

MOL LNG Transport	File	7.0
11 Forms	Rev	01
M . / Bil . / C	Date	01.10.20
- Master / Pilot Information Exchange	Rel By	Akihiro Yamauchi

NAV001 -

Ins	structions
1.	Follow the guidance from SMS 04-01-03 (Bridge Watchkeeping), 04-02-06 (UKC) and 04-09-06 (ECDIS).
2.	In the event of failure of Master ECDIS - Secondary (Backup) ECDIS shall take load and perform full functionality.
3.	The backup method for ECDIS is a second independent unit including separate GPS inputs.
4.	This colour denotes an entry cell in the table.
5.	Whichever items not applicable, mention 'NO' instead of 'N/A'.
6.	Frequency / report / retention – refer to SMS 03-03-03

			SMS <u>03-03-03</u>	<u>.</u>				
Vessel Particu	lars							
Port	Corpus (Christi, U	JSA	Arrival / Dep	parture	Arrival	Dat	e 07 /08/202
Vessel name	LNG FUKURO	OKUJU	Call sign	C6BU3		IMO Number		6986
Port of registry	NASSAL	J	Flag	BAHAMAS		Year built	2016	
Displacement (t)	91,991		L.O.A. (m)	293.00m g	61' 3"	Draught FWD (m)		9.50M 3
Deadweight (t)	58,089		Breadth (m)	100	0' 5"	Draught M	10010 3000	9.90m 3
Gross tonnage (t)	127,242		Bulbous bo		'es	Draught Al		10.30 M 33
Port anchor (shackle		14	Stbd ancho		14			m / 15 fathoms)
Vessel's SWL			SWL of ve		•	Bollard (t)	150)
information for	fittings fo				•	Sunken bit		
Tug		-		8	•	Chock (t)	146	010
	Max. per	rmissible	pushing loa	ad to Tug		Side shell		
	pushing				•	Aft shell (t)	(-/	
Last port	Dunkirk,	<u> </u>		Tel. (870	0) 7737	02480 Fax	10000	0) 78324551
					*			·
48.9 m)	Loaded Ballast	Paralle 146.0 126.0	(m)	Min. UKC)	(m)		68.74 (m
Engine								
Type of engine	Steam T			Maximum po		26,800	(kW) 36,	
	RPM /	Speed	(knots)		1 -			450 (HP
					1000	RPM /		450 (HP
- 11 A1 1	pitch	Loaded			ŗ	oitch		450 (HP
	42	Loaded 12.9	13.2	Full Astern	F	oitch 12		<mark>450 </mark> (HF
Half Ahead	42 35	12.9 10.7	13.2 11.0	Half Astern	F 2	pitch 42 35		450 (HF
Half Ahead Slow Ahead	42 35 28	12.9 10.7 8.6	13.2 11.0 8.9	Half Astern Slow Astern	3 2	0itch 42 85 28		
Half Ahead Slow Ahead Dead Slow Ahead	42 35 28 23	12.9 10.7 8.6 7.0	13.2 11.0 8.9 7.3	Half Astern Slow Astern Dead Slow A	stern 2	bitch 42 85 28 NIL		Ahead Powe
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI	42 35 28 23 M	12.9 10.7 8.6 7.0 18.69/3	13.2 11.0 8.9 7.3 88.72	Half Astern Slow Astern Dead Slow A Max. number	stern 2	bitch 42 85 28 23 NIL secutive sta		
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to	42 35 28 23 M	12.9 10.7 8.6 7.0 18.69/3	13.2 11.0 8.9 7.3	Half Astern Slow Astern Dead Slow A	stern 2	bitch 42 85 28 23 NIL secutive sta		Ahead Powe
