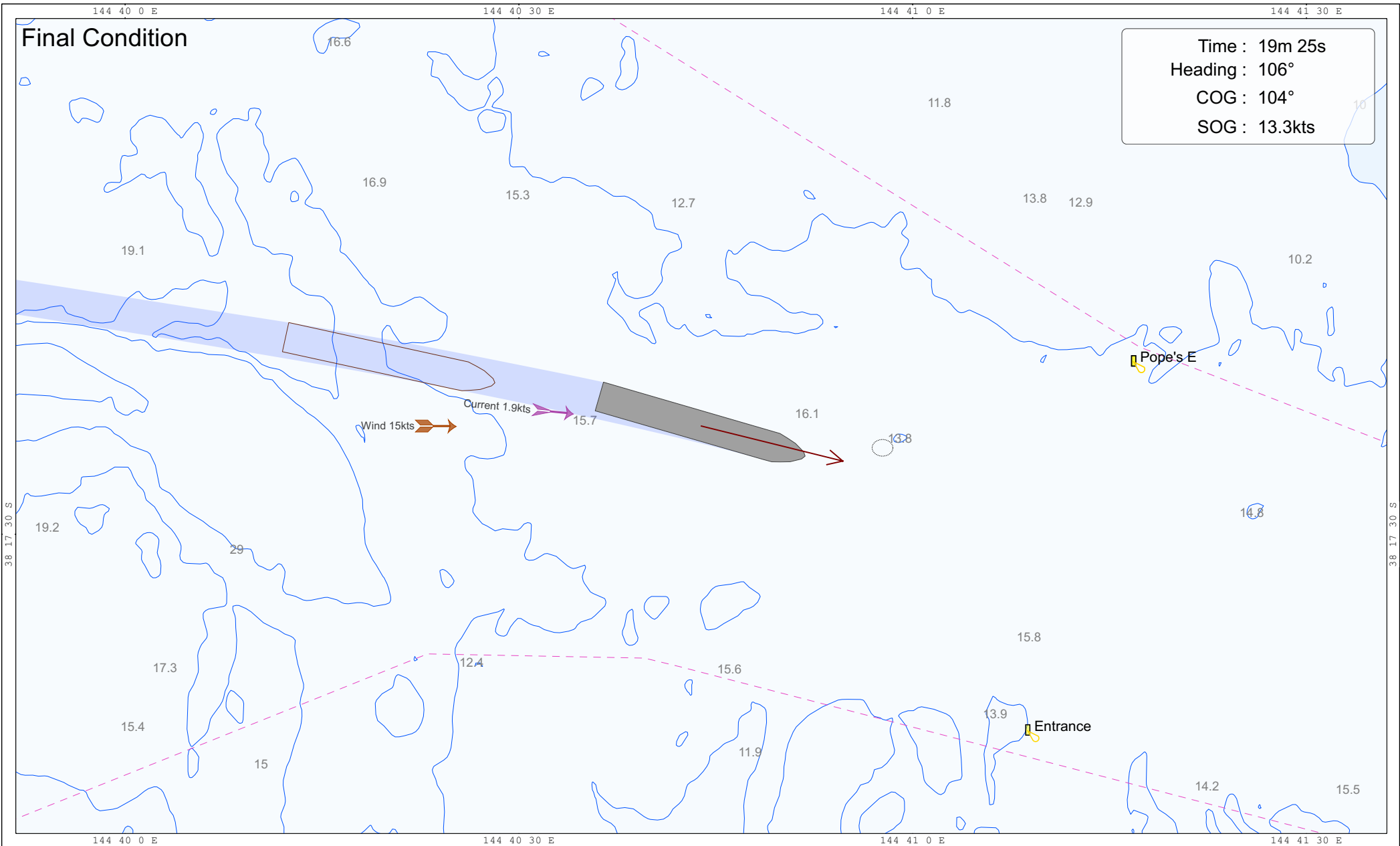
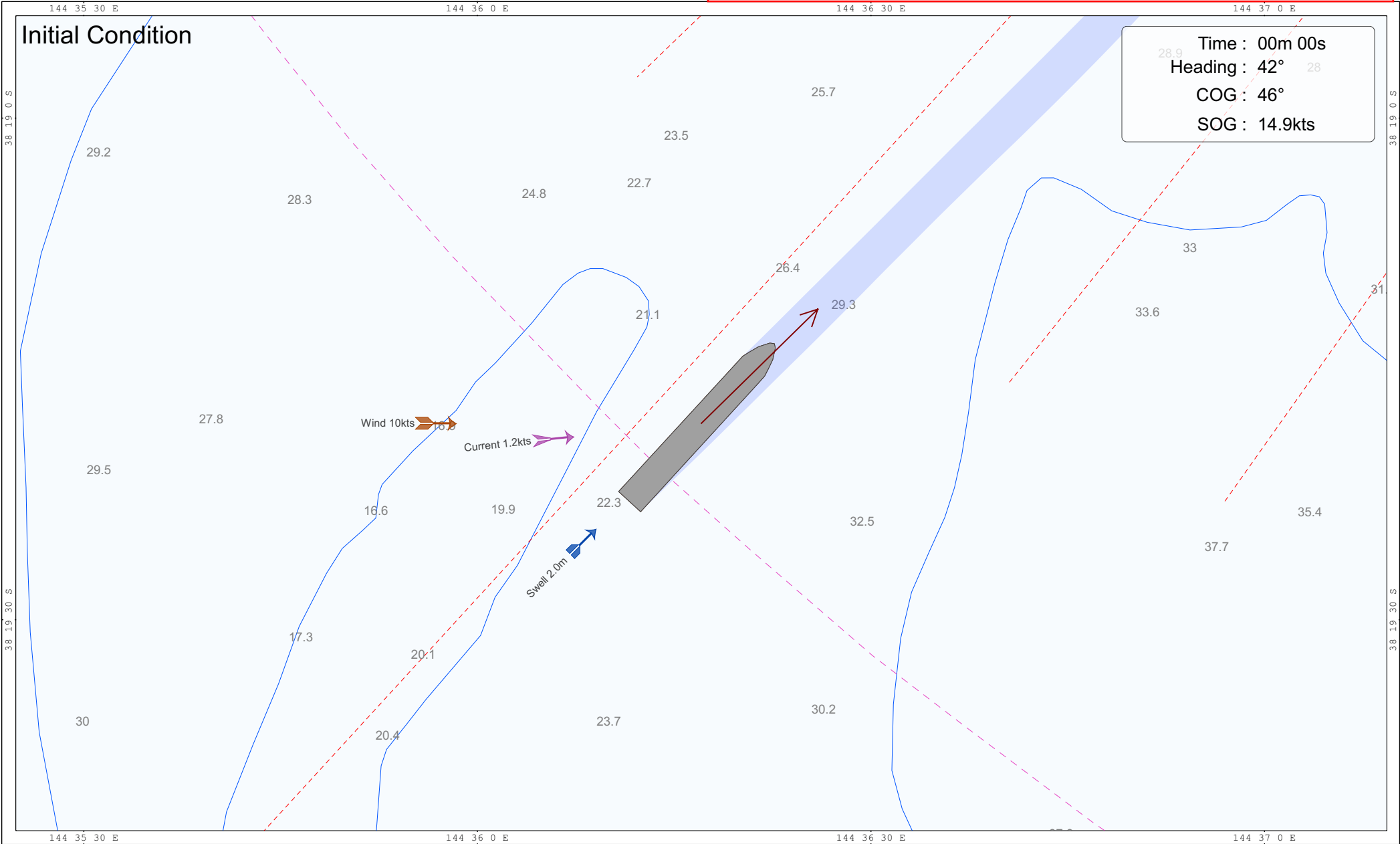


