

## 9.1 VOYAGE PLANNING

The crew must take into account all pertinent information to help ensure the voyage goes as planned. Each Officer of the Watch is responsible to ensure that a voyage plan (APPENDIX Q – Voyage Plan) has been completed prior to departure and arrival.

**The members of the wheel house will double check the chart corrections and voyage plans to verify accuracy.**

- When a vessel receives orders for a voyage, the following items shall be checked and the voyage plan filled out when applicable. For self-propelled vessels of 1600 or more gross tons, no person may cause a vessel to enter into or get underway on the navigable waters of the United States unless no more than 12 hours before entering or getting underway, the equipment designated in Reference A has been tested. The departure stamp shall be used in addition to the voyage plan.
  - Check the planned route for proximity to hazards and known environmentally sensitive areas (noted on charts, publications and maps).
  - Check information on charts and publications, including Coast Pilot, Light List and Local Notice to Mariners for each port of departure and port of call.
  - Complete appropriate equipment checks and take vessel security precautions.
  - Calculate speeds and estimated times of arrival at proposed waypoints.
  - Complete standing orders (closest points of approach, special conditions, critical maneuvers, etc.).
  - Verify vessel equipment and personnel are in compliance with Navigation Procedures and Watch Standing/Manning requirements as outlined in the Safe Operations Manual.
- The voyage plan shall be used to meet further requirements as follows:
  - To pre-plan the voyage in order to accommodate anticipated conditions.
  - To communicate and record the orders for the vessel.
  - To accommodate the requirements of the USCG Regulated Navigational Area for the coastwise and inland areas from Philadelphia north to Maine per CFR Part 165.100.
- The Voyage Plan is a checklist to aid wheelhouse personnel in planning the safe navigation of the vessel. The following guidelines will assist you in completing this form:
  - **ETD, Current at Dep.**

ETD is the time you estimate leaving the dock. If you receive orders at 1400 for a 1700 departure, you would record the current at 1700.

- **Vessel Drafts Fore, Aft**

This information will give you some idea of how the vessel will handle and assist in the next step.

- **Minimum Under Keel Clearance & Location**

Calculate the vessel's under keel clearance for its draft over the anticipated route and insert the minimum clearance the unit will have and the location of same. Note: Coast Pilot recommends that a minimum of 2' under keel clearance is maintained at all times.

- **Air Draft Restrictions**

If applicable indicate the clearance of the lowest bridge to be encountered on the trip.

- **Pilot Required**

Indicate if you need a pilot and if so, has one been ordered. If no pilot is required, check if the wheelhouse personnel have the required recentcy/pilotage.

- **Equipment Check**

- Make sure that the steering, radar, engine controls, navigation lights and any other required navigational equipment is fully operational.
- Ensure emergency power is available and that alignment to it is understood.
- Ensure navigational references are available.
- Ensure the anchoring system is available for immediate use.
- If you are in a VTS area, check the space provided. Indicate also what VHF channels you will be monitoring.
- Ensure communication equipment is operating.
- The auto pilot alarm (alert if manual override does not take effect) must be checked for proper operation. If so, insert a check in the space provided.
- Confirm the appropriate load line is visible on the hull, and considering anticipated water densities along the route, that the vessel's loading will not submerge the load line. If the planned route requires a change in the vessel's manning status, note at which point in the voyage the changes must take place.

- **Weather Consideration**

Indicate the projected weather conditions for the duration of the anticipated voyage.

- **Captain Advisories and Trip Notations**

Indicate any special instructions for the voyage including specific waypoints, ETA's, locations for security calls, closest point of approach to navigational hazards, what do if the vessel encounters fog, etc. **The use of fixed structures is strictly prohibited as plotting points for all BMI vessels.**

- **Completed By**

The Wheelhouse person providing the information completes this section. At the change of the watch the person coming on reviews and initials, etc.

- **Destination**

Record where the vessel will dock and at which berth. When arriving at an offshore location, note the block number and rig name.

- **ETA, Current at Arrival, Time of next slack water**

Provide information for your projected arrival similar to item # 6.3.1.

- **Weather conditions at sea**

Provide projected weather information for time of arrival.

- **Pre-Arrival Equipment Checks**

Vessels 1600 GT and greater must verify equipment checks prior to entering the navigable waters of the U.S. in accordance with Reference A.

- **Remarks**

Enter any additional information or comments about the voyage.

- If there is a navigational incident during the voyage (damage, near miss, etc.), the voyage plan must be submitted with the incident report and a copy maintained aboard.