

20 February 2009

Captain *****
M/Y *****

PASSAGE INFORMATION FOR M/Y *****

CYPRUS TO AUSTRALIA – ESTIMATED TIME OF DEPARTURE 1400UTC (1600 Local), Sat 7 Mar 09

This passage information is split into a number of sections to aid in the planning and execution of the transit of M/Y ***** from Limassol, Cyprus to Brisbane, Australia.

Information within this briefing docket does not relieve the Captain of his responsibility to maintain the safe navigation of the vessel at all times and check all data supplied.

Da Gama cannot be held responsible for the final accuracy of this document and the information offered.

The common factors taken into account for this passage are:

Transit speed 13 kts, thus 312nm per day
Fuel consumption underway 600 ltrs per hour, 14,400 ltrs per day
Fuel consumption alongside on generators 1500 ltrs per day
Re-fuel time alongside of 6-10 hours (120,000 ltrs)
Sailing at 100% tank capacity
Fuel alert at 25% (40,000 ltrs) remaining

It is assumed the yacht will sail at 1600 local on Fri 7 Mar with the intention of joining the convoy south through the Suez Canal on the evening of the 8/9 Mar.

The report is sectioned as follows: (click each section to jump to that point)

[Route and port timings](#)
[Route waypoints and Territorial limits](#)
[Charts and publications required for passage](#)
[Fuel consumption spreadsheet](#)
[Environmental docket](#)
[Security evaluation](#)
[Advice on the execution of the passage](#)

Feedback – It is requested that during the passage, a daily positional e-mail be sent to routing@da-gama.co.uk to allow us to monitor the progress and forward any necessary updates to the passage. Any questions or points should also be directed to this e-mail address.

Section 1 – Route and Port Timings

1. Working on the assumption that the vessel will maintain a steady 13 kts at sea and on the advice provided by the Captain for intended re-fuel locations and time alongside, the following anticipated timing for port visits and transits are:

LOCATION	ETA (ZULU) (Local)	ETD (ZULU) (Local)	APPROXIMATE DISTANCE TO NEXT PORT (nm)	ANTICIPATED FUEL CONSUMPTION (Ltrs)
LIMASSOL	-	071400Z MAR (071600)	207	
PORT SAID	080600Z MAR (080800)	082200Z MAR (090001)	2010	
SALALAH	151030Z MAR (151430)	160800Z MAR (161200)	1700	106,000
GALLE	211630Z MAR (212200)	230400Z MAR (230930)	1500	80,000
SINGAPORE	280630Z MAR (281430)	290630Z MAR (291430)	1000	75,000
BALI	011330Z APR (012130)	030900Z APR (031700)	1000	51,000
DARWIN	062200Z APR (070730)	082300Z APR (090830)	2000	52,000
BRISBANE	151000Z APR (152000)	-	-	94,700

2. Time Zone shifts are advised as follows:

Limassol – Zone B (-2)

- Port Said and Suez – No change
- Tues 10 Mar advance to Zone C (-3)
- Sat 14 Mar advance to Zone D (-4)
- Salalah – Zone D (-4)
- Thur 19 Mar advance to Zone E½ (-5½)
- Galle – Zone E½ (-5½)
- Mon 23 Mar advance to Zone F (-6)
- Wed 25 Mar advance to Zone G (-7)
- Fri 27 Mar advance to Zone H (-8)
- Singapore – Zone H (-8)
- Bali – Zone H (-8)
- Sat 4 Apr advance to Zone I ½ (-9½)
- Darwin – Zone I ½ (-9½)
- Fri 10 Apr advance to Zone K (-10)
- Brisbane – Zone K (-10) (reverting from L(-11) on Sun 5 Apr)

[Back to top](#)

Section 2 – Route Waypoints

1. *This section would contain a list of the waypoints for the proposed track serving as a hard copy back up that could be drawn onto the paper charts, however the route can also be provided by electronic means which are simply loaded onto your ECDIS for instant execution.*
2. Captains are reminded that it is their responsibility to check the accuracy of a supplied route as Da Gama are unable to take responsibility once a route leaves our system. Any amendments to the track by the vessel Captain or crew would negate the quality of our product.
3. Territorial limits. In accordance with the Annual Summary of Notice to Mariners 2009, the recognised Countries Territorial Limits as deemed by UK Flag vessels for those countries being passed or entering on this passage are:

Egypt	12nm
Saudi Arabia	12nm
Sudan	12nm
Eritrea	12nm
Djibouti	12nm
Yemen	12nm
Somalia	200nm
Oman	12nm
India	12nm
Sri Lanka	12nm
Malaysia	12nm
Singapore	3nm
Indonesia	12nm
Australia	12nm
Papua New Guinea	12nm

[Back to top](#)

Section 3 – Charts and Publications required

1. The charts required for this passage number over 140 therefore the intention will be to discuss this requirement and where necessary provide either the entire folios or individual charts.

Chart Folios required:

Chart folios required for this passage are numbers, 24, 30, 32, 41, 42, 45, 46, 60, 63, 66.

Publications required are:

Pilots and sailing directions: NP's 13, 15, 21, 30, 31, 34, 35, 36, 38, 49, 64

Admiralty Tide tables: Vol 2, 3 and 4

Admiralty List of Radio Signals: Vol 6(3) and 6(4)

Admiralty List of Lights and Fog Signals: NP's 77, 78, 79, 83

Admiralty Digital Radio Signals: Area: 4, 5, 6, 7

Admiralty Raster Chart CD's: 4, 5, 6, 7 with associated licences

Admiralty Vector Chart CD's: 10, 11, 12, 14, 27, 28, 29, 30 with associated licences

Admiralty Total tide electronic (ATT): 5, 6, 7, 10

3. Please contact us to confirm your present holding and thus requirement for purchase of the remaining paper or digital publication.

[Back to top](#)

Section 4 – Fuel Consumption Graph

See the enclosed Excel Spreadsheet.

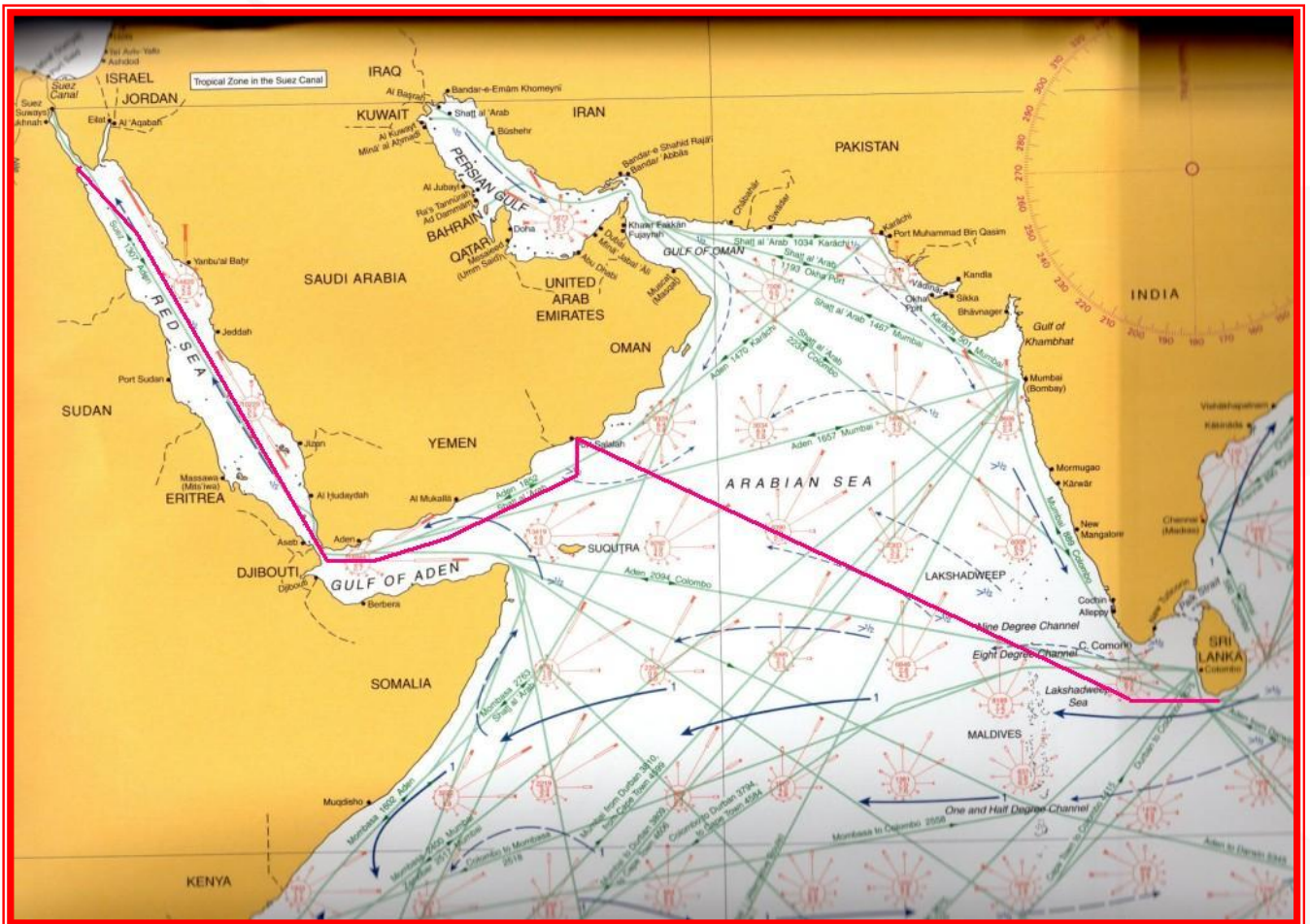
1. Simple to use spreadsheets can be provided that work on the rate of consumption we hold for your vessel and which will allow you to monitor fuel burn rates and thus immediate review of whether above or below the expectations along the route. Re-fuel stops are already entered with the quantity pre-ordered but as the graph shows the progress of the vessel, this rate will be easy to amend if more or less fuel is required at the next port of call.