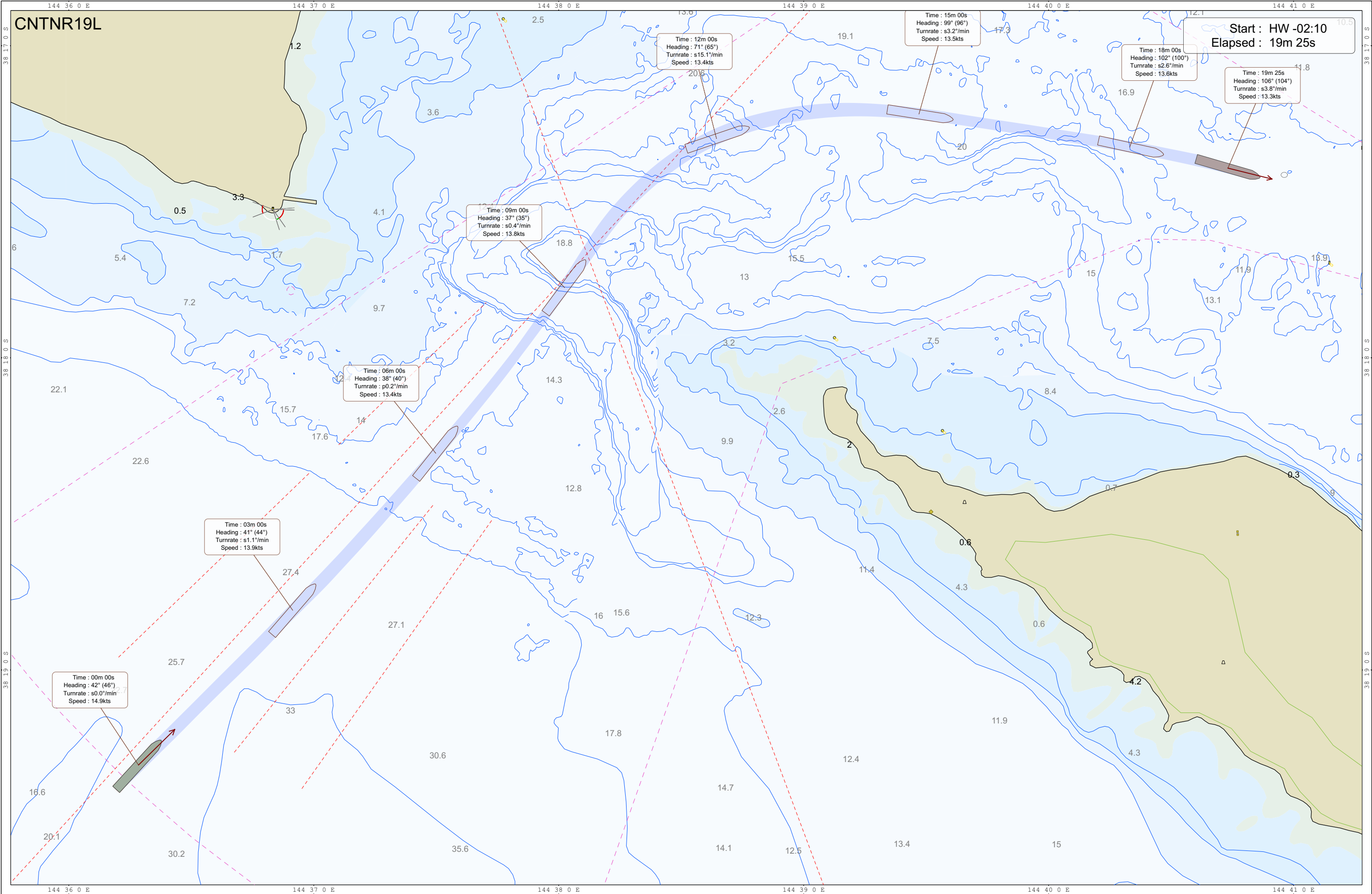
DAY 2

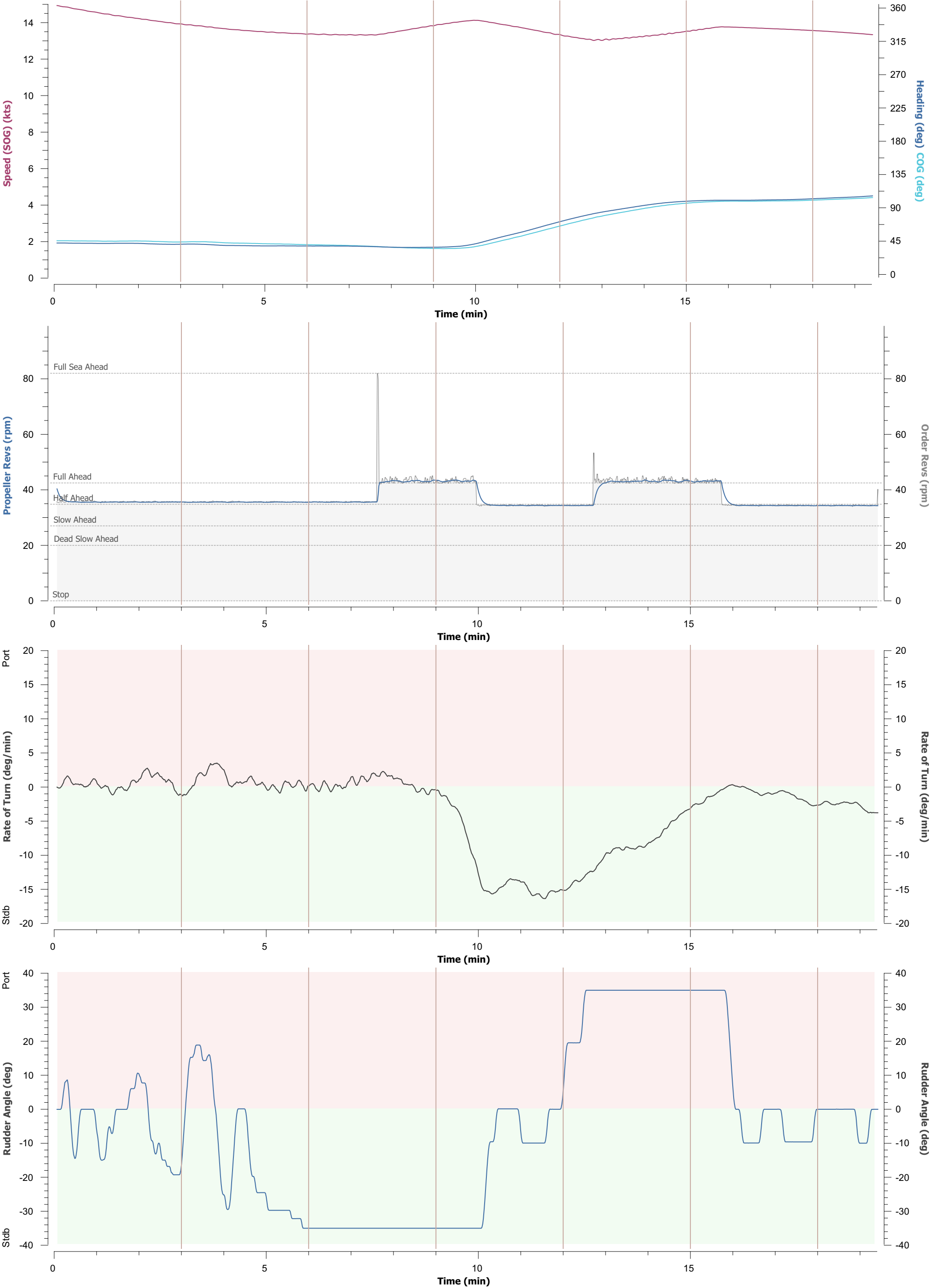
22 November 2016

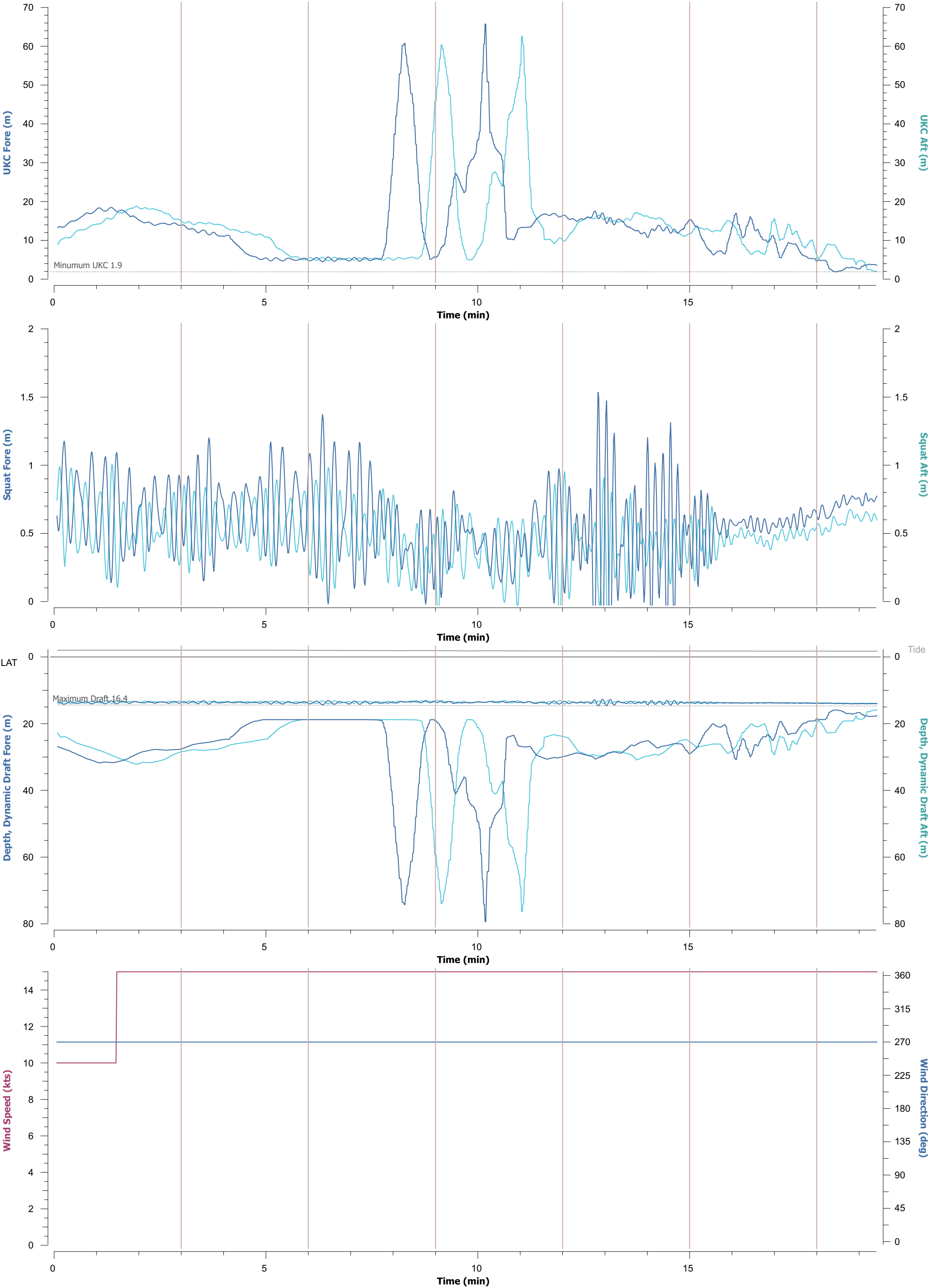
Details		Comments
Model : CNTNR19L	Area : melbourne_161121	CNTNR19L Inbound from Sea. Wind: W x 15kts. Swell: SW x 2.0m @ 10s.Tide: HW -02:10. Current: 3.0 knots Flood. Amended Bathymetry and Current Vessel speed restricted to Half Ahead as vessel constrained by DUKC (Draft 15m) . <div>Required helm hard over for a considerable amount of time to counter rotation, with engine kicked to assist. Considerable bottom effect hampering manoeuvrability. Everything on the limit.</div>
Model Name : CNTNR19L	Wind : 15kts from 270°	
Dimension : 398m x 55m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 2.9kts to 26°	
	Tide : 2.01m (HW -02:10)	

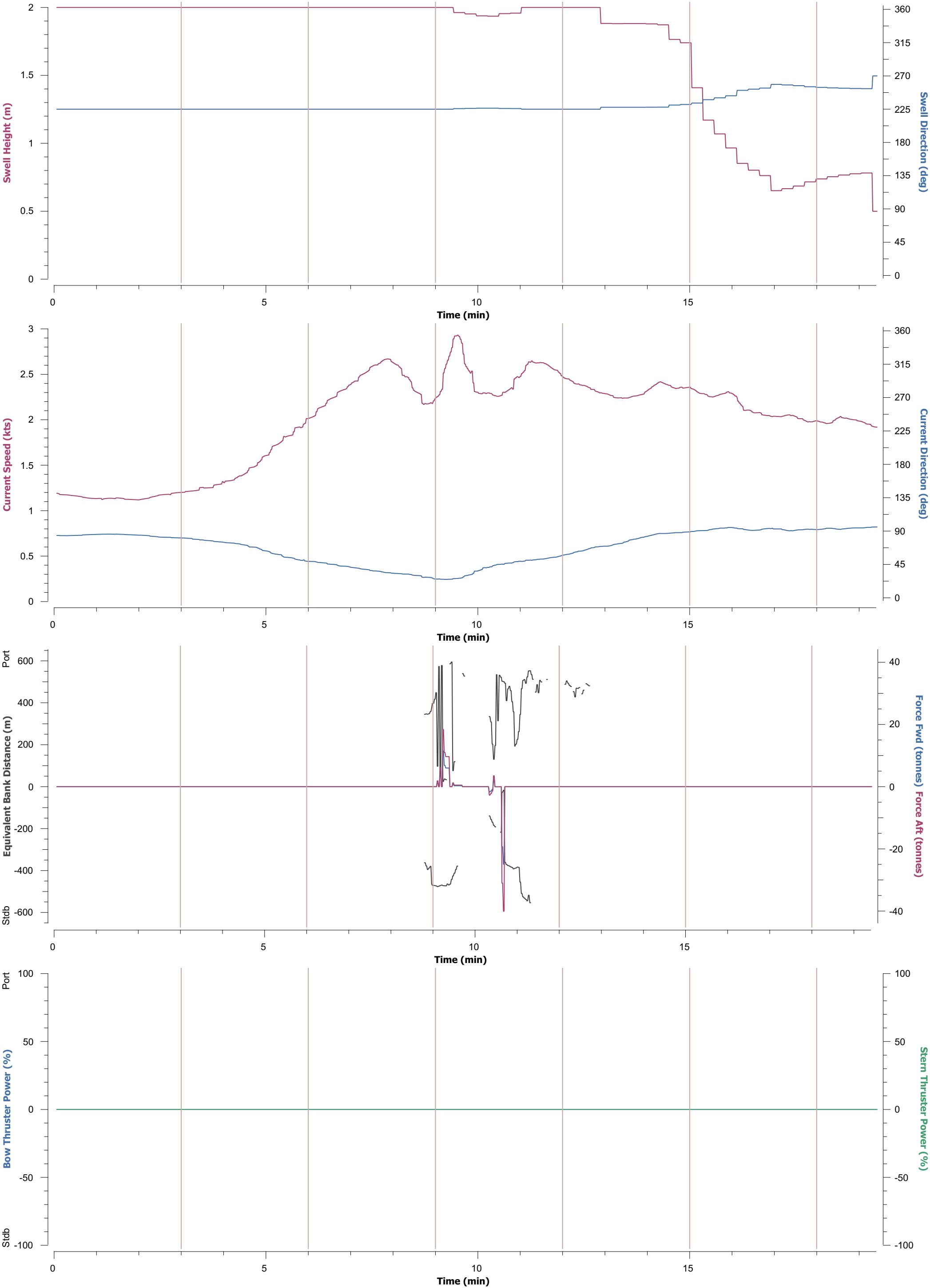
* Wind, Swell & Current max effect during run, Tide at Reference Port