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to Steering	42 35 28 23 M	12.9 10.7 8.6 7.0 18.69/3	13.2 11.0 8.9 7.3 88.72 1020	Half Astern Slow Astern Dead Slow A Max. number Time limit as:	astern 2 r of contern (min	bitch 42 85 28 23 NIL secutive sta	irts	Ahead Powe
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to Steering Rudder (numbers)	42 35 28 23 M full astern	Loaded 12.9 10.7 8.6 7.0 18.69/3 (sec)	13.2 11.0 8.9 7.3 88.72 1020 Fixed Pito (Mariner to	Half Astern Slow Astern Dead Slow A Max. number Time limit as ch Propeller type)	stern 2 r of contern (min	oitch 42 85 28 NIL secutive sta	nrts ngle (°)	Ahead Powe NIL
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to Steering Rudder (numbers) Time from Hard-Ov	42 35 28 23 M full asterr	Loaded 12.9 10.7 8.6 7.0 18.69/3 (sec)	13.2 11.0 8.9 7.3 88.72 1020 Fixed Pito (Mariner to	Half Astern Slow Astern Dead Slow A Max. number Time limit as: ch Propeller type) Rudder	stern 2 r of contern (min	oitch 32 35 28 23 NIL secutive sta n) NIL Maximum ar	ngle (°)	Ahead Power NIL 45°
Full Ahead Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to Steering Rudder (numbers) Time from Hard-Ov Steering Idiosyncra Propellers (number)	42 35 28 23 M full asterr	Loaded 12.9 10.7 8.6 7.0 18.69/3 1 (sec) Type	13.2 11.0 8.9 7.3 88.72 1020 Fixed Pito (Mariner to (sec) s	Half Astern Slow Astern Dead Slow A Max. number Time limit as: ch Propeller cype) Rudder a Minimun	angle for	oitch 12 15 18 18 18 19 19 19 19 19 19 19	ngle (°) fect (°)	Ahead Power NIL 45° 0° 1.1
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to Steering Rudder (numbers) Time from Hard-Ov	42 35 28 23 M full asterr	12.9 10.7 8.6 7.0 18.69/3 (sec) Type rd-Over	13.2 11.0 8.9 7.3 88.72 1020 Fixed Pito (Mariner to (sec) s	Half Astern Slow Astern Dead Slow A Max. number Time limit as: ch Propeller type) Rudder a Minimun Right	angle for	oitch 42 85 28 NIL secutive sta n) NIL Maximum ar or neutral effing speed (kr	ngle (°) fect (°) nots) pitch?	Ahead Power NIL 45° 0° 1.1 NIL
Half Ahead Slow Ahead Dead Slow Ahead Engine Critical RPI Time full ahead to Steering Rudder (numbers) Time from Hard-Ov Steering Idiosyncra Propellers (number)	42 35 28 23 M full asterr 1 ver to Harasies 1 1	12.9 10.7 8.6 7.0 18.69/3 (sec) Type Td-Over NIL Direct Bow p	13.2	Half Astern Slow Astern Dead Slow A Max. number Time limit as: ch Propeller type) Rudder a Minimun Right	angle for	oitch 12 15 18 18 18 19 19 19 19 19 19 19	ngle (°) fect (°) nots) pitch?	Ahead Power NIL 45° 0° 1.1 NIL

