adjusted	To be verified before departure	SMS form 01

1.2 Route planning

Risk	Control measures	Reference
Passing unsafe locations	Route to be inserted in ECDIS	SMS form 03
Mandatory routes not followed	Actual charts present in ECDIS, Actual nautical publications available. To be used in voyage planning	SMS chapter 9 SMS form 03
Encountering dangerous weather	Verify weatherforecast, insert navtex-stations in voyage planning	SMS form 01 SMS form 03
Navigating in area's were local knowledge is required	Need for pilot to be determined in the voyage planning, updated ASD en ALRS available	SMS form 03
Route planning based on old information	Licenses of publications to be checked in the voyage planning	SMS form 03

Priscilla - bridge watchkeeping routine and falsified hours of work and rest records



Work schedule

Working hours at sea

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	
Captain									+	+	+	+										+	+	+	+
Ch Mate						+	+	+	+									+	+	+	+				
Maroff	+	+	+	+										+	+	+	+								
Rating deck 1	+	+																					+	+	+
Rating deck 2/cook				+	+	+	+	+																	

Working hours in port

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	
Captain																									
Ch Mate																									
Maroff																									
Rating deck 1																									
Rating deck 2/cook																									

= rest

= bridge watch or outlook

= other working hours

The officer in charge of the navigational watch may be the sole lookout in daylight provided that, on each such occasion:

- 1 the situation has been carefully assessed and it has been established without doubt that it is safe to do so;
 - proximity of dangers to navigation; and
 - the attention necessary when navigating in or near traffic separation schemes; and
- 2 full account has been taken of all relevant factors, including, but not limited to:
 - state of weather;
 - visibility;
- 3 assistance is immediately available to be summoned to the bridge when any change in the situation so requires.

**RECORD OF HOURS OF REST**

jul 2018

IMO STCW 2010

Name of ship: Priscilla

IMO No: 9411745

Flag: The Netherlands

Seafar. (Full Name): [REDACTED]

Position (Rank): AB 1

Watchkeeper: YES



jul 2018		Periods of work are shaded																								Hours of work in 24h period	Hours of rest in 24h period	Comments	NOT TO BE COMPLETED BY THE SEAFARER																									
Date	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24				Hours of rest in any 24h period	Hours of rest in any 7d period																								
1-7-2018																											5,0	19,0		10,0	94,5																							
2-7-2018																												13,0	11,0		10,0	90,0																						
3-7-2018																												13,0	11,0		10,0	85,0																						
4-7-2018																												13,0	11,0		10,0	85,0																						
5-7-2018																												13,0	11,0		10,0	85,0																						
6-7-2018																												13,0	11,0		10,0	85,0																						
7-7-2018																												13,0	11,0		10,0	85,0																						
8-7-2018																												13,0	11,0		10,0	85,0																						
9-7-2018																												11,0	13,0		12,0	79,0																						
10-7-2018																												13,0	11,0		10,0	79,0																						
11-7-2018																												11,0	13,0		12,0	81,0																						
12-7-2018																												13,0	11,0		10,0	81,0																						
13-7-2018																												10,0	14,0		10,0	84,0																						
14-7-2018																												9,0	15,0		13,0	88,0																						
15-7-2018																												5,0	19,0		15,0	96,0																						
16-7-2018																												8,0	16,0		12,0	99,0																						
17-7-2018																												8,0	16,0		16,0	104,0																						
18-7-2018																												16,0	8,0	Emergency response (incl. suspension of rest by Master)	8,0	99,0																						
19-7-2018																												8,0	16,0		11,0	104,0																						
20-7-2018																												13,0	11,0		10,0	101,0																						
21-7-2018																												13,0	11,0		10,0	97,0																						
22-7-2018																												13,0	11,0		10,0	89,0																						
23-7-2018																												13,0	11,0		10,0	84,0																						
24-7-2018																												13,0	11,0		10,0	79,0																						
25-7-2018																												13,0	11,0		10,0	82,0																						
26-7-2018																												13,0	11,0		10,0	77,0																						
27-7-2018																												13,0	11,0		10,0	77,0																						
28-7-2018																												13,0	11,0		10,0	77,0																						
29-7-2018																												13,0	11,0		10,0	77,0																						
30-7-2018																												13,0	11,0		10,0	77,0																						
31-7-2018																												13,0	11,0		10,0	77,0																						
																								364,0	380,0																													

The following national laws, regulations and/or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

I AGREE THAT THIS RECORD IS AN ACCURATE REFLECTION OF THE HOURS OF WORK OR REST OF THE SEAFARER CONCERNED.