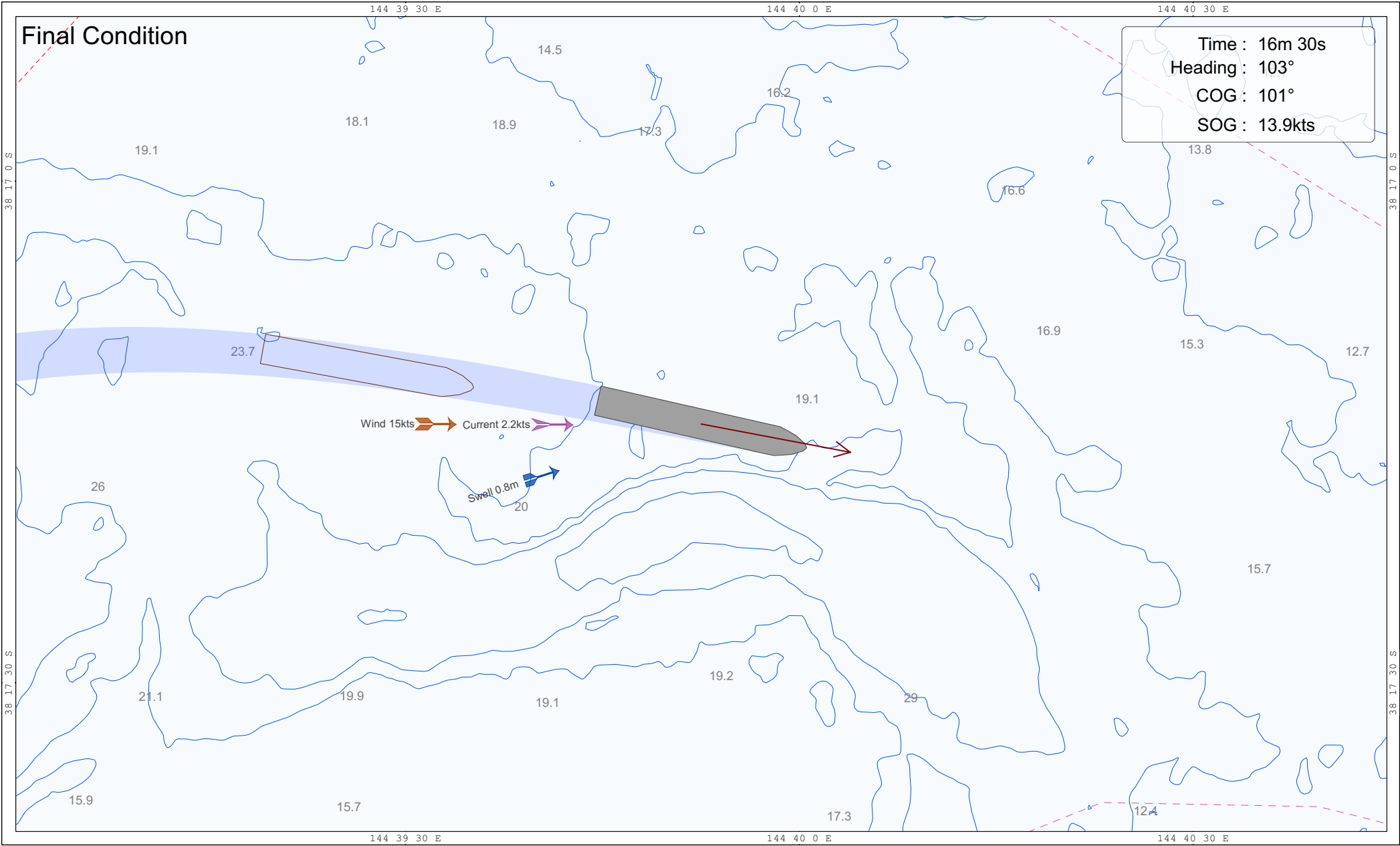
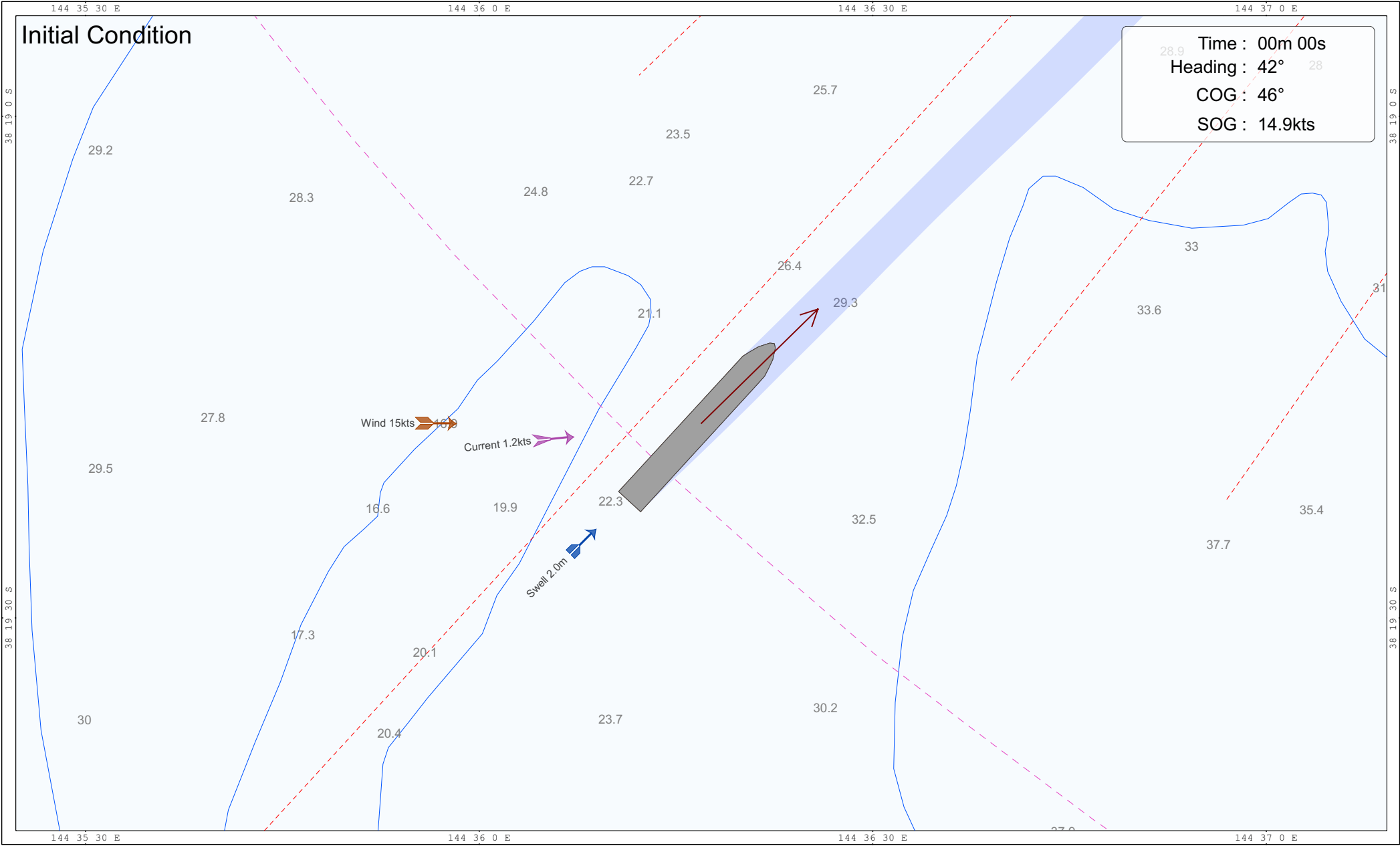