Shallow contour /2	vigation and bace up: ECD on-board	Flags ARPA ARPA AIS Water / G Steering Mooring I FURUNC Available Available ECDIS Ckup mean If and appli	laster / Pilo	Model ENC u AlO up Back-u ation? (if y	yes, detail abou	ss Erron / RC aphs Axis (character) 1	(select) acteristics &2: FMD 3 MD3200 6wk/2022 6wk/2022 CDIS ckup	01.′ All Yan Drs 3300,	01 10.20 kihiro mauchi
X-Band radar S-Band radar GPS Speed log Navigation lights Mooring winches ECDIS Maker ENC update available AIO update available Primary means of nav Is ECDIS the primary procedure) Main Back- Local warnings held of NAVAREA IV Any non-standard cor Contours / depths at Safety contour Shallow contour SCAMIN Alvantary Alvantar	vigation and bace up: ECD on-board	Flags ARPA ARPA AIS Water / G Steering Mooring I FURUNC Available Available ECDIS Ckup mean If and appli	gear ines s of naviga Back-up cable for the	Model ENC u AlO up Back-u ation? (if y	Compass Sys Gyro Compas Rudder / RPM Engine telegra Single / Dual Manoeuvring updated till up yes, detail about	ss Erron / RC aphs Axis (character) 1	Rel By or (°) •.• OT indicate (select) acteristics &2: FMD 3 MD3200 6wk/2022 6wk/2022 6wk/2022 6wk/2022	Al Yam	kihiro mauchi
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Is ECDIS the primary procedure) Main Back- Local warnings held of NAVAREA IV Any non-standard cor Contours / depths at Safety contour /3 Shallow contour /2 SCAMIN Allo	and bac pup: ECD on-board nfiguration	ckup mean S , Secon d and appli on of ECD	cable for the	ation? (if y NAVTOR I nis pilotag	yes, detail abou	it bac	kup	`	Yes
procedure) Main Back- Local warnings held of NAVAREA IV Any non-standard cor Contours / depths at Safety contour /3 Shallow contour /2 SCAMIN All	on-board on-board on-board on-board on-board	and appli	cable for the	nis pilotag	20				100
Local warnings held of NAVAREA IV Any non-standard cor Contours / depths at Safety contour /3 Shallow contour /2 SCAMIN All	on-board	d and appli	cable for th	nis pilotag	ge (if yes, detail	belov			
NAVAREA IV Any non-standard cor Contours / depths and Safety contour /3 Shallow contour /2 SCAMIN AND AND AND AND AND AND AND AND AND AN	nfiguration	on of ECD			ge (ii yes, detaii	belo)		Yes
Contours / depths at Safety contour /3 Shallow contour /2 SCAMIN All	nd othe		IS (if yes, o	datail bala			<i>N</i>)		1e>
Contours / depths at Safety contour /3 Shallow contour /2 SCAMIN All	nd othe		IS (if yes, o	datail bala					
Contours / depths at Safety contour /3 Shallow contour /2 SCAMIN All	nd othe		io (ii yes, t		2147)				NIL
Safety contour /3 Shallow contour /2 SCAMIN All	3.0 M	er settings		detail beit)VV)				1-16
Safety contour /3 Shallow contour /2 SCAMIN Alv	3.0 M	r settinas							
Safety contour /3 Shallow contour /2 SCAMIN All	3.0 M	r settings							
Shallow contour /2 SCAMIN Alv		i oottiiigo		0 ()		10 -			
SCAMIN Al			Safety d			3.0 M			
78. B. (1888)	2.0 m			Deep co		99.0			
FCDIS unit available	ways off	f		AIO / MS	SI / MIO	Well	l received	and p	rope
	for Pilot	No. 1	Usage of	f User Ma	ap / Mariner's	Yes			
20210 01111 011011010		ECDIS			dicated ECDIS				
Equipment defects r	relevant		-1	THE SECOND					
	0.010		an iguaron						
NIL									
Passage plan check		l informat							
Passage plan agreed		M	Minimun	n expecte	d UKC				
Speed agreed		A	Ocean p	assage (8	50% of deepest	drau	ght)		
Tide / current confirm	ed	M	Fairways (20% of deepest draught)					M	
Expected weather dis		4	Inside ports (10% of deepest draught)					A	
Traffic condition discu		M		ocal regulations discussed				D	-
LNG cargo status	100Cu		Locario	Jaiationo	dicodocca			2000	
	allast Co	ndition	Tank cou	ndition (C	as Free / Inerted / C	20000	t Up / Cold	Cold	
Loaded / Dallast	allast CC	maillon	/ Loaded)	idition (Ga	is rice / illerted / C	345560	T Op / Cold	Colu	
Terminal criteria for	berthin	ig / unber							
Terminal Name				Chenier	e Corpus Chris			d	
	Criteria	1			Actua	l con	dition		
Wind speed	Less th	an 20 kno	ts				11 kts		
Wave height		irrent : Les		nots)	0. 6 lets				
Visibility		nan 2 NM			21 NM				
Berthing speed		an 15 cm/	S						
Final Decision (Enter /		AND DESCRIPTION OF THE PARTY OF	****	[Inherthing)					
Date of decision	07 /08		an / Ouspend		decision		1505	5-151	5
	11.01	dd/mm/yyyy	/					nh:mm	
	lyised of	f the location	on of:	• Life	acket				4
Has the Pilot been ad	WISCU O				boat				V
Has the Pilot been ad	Wisca of		num UKC			oliano	ce with		K
ALL PRODUCTION OF THE PROPERTY		of the minir	OILO	.o oo ma	anoa in com	Jaiic			
Has the Pilot been ad Has the Pilot been inf	formed o	of the minir							
Has the Pilot been inf company's UKC Polic	formed o			rictions ma	noeuvring populieri	ties la	cal warnings	etc.)	
Has the Pilot been inf	formed o cy? ails (e.g.			rictions, ma	noeuvring peculiari	ties, lo	cal warnings,	, etc.)	

