MOL	MOL LNG Transport	File	7.0
	11 Forms	Rev	01
	NAV001 - Master / Pilot Information Exchange	Date	01.10.20
		Rel By	Akihiro Yamauchi

Instructions

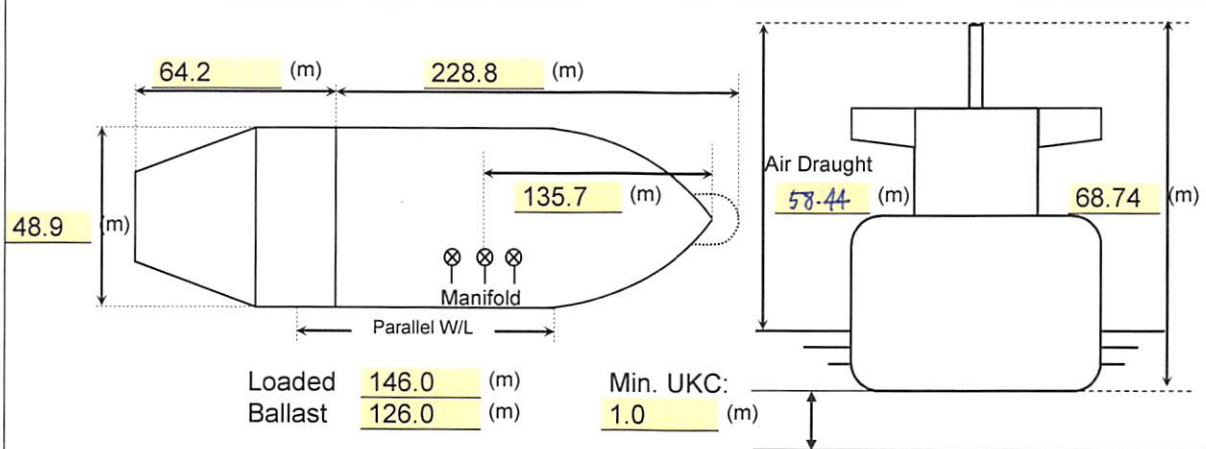
1.	Follow the guidance from SMS 04-01-03 (Bridge Watchkeeping), 04-02-06 (UKC) and 04-09-06 (ECDIS).
2.	In the event of failure of Master ECDIS – Secondary (Backup) ECDIS shall take load and perform full functionality.
3.	The backup method for ECDIS is a second independent unit including separate GPS 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.

Vessel Particulars

Port	Corpus Christi, USA		Arrival / Departure	Arrival	Date	07/08/2022 (dd/mm/yyyy)	
Vessel name	LNG FUKUROKUJU	Call sign	C6BU3	IMO Number	9666986		
Port of registry	NASSAU	Flag	BAHAMAS	Year built	2016		
Displacement (t)	91,991	L.O.A. (m)	293.00m 961' 3"	Draught FWD (m)	9.50m	31' 2"	
Deadweight (t)	58,089	Breadth (m)	48.90m 160' 5"	Draught MID (m)	9.90m	32' 5"	
Gross tonnage (t)	127,242	Bulbous bow (Yes / No)	Yes	Draught AFT (m)	10.30m	33' 8"	
Port anchor (shackles)	14	Stbd anchor (shackles)	14	(1 shackle = 27.4m / 15 fathoms)			

Vessel's SWL information for Tug	Max. permissible SWL of vessel's steel fittings for Tug	• Bollard (t)	150
		• Sunken bit (t)	150
		• Chock (t)	146
	Max. permissible pushing load to Tug pushing point	• Side shell (t)	85
		• Aft shell (t)	85

Last port	Dunkirk, France	Tel.	(870) 773702480	Fax	(870) 783245512



Loaded 146.0 (m)
Ballast 126.0 (m)

Min. UKC: 1.0 (m)

Engine

Type of engine	Steam Turbine			Maximum power	26,800	(kW)	36,450	(HP)
	RPM / pitch	Speed (knots) Loaded	Ballast		RPM / pitch			
Full Ahead	42	12.9	13.2	Full Astern	42			
Half Ahead	35	10.7	11.0	Half Astern	35			
Slow Ahead	28	8.6	8.9	Slow Astern	28			
Dead Slow Ahead	23	7.0	7.3	Dead Slow Astern	23	NIL	% of Ahead Power	
Engine Critical RPM		18.69/38.72		Max. number of consecutive starts			NIL	
Time full ahead to full astern (sec)		1020		Time limit astern (min)			NIL	

Steering

Rudder (numbers)	1	Type	Fixed Pitch Propeller (Mariner type)	Maximum angle (°)	45°
Time from Hard-Over to Hard-Over (sec)	s			Rudder angle for neutral effect (°)	0°
Steering Idiosyncrasies	NIL			Minimum steering speed (knots)	1.1
Propellers (number)	1	Direction of turn	Right	Controllable pitch?	NIL
Thrusters (number)	1	Bow power (kW / HP)	2,000/2,700	Stern Power (kW / HP)	NIL

Equipment checked and ready for use

Anchors with lashing / stopper	☑	VHF (including handheld)	☑	Echo Sounder	☑

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Whistle	☑	Flags	☑	Compass System	☑
X-Band radar	☑	ARPA	☑	Gyro Compass Error (°) 0.0	☑
S-Band radar	☑	ARPA	☑	Rudder / RPM / ROT indicators	☑
GPS	☑	AIS	☑	Engine telegraphs	☑
Speed log	☑	Water / Ground	☑	Single / Dual Axis (select)	☑
Navigation lights	☑	Steering gear	☑	Manoeuvring characteristics	☑
Mooring winches	☑	Mooring lines	☑		