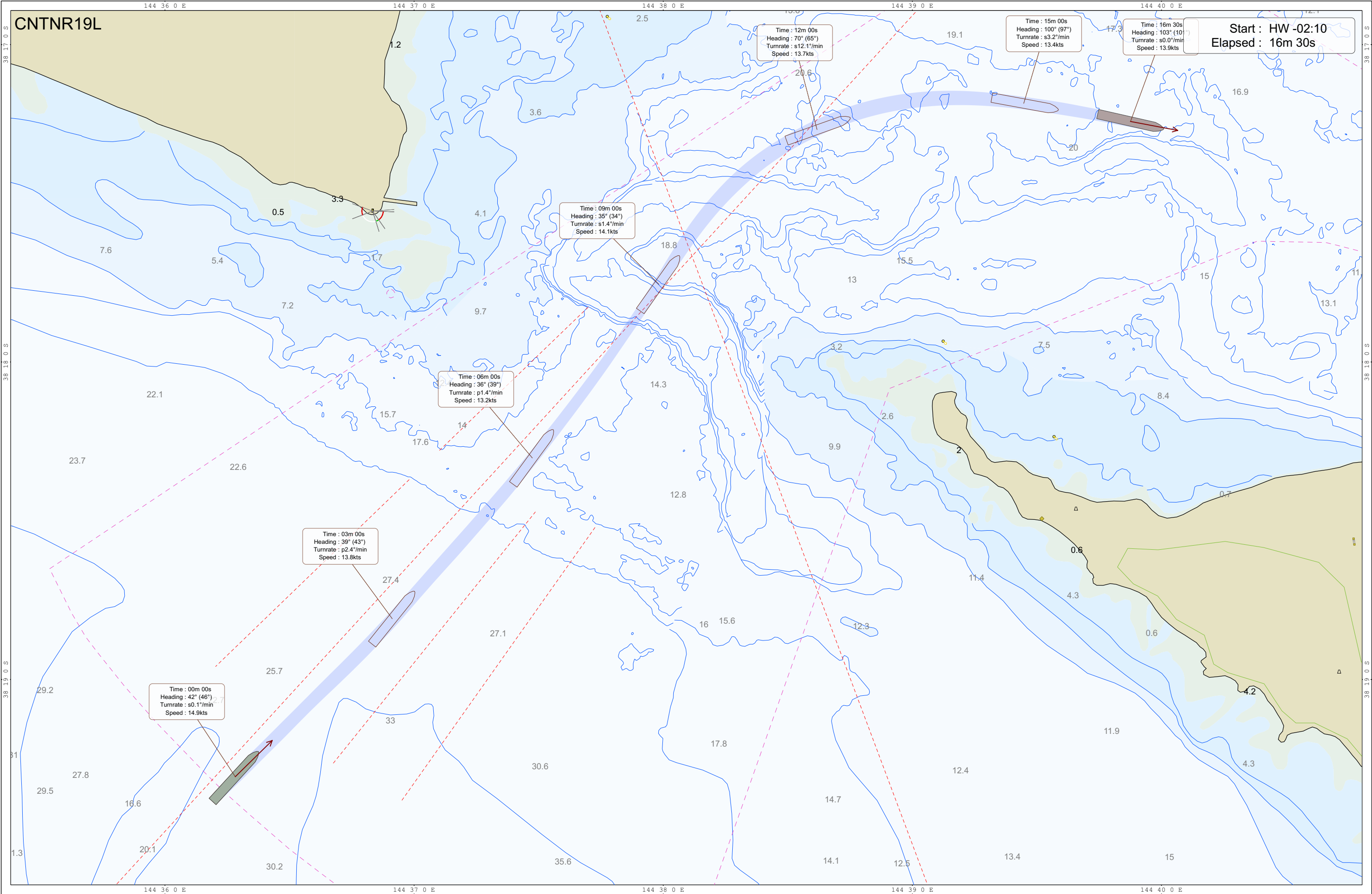


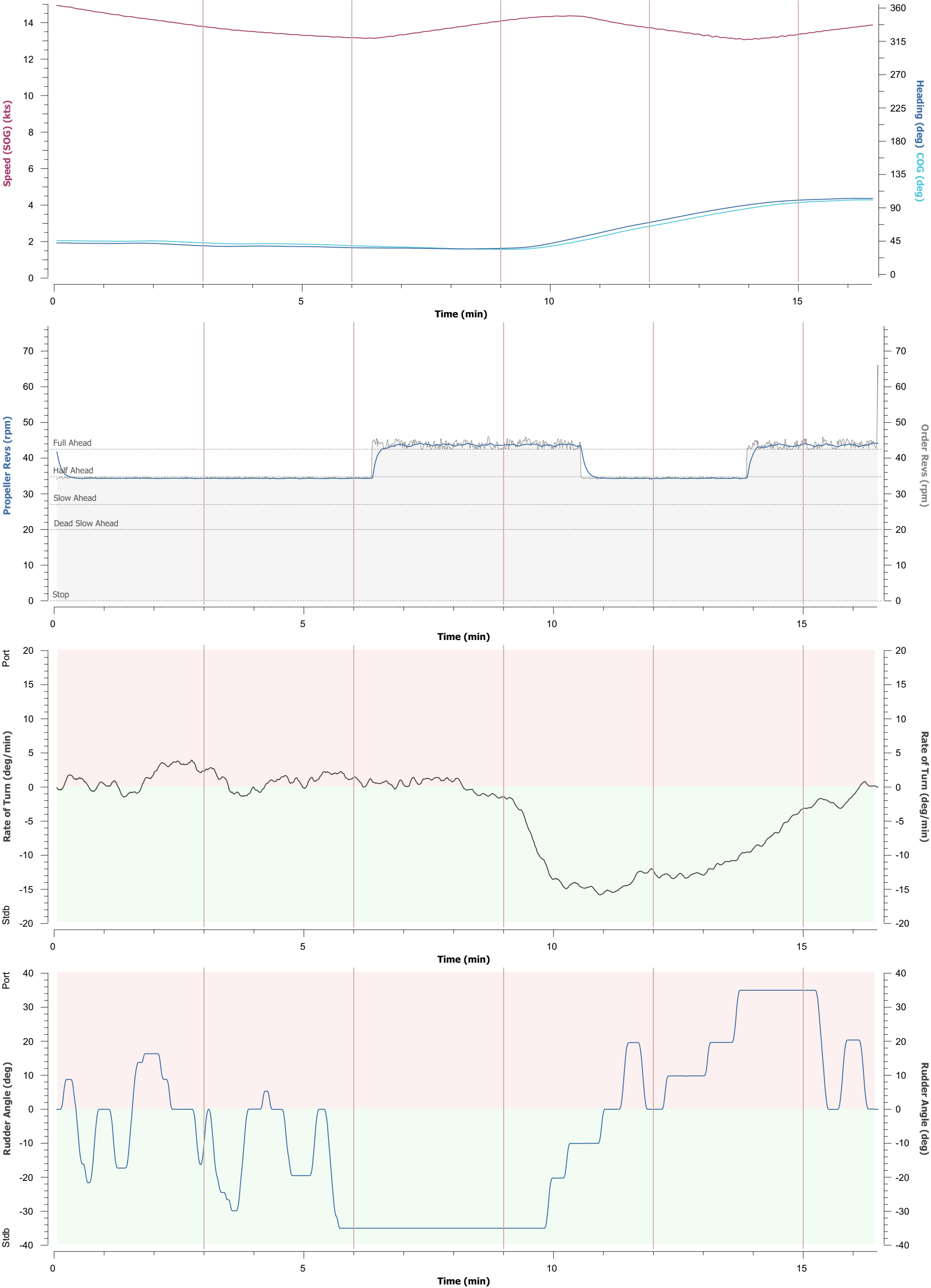


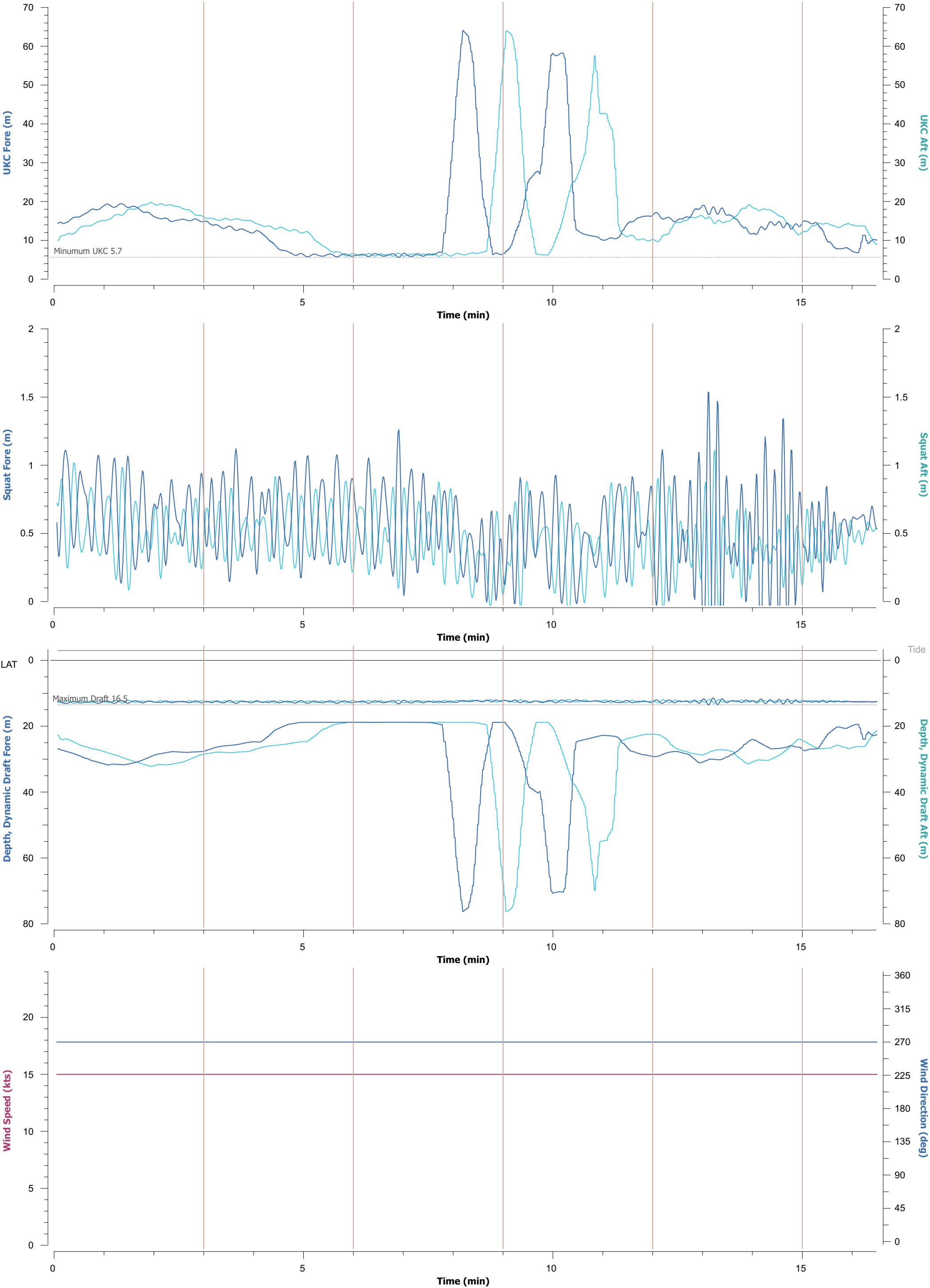
Details		Comments
Model : CNTNR19L	Area : melbourne_161121	CNTNR19L Inbound from Sea. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide:Manually increased by 1.0m to replicate shallower draft. Current: 3.0 knots Flood. Amended Bathymetry and Current Vessel speed restricted to Half Ahead as vessel constrained by DUKC (Draft 15m) . <div>Manoeuvrability improved slightly with increase in tide, although still required maximum use of assets.</div>
Model Name : CNTNR19L	Wind : 15kts from 270°	
Dimension : 398m x 55m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 2.8kts to 27°	
	Tide : 3.00m (HW -02:10)	