[Back to top](#)



Section 5 – Environmental Docket

1. The pictures below provide a general overview of the likely conditions expected during the passage. They are based on historical data and not to be considered as an accurate forecast for this passage, however, provision of the vessels daily position to routing@da-gama.co.uk will allow a more comprehensive update to be passed. Alternatively, vessels are advised to log in to www.yachtweather.com who will be able to provide a more thorough advice for an additional charge.



Picture 5.1

Picture 5.1 shows the approximate route of the vessel through the Red Sea, Gulf of Aden, into Salalah and then across the Arabian Sea to Galle. The anticipated weather is expected as being:

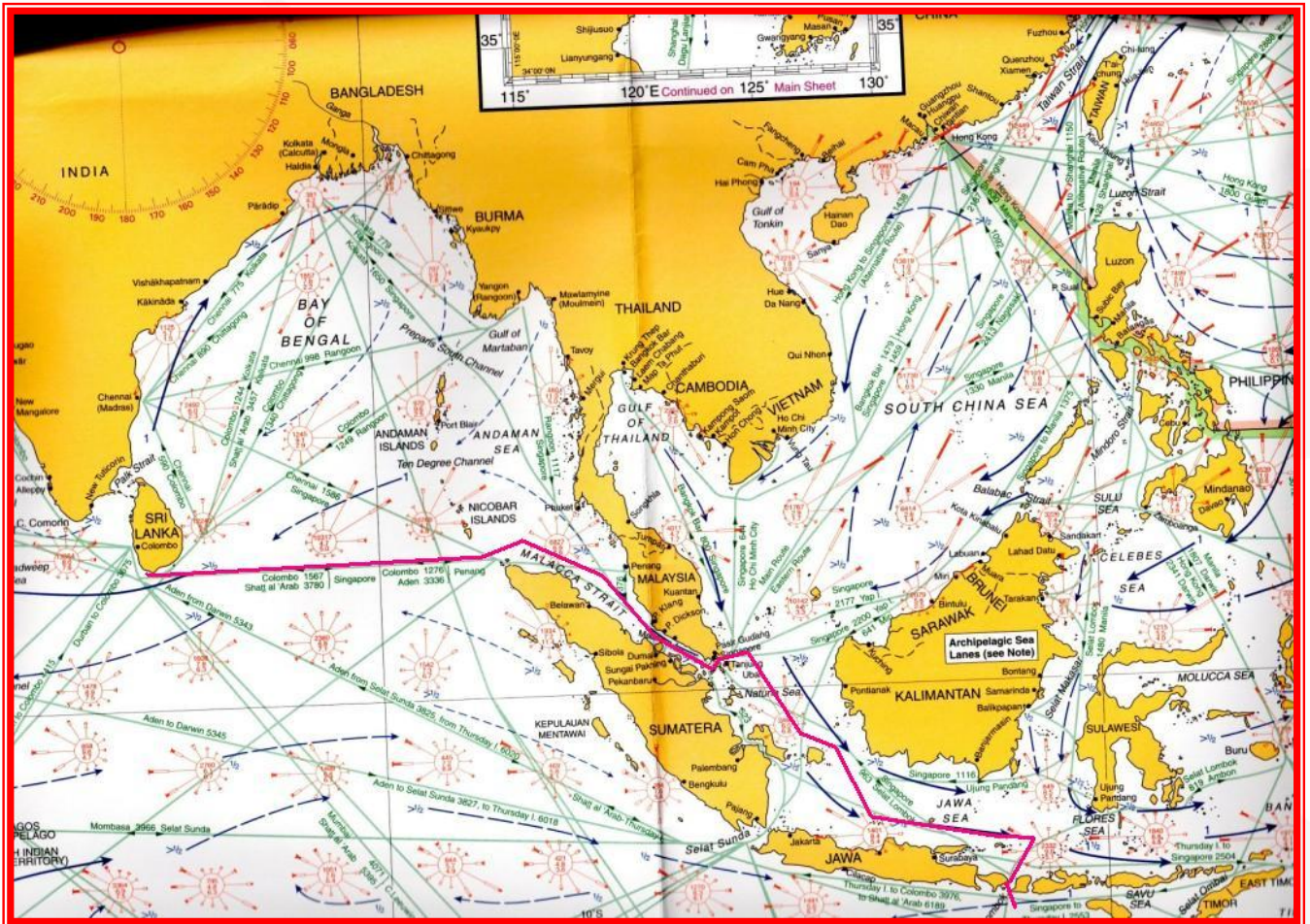
Wind: NW'y initially in the Red Sea up to Force 5, becoming more SE'y as the vessel approaches the Gulf of Aden. Further head winds from the E force 3-4 will be likely during the transit past Yemen however these will ease as you close Salalah. NE'y becoming N'y winds force 2-3 are probable during the transit of the Arabian Sea

Weather: Fine weather with little cloud is expected throughout. Any rain encountered will be in the form of showers and may be heavy.

Sea State: Likely to remain calm to slight however depending on the strength of the NE'y winds there is the possibility of a long swell developing across the Arabian sea.

Visibility: On passage through the Red Sea this will vary depending on the proximity of land where dust and haze are likely. Again on entering the Gulf of Aden dust is likely close inshore otherwise conditions will be good to very good especially as the vessel transits the Arabian Sea.

Current: Throughout the Red Sea this will be against the vessel at approx ½ kt but easing in the more open waters of the Gulf of Aden and Arabian Sea. On closing Sri Lanka this may increase to just under 1kt. If passing the Eight degree Channel, it is advisable to keep closer to Minicoy Island than the Maldives.



Picture 5.2

Picture 5.2 shows the approximate route of the vessel from Galle, across the Bay of Bengal to the Malacca Straits and into Singapore. The anticipated weather is expected as being:

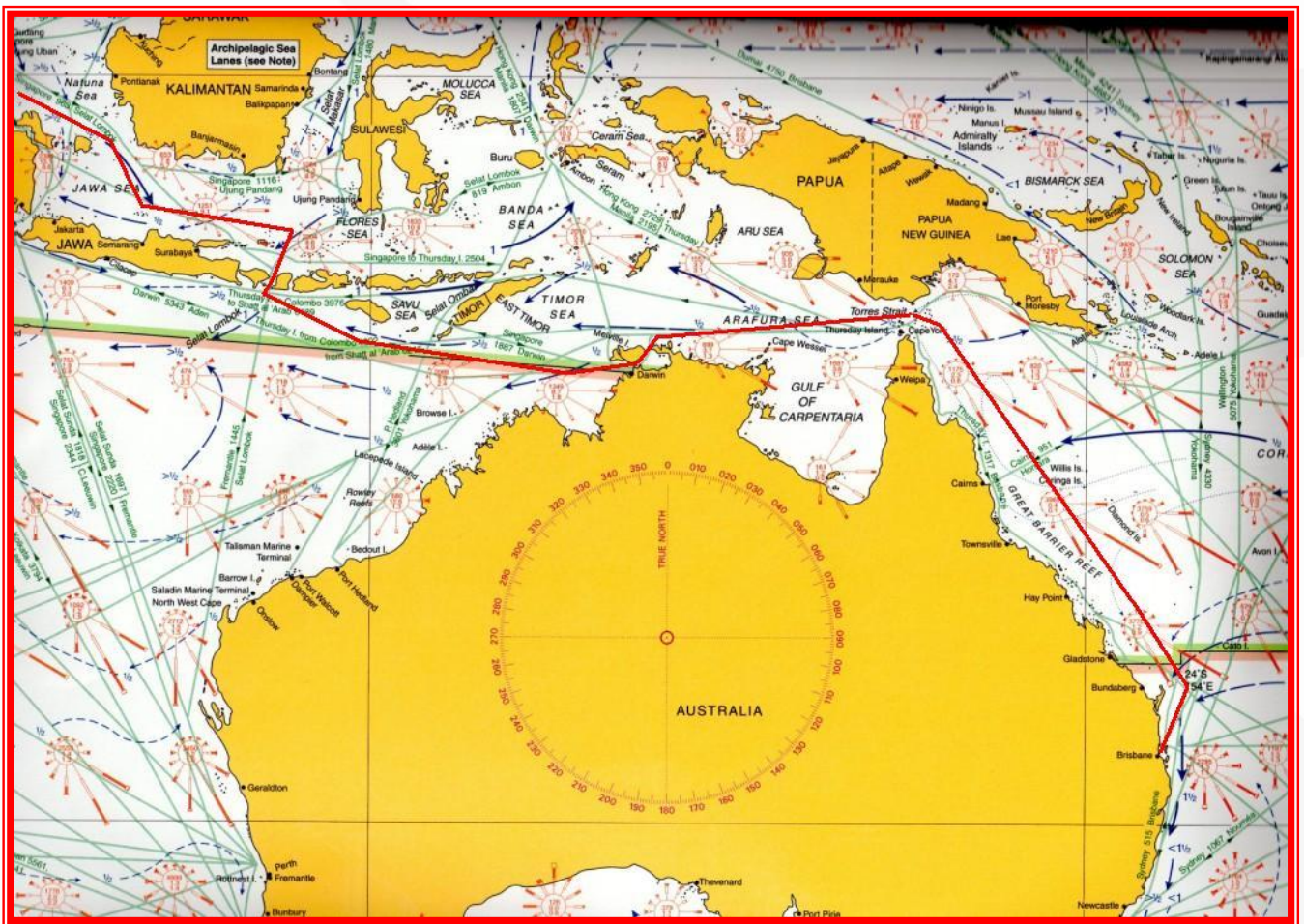
Wind: Across the Bay of Bengal are more prevalent from the NE (North East Monsoon) at Force 2-3 however towards the end of March these shift to become SW'ly Force 3-4 and will be more likely to push the vessel East. Entering the Malacca Straits these will ease further and can become cyclonic.

Weather: Generally fine with only small amounts of cloud and little or no rain although this is likely to increase as the vessel closes the Sumatran coast.

Sea State: Likely to remain calm although again, depending on the direction of the wind there is the potential for a swell to develop from the SW which will ease as the vessel closes the Malacca Straits. Once into this strait, it is unlikely the sea will develop into much.

Visibility: As for the Arabian Sea, this should remain good but decrease on approaching land with off shore winds bringing haze and dust.