ECDIS

Maker	FURUNO	Model	1&2: FMD 3300, 3: FMD3200
ENC update available	Available	ENC updated till	26WK/2022
AIO update available	Available	AIO updated till	26WK/2022
Primary means of navigation	ECDIS	Back-up	ECDIS

Is ECDIS the primary and backup means of navigation? (if yes, detail about backup procedure) Main Back-up : ECDIS , Second Back-up : NAVTOR PC	Yes
Local warnings held on-board and applicable for this pilotage (if yes, detail below)	Yes
NAVAREA IV	
Any non-standard configuration of ECDIS (if yes, detail below)	NIL

Contours / depths and other settings

Safety contour	13.0 m	Safety depth	13.0 m
Shallow contour	12.0 m	Deep contour	99.0 m
SCAMIN	Always off	AIO / MSI / MIO	Well received and properly layered

ECDIS unit available for Pilot	No. 1 ECDIS	Usage of User Map / Mariner's Mark in Pilot's dedicated ECDIS	Yes

Equipment defects relevant to safe navigation

NIL

Passage plan checks / local information exchange

Passage plan agreed	☑	Minimum expected UKC	
Speed agreed	☑	Ocean passage (50% of deepest draught)	☑
Tide / current confirmed	☑	Fairways (20% of deepest draught)	☑
Expected weather discussed	☑	Inside ports (10% of deepest draught)	☑
Traffic condition discussed	☑	Local regulations discussed	☑

LNG cargo status

Loaded / Ballast	Ballast Condition	Tank condition (Gas Free / Inerted / Gassed Up / Cold / Loaded)	Cold

Terminal criteria for berthing / unberthing

Terminal Name		Cheniere Corpus Christi LNG Terminal
	Criteria	Actual condition
Wind speed	Less than 20 knots	11 kts
Wave height	N/A(Current : Less than 2 knots)	0.6 kts
Visibility	More than 2 NM	2.1 NM
Berthing speed	Less than 15 cm/s	–
Final Decision (Enter / Suspend Berthing – Sail / Suspend Unberthing)		

MPX Date of decision	07 /08 /2022 (dd/mm/yyyy)	Time of decision	1505 - 1515 (hh:mm)

Has the Pilot been advised of the location of:	• Lifejacket	☑
	• Lifeboat	☑
Has the Pilot been informed of the minimum UKC to be maintained in compliance with company's UKC Policy?		☑

Other important details (e.g. berthing / unberthing restrictions, manoeuvring peculiarities, local warnings, etc.)

Nothing in particular

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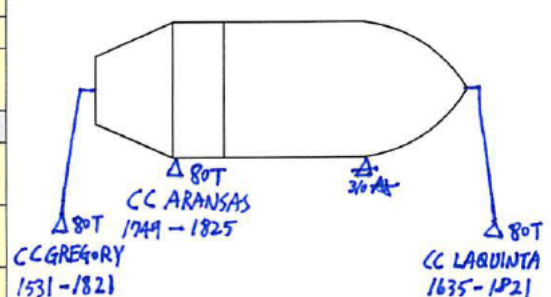
Originating Authority			
Contact name	Aransas Pilots	VHF channel	16 / 12
Other means of contact	E-mail: [redacted] // Tel: [redacted]		

Pilot Boarding / Disembark Instructions						
Date of arrival at pilot boarding station	10/3/2022 (dd/mm/yyyy)	Time of arrival at pilot boarding station	15:00 (hh:mm)			
Position Pilot will board	27-47.3N, 096-57.2W					
Embarkation side	Starboard	Approaching Speed	10 kts			
Boarding arrangement	Combination Starboard side	Height above water (m)	2.5M			
Other instructions	Nothing in particular					
Disembark instructions	Side: Port	Arrangement: Shore Gangway		Position: 27-52.8N 097-16.0W		

Berth / Unberthing and Tug Details			
Intended berth / unberth and berthing / unberthing prospects	Corpus Christi, LNG Terminal (CHENIERE)		
Side alongside	Port	Tug arrangement	
Estimated transit time to / from berth	02h 54m	• To be informed to Pilot.	
		• SWL of vessel's bollard for Tug (t)	Bollard 150T Sunken bit 150T Chock 146T
Tug rendezvous position	27-50.3N, 097-02.8W		
Number of tugs	3		
Total bollard pull	80X3 = 240T		
Are line handling boats available?	Yes		



Local Weather and Sea Conditions	
Tidal information	Please see Tide & Current table
Expected Currents	Please see Tide & Current table
Forecast Weather	Please see attached Weather Forecast

Details of the Passage Plan (including abort points / emergency plans)

Entering Corpus Christi Channel at 27-48.6N, 096-59.7W
Pass Breakwater at 27-49.9N, 097-02.0W
Caution when in Turning Basin at 27-52.6N, 097-15.7W

Regulations (including VTS reporting, anchor / look-out attendance, max. allowable draft)

Call Aransas Pilot at least 4 hours before arrival at AP Buoy.
Maximum Allowable Draft : 12.19M (40ft)

Other Important Details (including navigational hazards, vessel movement)

Nothing in particular

Mooring lines lowered to water level?	Yes	If yes, height from water level (m)	1m
Order of mooring (enter number)	FWD 2/3/3	AFT 2/3/3	
	Spring / Breast / Head/Stern		
Number of mooring lines at a time	2		

Signatures					
Pilot (A)		Pilot (B)		Master	
Name		Name	Matthew White	Name	LEE, Song Ung
Signature		Signature	[redacted]	Signature	[redacted]