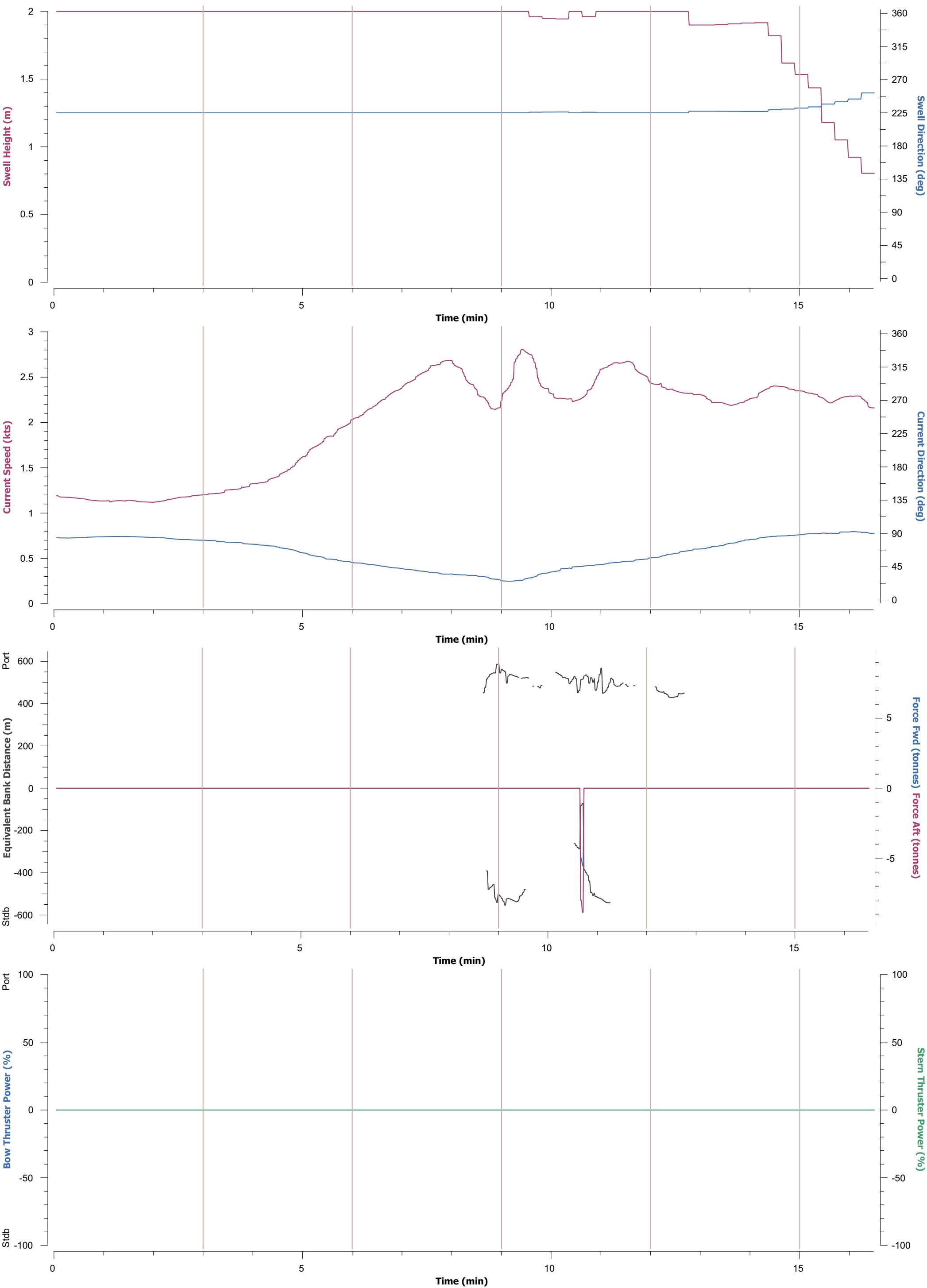
* Wind, Swell & Current max effect during run, Tide at Reference Port





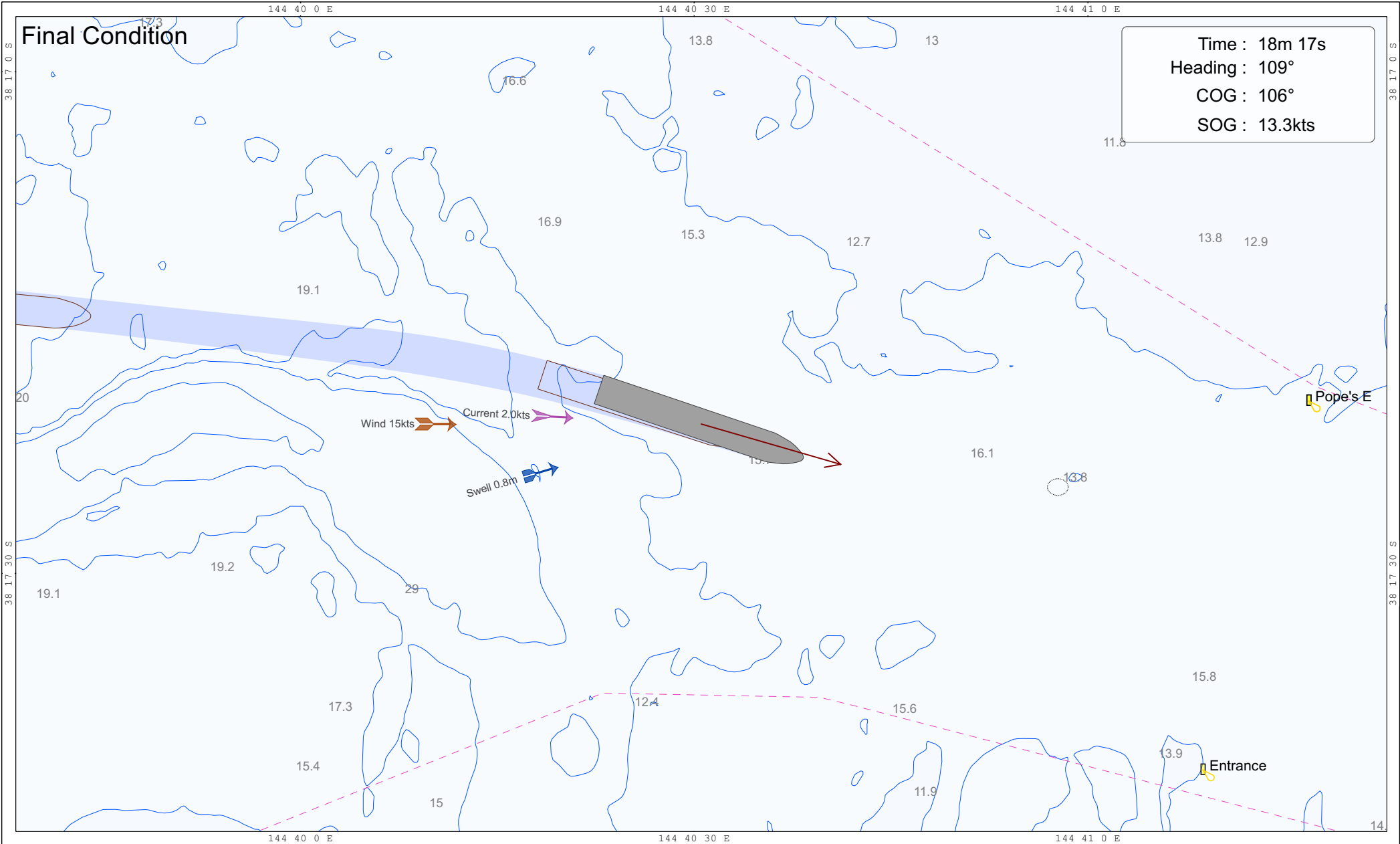
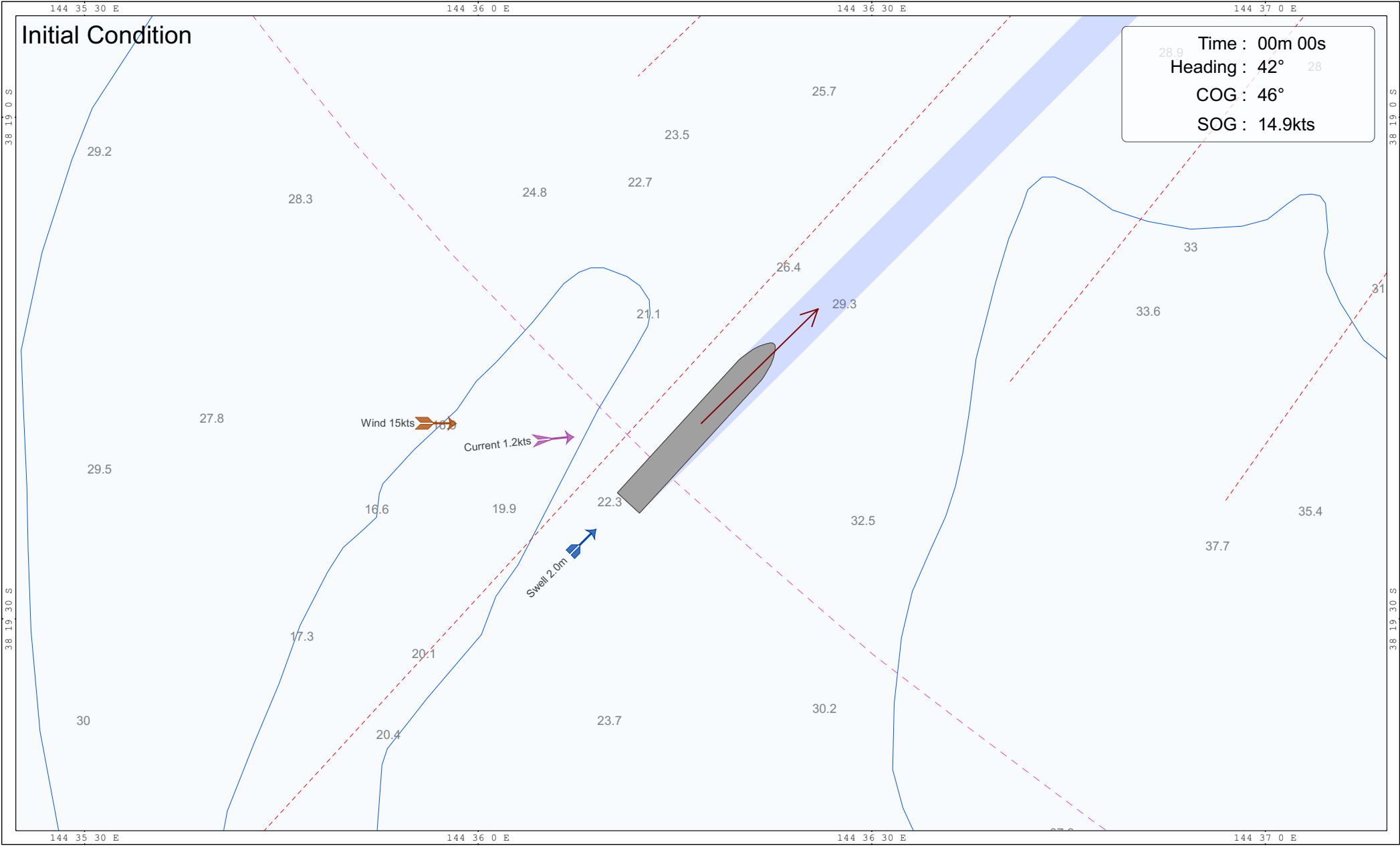