Name of master or person authorized by master to sign this record

Signature of master or authorized person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement under procedures established by:

The Netherlands
(name of competent authority)

**RECORD OF HOURS OF REST**

jul 2018

IMO STCW 2010

Name of ship: Priscilla

IMO No: 9411745

Flag: The Netherlands

Seafarer (Full Name): [REDACTED]

Position (Rank): AB-cook

Watchkeeper: YES



jul 2018		Periods of work are shaded																								Hours of work in 24h period	Hours of rest in 24h period	Comments	NOT TO BE COMPLETED BY THE SEAFARER			
Date	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24				Hours of rest in any 24h period	Hours of rest in any 7d period		
1-7-2018																											8,0	16,0		13,0	110,0	
2-7-2018																												8,0	16,0		13,0	110,0
3-7-2018																												8,0	16,0		13,0	112,0
4-7-2018																												8,0	16,0		13,0	112,0
5-7-2018																												8,0	16,0		13,0	112,0
6-7-2018																												8,0	16,0		13,0	112,0
7-7-2018																												8,0	16,0		13,0	112,0
8-7-2018																												8,0	16,0		13,0	112,0
9-7-2018																												5,0	19,0		19,0	115,0
10-7-2018																												8,0	16,0		13,0	115,0
11-7-2018																												5,0	19,0		19,0	118,0
12-7-2018																												8,0	16,0		13,0	118,0
13-7-2018																												8,0	16,0		13,0	118,0
14-7-2018																												8,0	16,0		13,0	118,0
15-7-2018																												9,0	15,0		13,0	117,0
16-7-2018																												9,0	15,0		14,0	113,0
17-7-2018																												8,0	16,0		15,0	113,0
18-7-2018																												14,0	10,0	Emergency response (incl. suspension of rest by Master)	10,0	104,0
19-7-2018																												8,0	16,0		12,0	104,0
20-7-2018																												8,0	16,0		10,0	104,0
21-7-2018																												8,0	16,0		13,0	104,0
22-7-2018																												8,0	16,0		13,0	105,0
23-7-2018																												8,0	16,0		13,0	106,0
24-7-2018																												8,0	16,0		13,0	106,0
25-7-2018																												8,0	16,0		13,0	112,0
26-7-2018																												8,0	16,0		13,0	112,0
27-7-2018																												8,0	16,0		13,0	112,0
28-7-2018																												8,0	16,0		13,0	112,0
29-7-2018																												8,0	16,0		13,0	112,0
30-7-2018																												8,0	16,0		13,0	112,0
31-7-2018																												8,0	16,0		13,0	112,0
		00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	250,0	494,0				

The following national laws, regulations and/or collective agreements governing limitations on working hours or minimum rest periods apply to this ship:

I AGREE THAT THIS RECORD IS AN ACCURATE REFLECTION OF THE HOURS OF WORK OR REST OF THE SEAFARER CONCERNED.

Name of master or person authorized by master to sign this record

Signature of master or authorized person

Signature of seafarer

A copy of this record is to be given to the seafarer. This form is subject to examination and endorsement under procedures established by:

The Netherlands
(name of competent authority)

Priscilla - logbook insert



Logbook insert

SMS Amsys
Standard form no. 31

Page 1 of 3
Date of issue: 01 Jan 2014
To be inserted in each deck log book

Ship's name: _____

This page is inserted in ship's log book No: _____

Working Language:

Working language on board is English. (defined in Ship's SMS Ch. 6)

Minimum Safe Manning Document:

Has the Minimum Safe Manning Document more than 1 table? Yes / No*

To be completed when more than 1 manning table is available:

The ship is manned according to table ___ from _____ until _____

The ship is manned according to table ___ from _____ until _____

The ship is manned according to table ___ from _____ until _____

* delete as applicable

Record of inspections and drills:

Inspections and drills have to be recorded in this logbook, even if they are already recorded in Marad or other files.

- Inspection of safety- and firefighting equipment
- Safety Drills
- Inspection of accommodation, provisions, freshwater and medical supplies

Record keeping during voyage:

Records in the logbook must contain sufficient detail to restore a complete record of the voyage. This includes, but is not limited to:

- Regular position fixings, from different sources
- Courses steered
- Distances sailed
- Weather and sea conditions
- Changes to voyage plan



Logbook insert

SMS Arsys
Standard form no. 31

Page 2 of 3
Date of issue: 01 Jan 2014
To be inserted in each deck log book

Bridge Watchkeeping Instructions

General

- Watch keeping must be done according to STCW code part A Ch.VIII.
- The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the safe navigation of the ship and for complying with the International Regulations for Preventing Collisions at Sea,
- Restricted visibility: take good notice of COLREGS rule 19.
- Follow the planned track, except when deviation is required to avoid a dangerous situation. Any change of the planned track should be approved by the master.