Current: Initially against the vessel at up to 1kt this will ease towards the end of the month and on approaching the Malacca Straits becoming counter clockwise around the Bay of Bengal. Approaching the Straits will see an increase from the SE although this will strengthen with tidal stream at the more constrained areas of the Strait.



Picture 5.3

Picture 5.3 shows the approximate route of the vessel through the Jawa Sea, via Bali into the Savu and Timor Sea to Darwin before continuing passage across the Arafura Sea, Torres Strait and down past the Great Barrier Reef into Brisbane. The anticipated weather is expected as being:

Wind: On sailing from Singapore, the winds are likely to be light to NE'ly Force 2-3 but as the vessel transits further to the SE, these winds will veer to be against you potentially force 3-4 and are likely to remain so along the top of the Indonesian islands. Passing into the Savu Sea will keep the wind against the vessel from the SE force 3-4 remaining so through to Darwin. From

there to Brisbane it is a fight against the wind all the way with winds increasing in strength particularly through 'funnel' areas. Along the NE coast stronger winds are likely off shore.

Weather: Variable with a mixture of rain showers and sunshine.

Sea State: Likely to be low in the Jawa Sea with a current flowing to the SE pushing the vessel but being into wind potentially creating a choppy sea. With numerous fishing and small vessels around, a good lookout is required. Entering the Savu sea will give wind and stream in the same direction but stronger winds may well generate a significant swell although this being the start of the seasonal change it may be the best time to transit.

Visibility: Will vary in the rain but off shore should be good decreasing as the vessel closes land. SE'ly winds along the Torres Strait and East coast of Australia should bring good visibility.

Current: With the exception of the Jawa sea and it's SE'ly flowing current, all others will be against the vessel but should remain less than 1kt.

[Back to top](#)

Section 6 – Security Evaluation

1. Working closely with professional security consultants, we are able to provide a number of services within the Security Evaluation ranging from a standalone overview of your passage route with potential high risk areas through to the provision of additional manpower to provide a visible security deterrent at the danger areas.
2. Considering the different packages available it is advised that we discuss this matter further in a phone or web conversation at the first available opportunity.

[Back to top](#)



Section 7 – Advice on the execution of the passage

1. The following advice is offered for the execution of the passage:
 - a. **Check Fixing and Fixing.** Position should always be double-checked using at least 2 different sources, including astro observations if required. Check-Fix intervals for *ECDIS* navigation (or other automated plotting aids using *GPS / DGPS* or equivalent) are **Ocean Navigation.** In *Ocean Navigation*, the interval between manual check *Fixes* should not be greater than 30 minutes.
Coastal Navigation. In *Coastal Navigation*, the interval between manual check *Fixes* should not be greater than 30 minutes, but a *RIO (Radar image Overlay)* coastline alignment check should be carried out at not more than 15 minute intervals between *Fixes*.
Pilotage. In *Pilotage*, check *Fixes* should be plotted at least once per leg and at intervals of not more than 6 minutes on long legs.

(‘*Coastal Navigation*’ is deemed (depending on circumstances and the size of vessel involved) to be *Navigation* at distances between about 2 *n. miles* and 15 *n. miles* from the *Limiting Danger Line (LDL)*. ‘*Ocean Navigation*’ is deemed to be *Navigation* at distances greater than 15 miles from the *LDL*.)
 - b. **SOA Checks.** A check should be made against a *Passage Graph* to ensure that the overall passage speed is being maintained.
 - c. **Managing Fuel State.** A graph should be maintained of fuel usage against ETA to ensure that the quantity of fuel remaining matches the expected fuel .
 - d. **Application of Compass Settings.** As the passage proceeds, changes may require to be made to the gyro compass for *Latitude*. If there is a large change of *Magnetic Latitude*, a check ‘swing’ to compare the *Gyro* and *Magnetic Compasses* may be needed to establish new (*Magnetic Deviations*)
 - e. **Unpredicted Magnetic Deviations.** Unpredicted *Deviations* may indicate a local *Magnetic Anomaly* or a defect in the *Magnetic Compass*.

[Back to top](#)