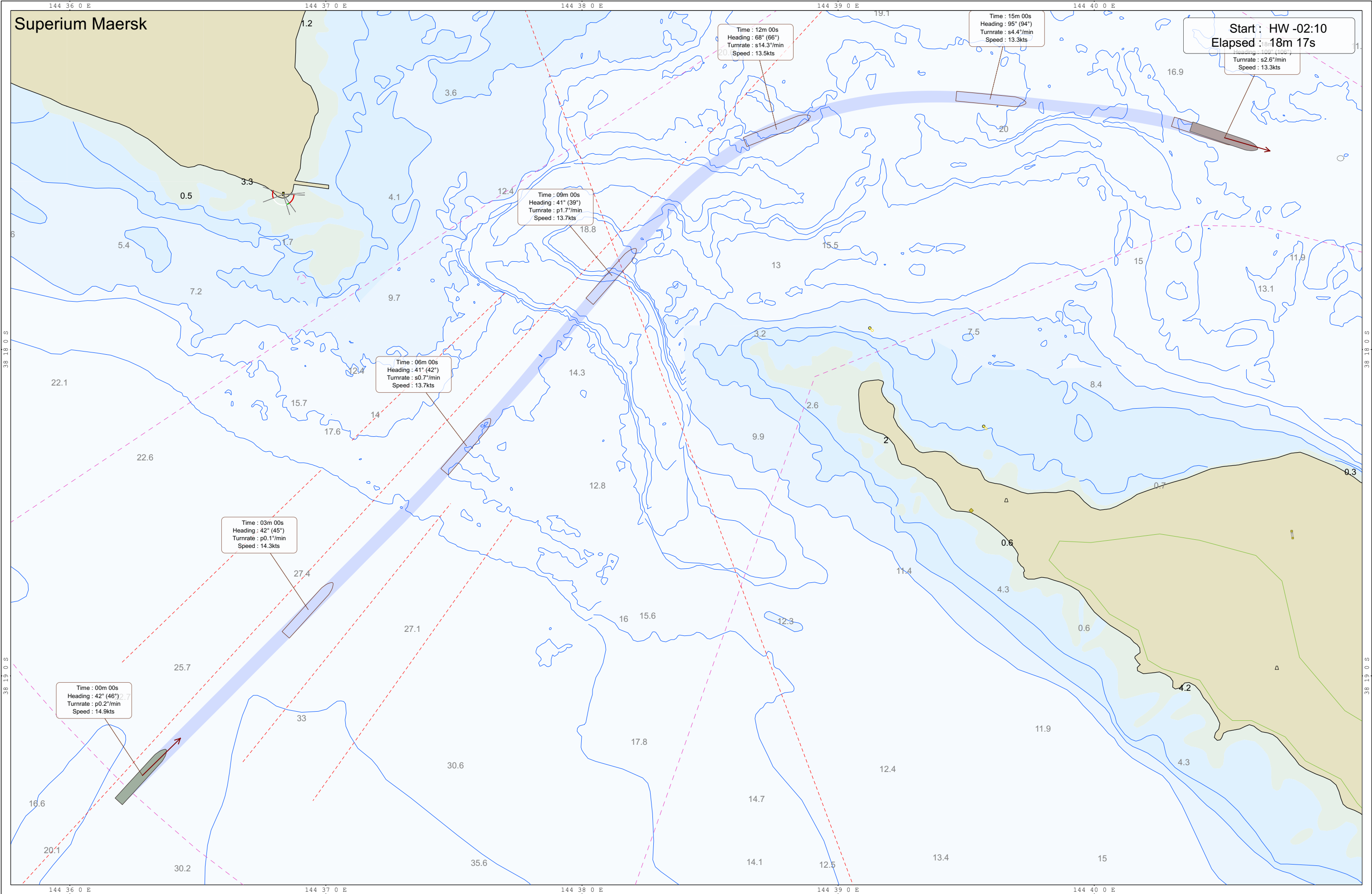


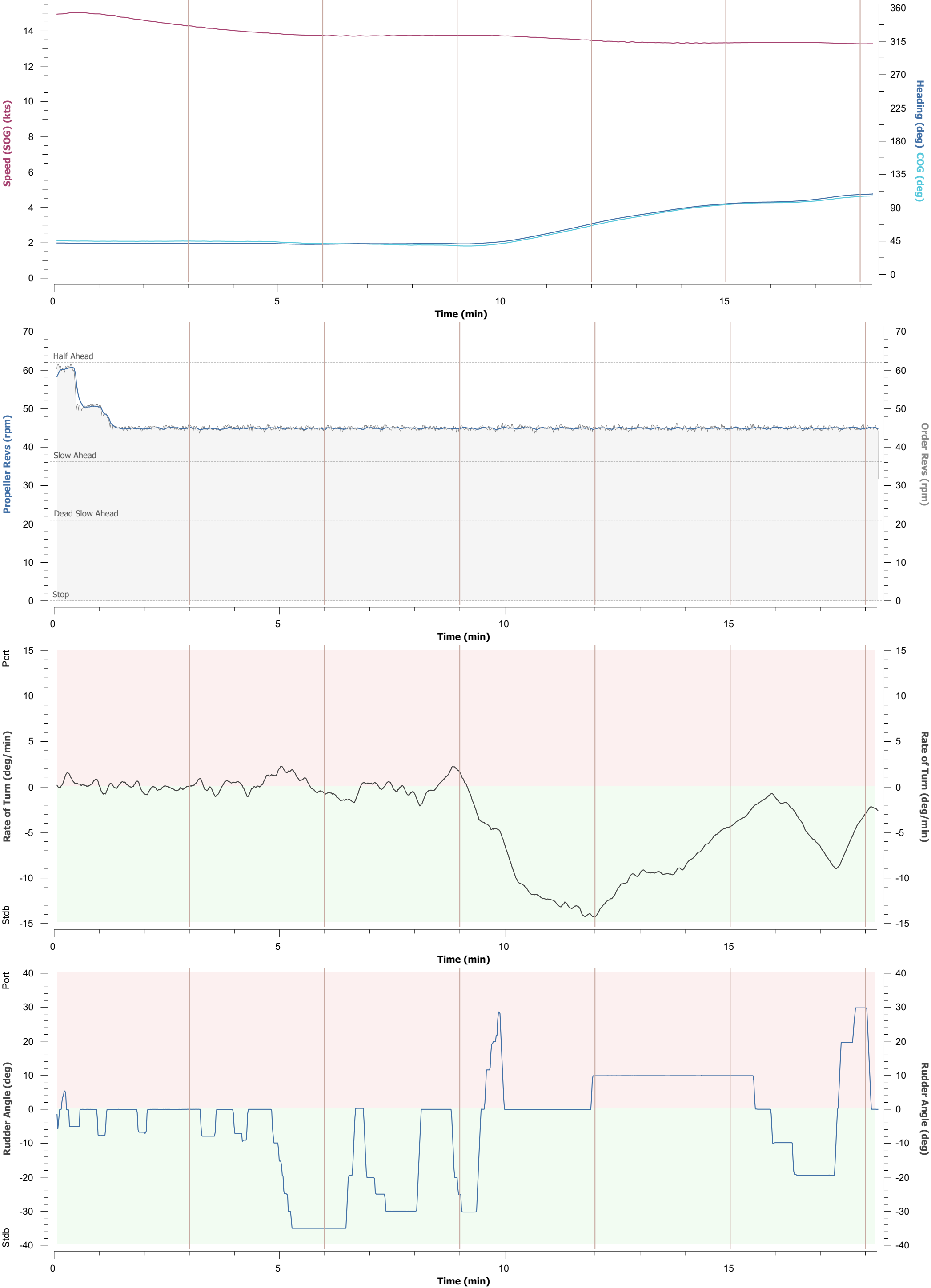


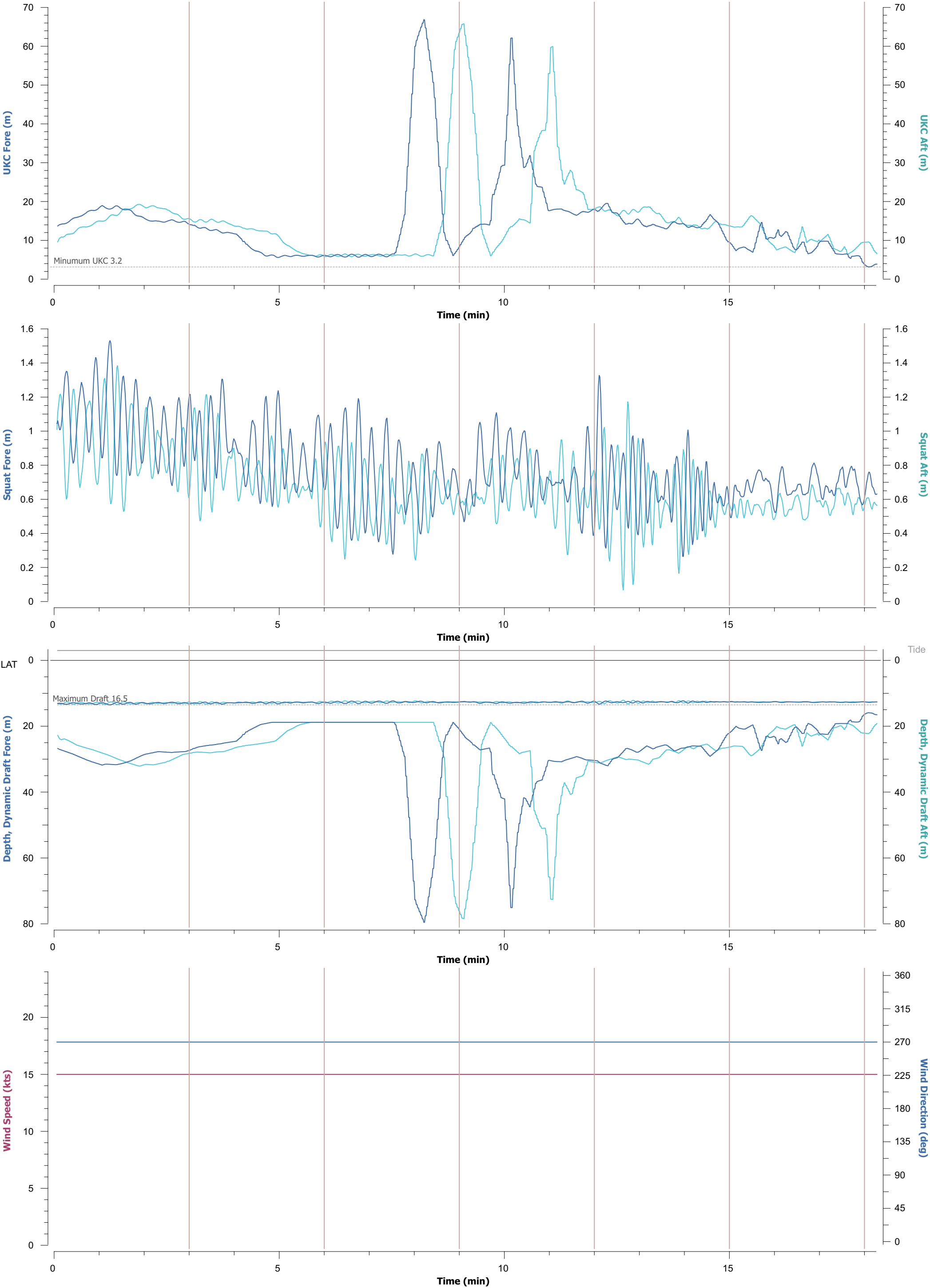
Details			Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Inbound from Sea. Wind: W x 15kts. Swell: SW x 2.0m @ 10s.	
Model Name : Superium Maersk	Wind : 15kts from 270°	Tide: Manually increased by 1.0m to replicate shallower draft. Current: 3.0 knots	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	Flood. Amended Bathymetry and Current	
Displacement : 201,300 tonnes	Current : 3.0kts to 24°	Vessel speed restricted to Half Ahead as vessel constrained by DUKC (Draft 15m) .	
	Tide : 3.00m (HW -02:10)	Model behaved much more as expected. Hard over helm required briefly, but no need to supplement with engine.	