Composition of the watch

- Watchkeeping is basically done by 2 persons, refer to the watchkeeping schedule
- During one-man watch, the Bridge-Watch alarm should be switched on

Change of the watch

- Verify voyage planning and watchorder booklet for the coming watch
- Verify VHF; channel, volume and squelch
- Verify autopilot for safe and most economical settings.

The officer in charge of the navigational watch shall notify the master immediately:

- .1 if restricted visibility is encountered or expected;
- .2 if the traffic conditions or the movements of other ships are causing concern;
- .3 if difficulty is experienced in maintaining course;
- .4 on failure to sight land, or a navigation mark or to obtain soundings by the expected time;
- .5 if, unexpectedly, land or a navigation mark is sighted or a change in soundings occurs;
- .6 on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
- .7 if the radio equipment malfunctions;
- .8 in heavy weather, if in any doubt about the possibility of weather damage;
- .9 if the ship meets any hazard to navigation, such as ice or a derelict; and
- .10 in any other emergency or if in any doubt.

Additional instructions:

- A "watch order booklet" should be used to record instructions for the next watch(es).
- The master (or when relevant: chief engineer) may issue additional watchkeeping instructions, a copy should be kept in this book.

It should be clear when/were additional instructions apply, for example:

- Watchkeeping instructions bridge (sailing or at anchor)
- Watchkeeping instructions engine room (sailing)
- Watchkeeping instructions engine room (port)
- Watchkeeping instructions deck

Instructions should be drawn up in a clear and simple manner.

When an instruction contains information about ship's security, it should be kept confidential!



Logbook insert

SMS Amsys
Standard form no. 31

Page 3 of 3
Date of issue: 01 Jan 2014
To be inserted in each deck log book

GMDSS Logbook Instructions

Please follow the schedule below, and keep records in the GMDSS logbook of all checks and tests.

1. Daily

- (a) The proper functioning of the DSC facilities shall be tested at least once each day, without radiation of signals, by use of the equipments internal test facility.
- (b) Batteries providing a source of energy for any part of the radio installations shall be tested daily and where necessary, brought up to the fully charged condition.
- (c) All printers should be checked for correct operation and to ensure that there is a sufficient supply of paper for that day's operation.

2. Weekly

- (a) The proper operation of the DSC facilities shall be tested at least once a week by means of a test call, when within communication range of a coast station fitted with DSC equipment. Where a vessel has been out of communication range of a coast station fitted with MFDC equipment on a particular band for a period of longer than one week, a test call shall be made at the first opportunity when the vessel is within communication range of such a coast station.
- (b) It is recommended that a station-to-station test takes place using VHF DSC.
- (c) Where the reserve source of energy is not a battery (for example, a motor generator or uninterruptible power supply [UPS]), the reserve source of energy shall be tested weekly.

3. Monthly

- (a) Each EPIRB shall be examined to check-
 - (i) its capability to operate properly by carrying out a self test function (see manufacturers instructions) without using the satellite system.
 - (ii) security in its mounting, paying particular attention to its ability to float free (where required to do so) in the event of the vessel sinking, and
 - (iii) for signs of damage and/or painting
- (a) Each search and rescue radar transponder (SART) shall be tested in line with manufacturers instructions and shall be examined to check the integrity of its mounting and for signs of damage. Note: SARTs packed in liferafts can only be tested when the liferaft goes for service. DO NOT interfere with sealing of any liferaft.
- (b) Each survival craft two-way VHF equipment shall be tested at least once a month on a frequency other than 156.8 MHz (VHF Channel 16), unless the equipment is of a sealed type where such testing is not practical. (Manufacturers guidance should be followed). A test battery should be used where only sealed primary batteries are provided for use with the radios.
- (c) A check shall be made on the state of charge (if applicable) security of mounting and condition of all batteries providing a source of energy for any part of a radio installation. The battery connections and compartment shall also be checked and general maintenance carried out, if required:
- (d) It is recommended to visually check all antennas for security of mounting and visible damage to cabling. All Insulators and feed-throughs should be cleaned to *remove* accumulated salt and dirt. Ensure equipment is switched off and isolated before carrying out work on any antenna.