MPX



MOL LNG Transport 11 Forms

File 7.0

Rev 01

Date 01 10

	NIAV/	001 Mact	or / Dilot In	formation Ev	change	Date	01.10.20	
	NAV	JUT - Maste	er / Pilot III	formation Ex	Change	Rel By	Akihiro Yamauchi	
Originating Authorit	у							
Contact name		as Pilots			VHF cha	nnel	16 / 12	
Other means of conta			** *	// Tel: -				
Pilot Boarding / Dise								
Date of arrival at pilot	boarding s	tation /		me of arrival	at pilot boa	rding station	/5:00	
Position Pilot will boar	rd 2h	17.3N, 096	mm/yyyy				hh:mm	
Embarkation side		arboard		Approaching Sp	red	10 kts		
Boarding arrangemen						ve water (m)	4 4	
boarding arrangemen	C	imbiliation S	tarboard sid	le	ricigiit abo	vo water (iii)	2.5M	
Other instructions	No	thing in po	uticular					
Disembark instruction	s Side	Side Port Arrangement		t Shore Gangway			-52.8N -16.0W	
Parth / Unharthing a	nd Tua Do					017		
Berth / Unberthing a			orthing					
ntended berth / unbe	rtn and ben	ining / unbe	erming	Corpus	Christi, LNG	Terminal (C)	MENIERE)	
prospects		Port		Tug arrang				
Side alongside Estimated transit time	to /	1001			nformed to	Pilot		
rom berth	: 107	52h 54m					(t) Bollard 15	
Tom bern		14 11		SWL of vessel's bollard for Tug (t) Supplement Supplement				
Tug rendezvous posit	ion	W=-77/4-2					Chock 146	
rug rendezvous posii	27-5	0.3N, 097-	02.8W					
Number of tugs		3						
Total bollard pull	5	10X3 = 240	Т					
Are line handling boa		100		-				
available?	13	Yes		P			\rightarrow	
Local Weather and	Sea Condit	ions						
Tidal information		e see Tide	& Current	- / -				
naar innomination	table				C ARANSAS	3/0 1		
Expected Currents	Pleas	e see Tide	& Current		749 - 1825		CC LAQUINTA	
Forecast Weather	Pleas	e see attac	ched	1531 - 1821			1635-1821	
	Weat	her Foreca	st					
Details of the Passa	ge Plan (ind	luding abort	points / emerg	gency plans)				
Entering Corpus Christi Chann Pass Breakwater at 27- Cantion when in Turning B	49.9N, 097-0 asin at 27-52	2.0W .6N, 097-15.	7ω					
Regulations (including				ance, max. allow	able draft)			
Call Aransas Pilot at leas			- AP Buoy.					
Maximum Allowable Draft	: /2.19m (40 A)						
Other Important Det	ails (includin	g navigationa	l hazards, ves	ssel movement)			M. 放弃人在5条	
		gga						
Nothing in particular								
Mooring lines lowered	d to water le	evel?	Yes	If ves, heigh	aht from wa	ter level (m)	lm	
Order of mooring (ente			2/3/3	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	AFT 2/3/			
		Spring	/ Breast / He	ead/Stern				
Number of mooring li	nes at a tim	e 2						
Signatures		Inu						
D:1 1 (A)		Pilot (B)			Master			
Pilot (A)								
Name		Name	Matth	ew White	Name	LEE, Song	Ung	
		Name	Matth	ew White	Name Signature		Ung	