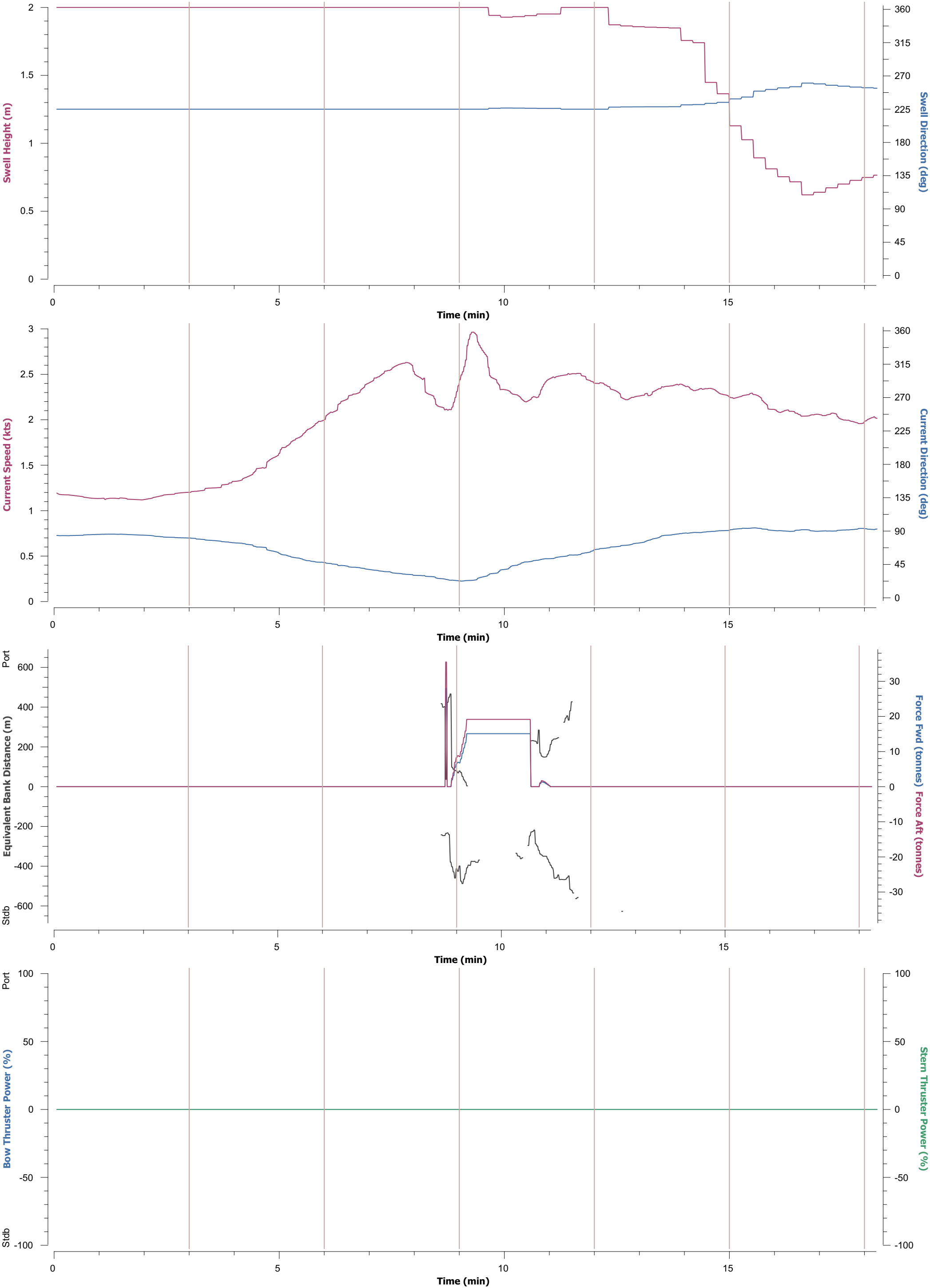
* Wind, Swell & Current max effect during run, Tide at Reference Port





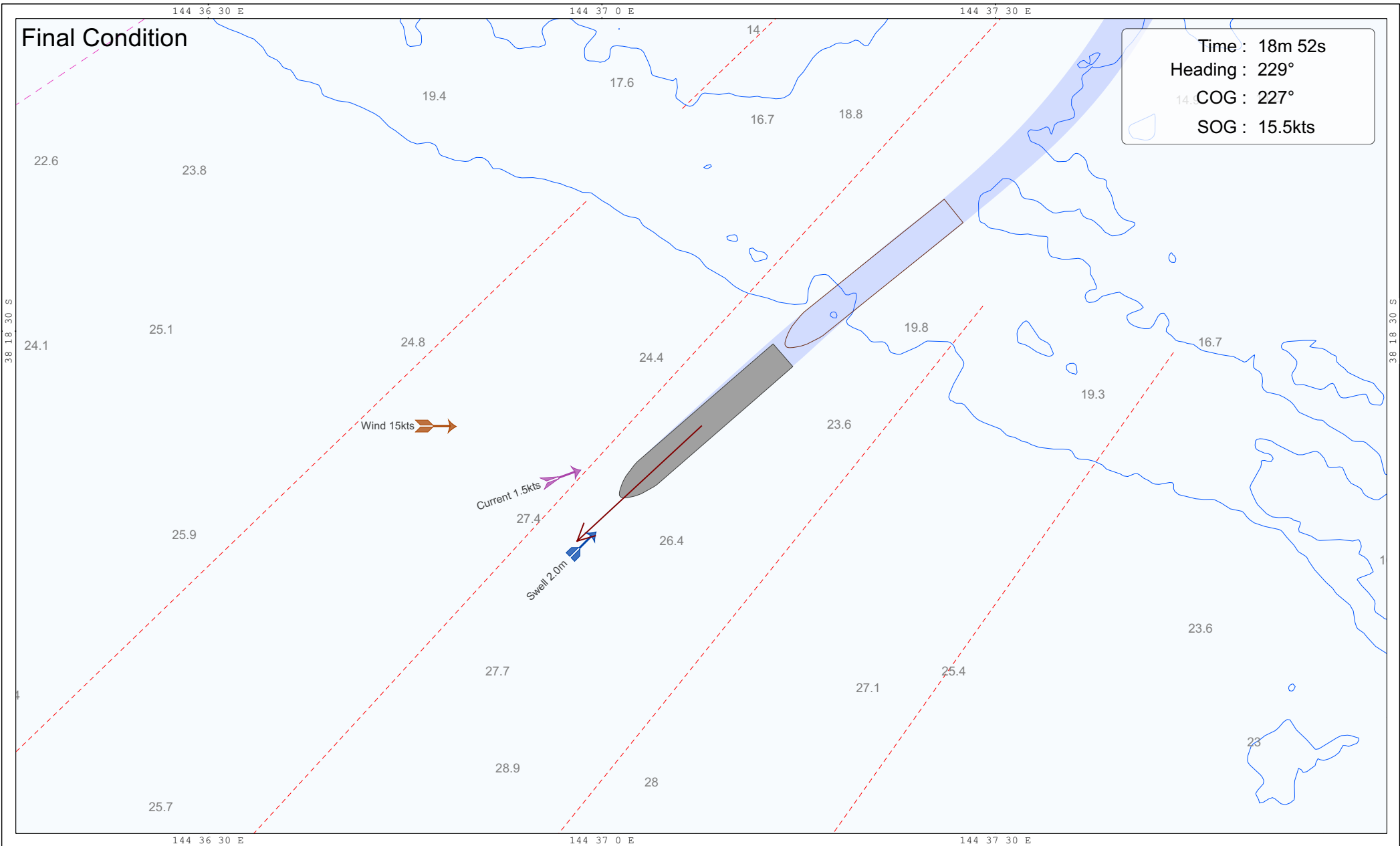
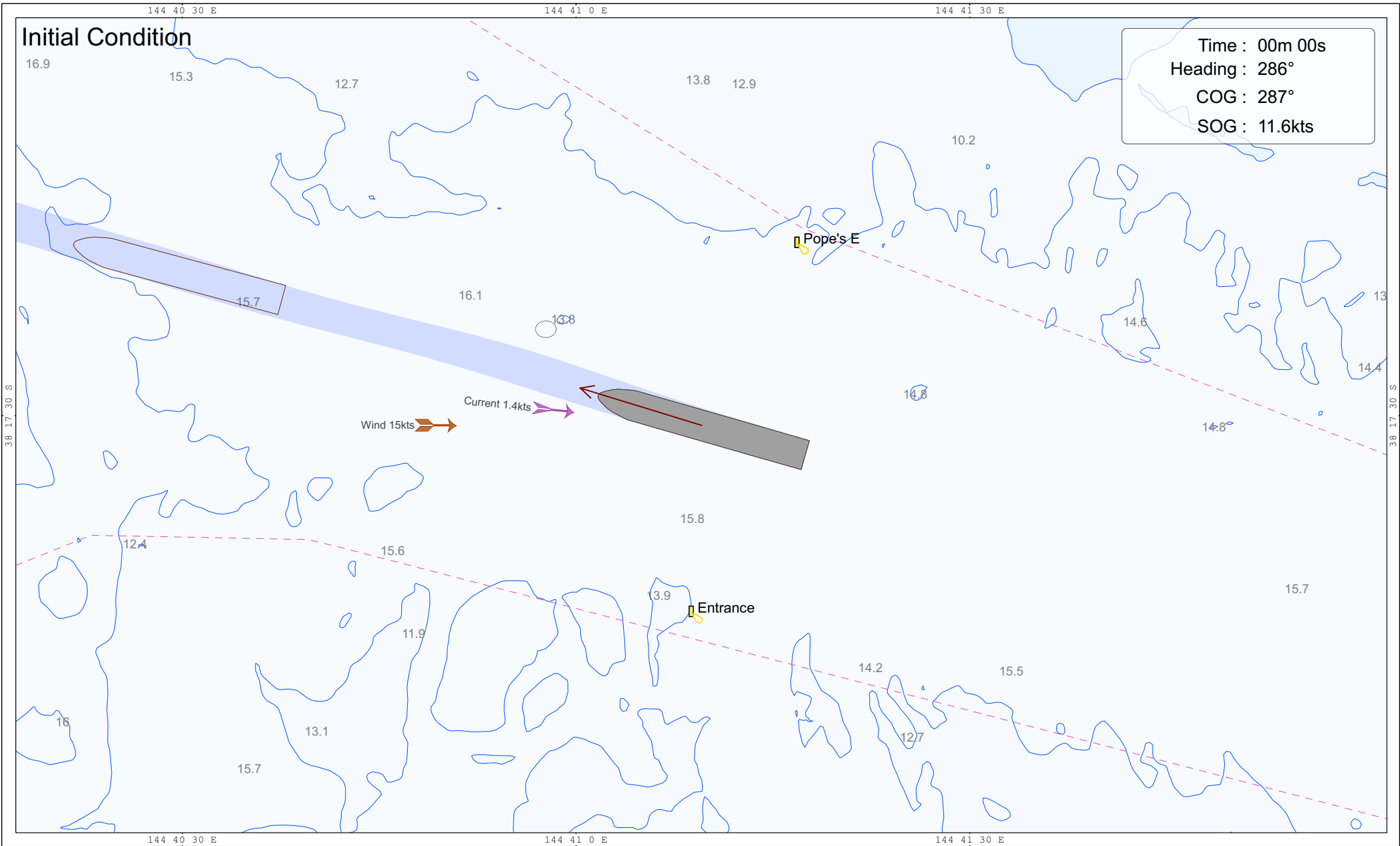


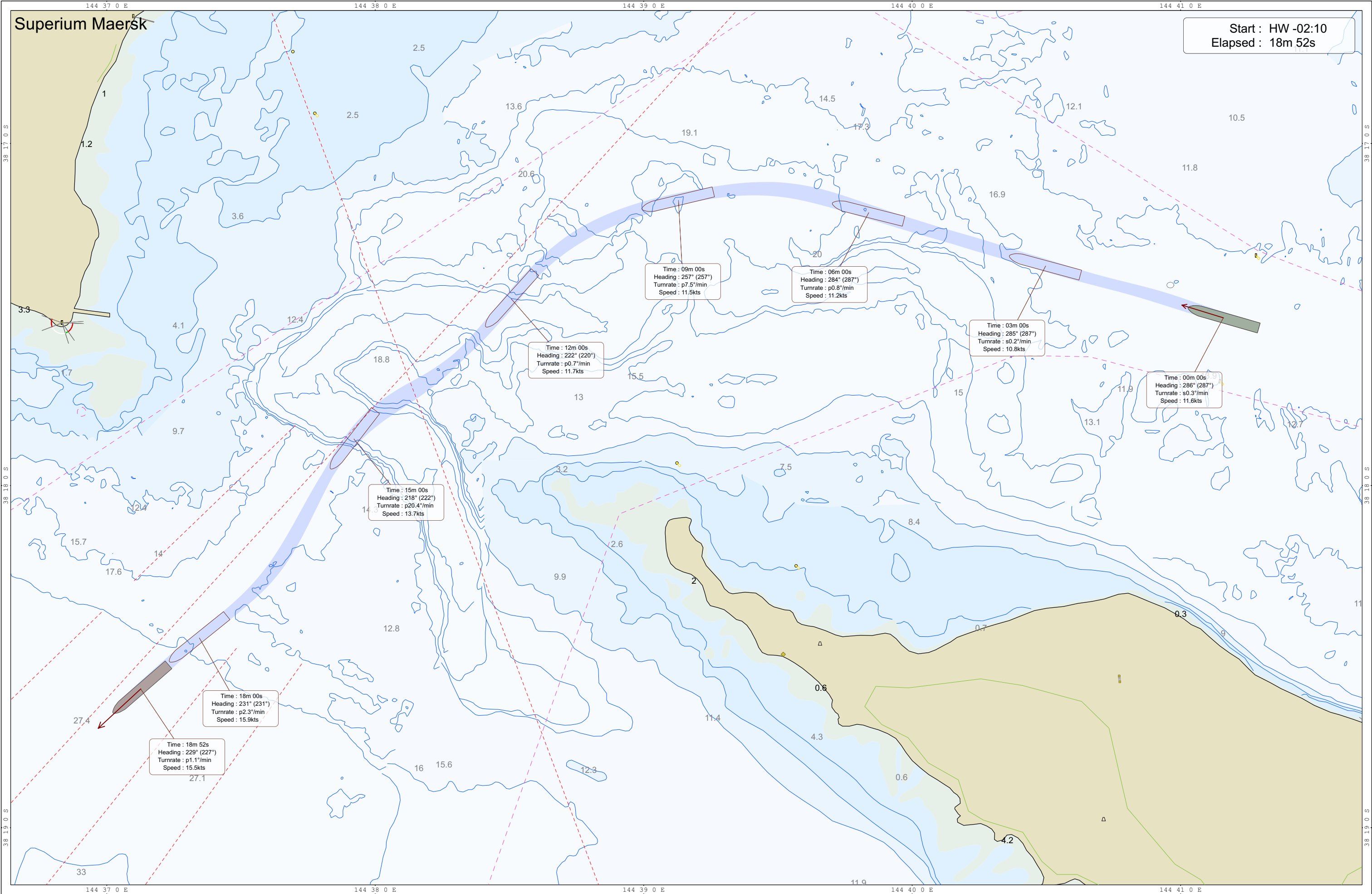


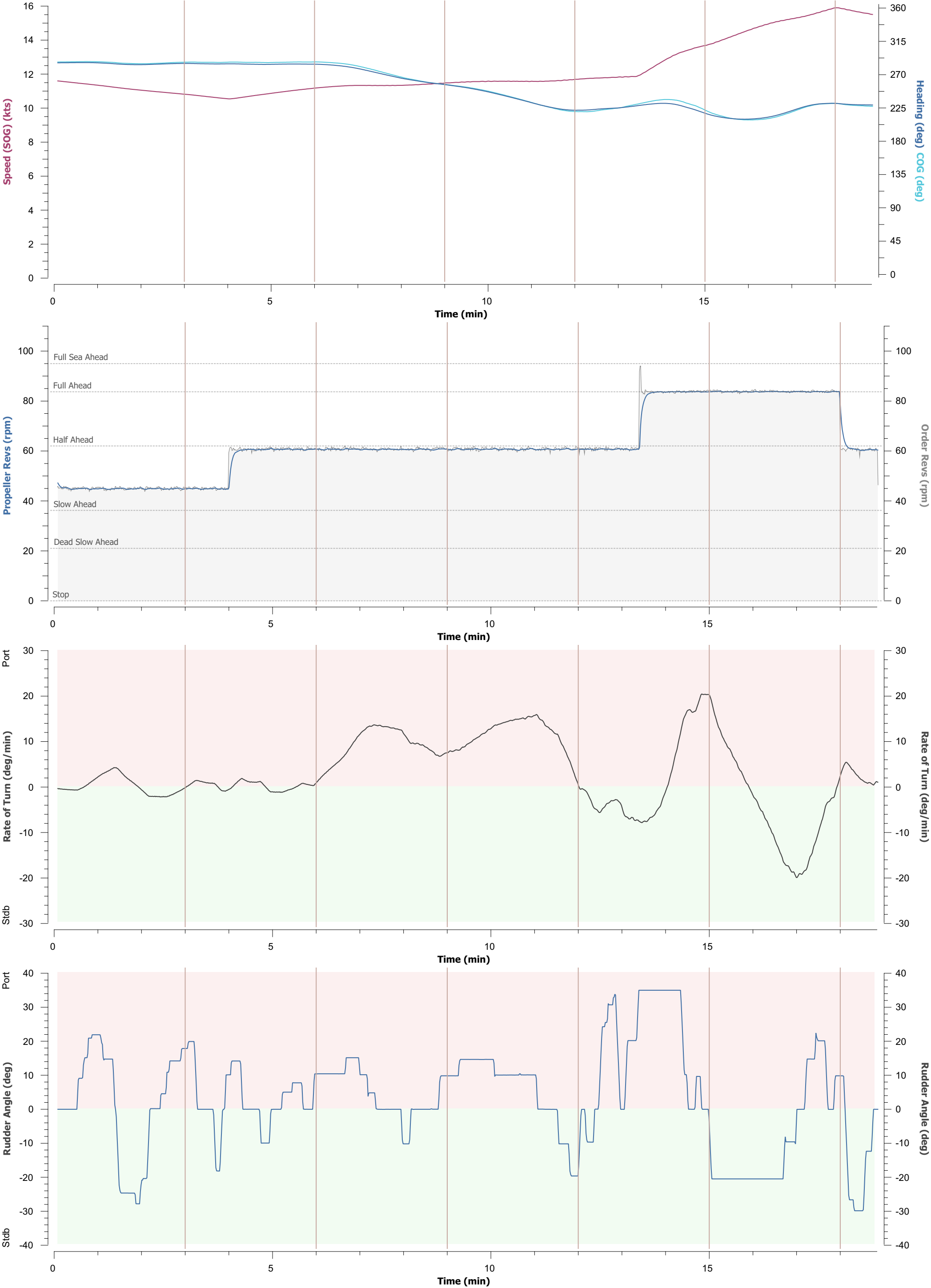


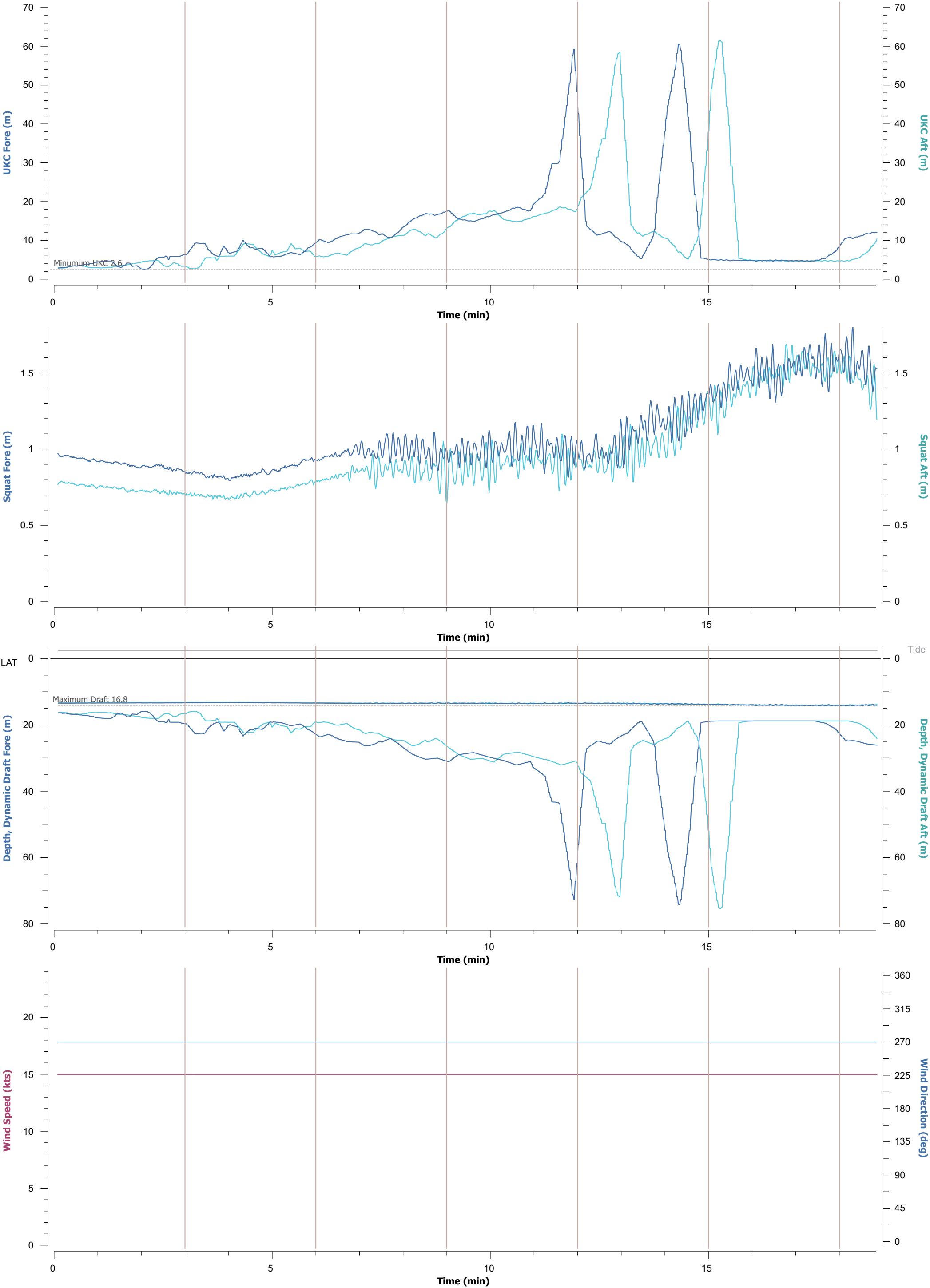
Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: Manually increased by 0.5m to replicate shallower draft. Current: 3.0 knots Flood. Amended Bathymetry and Current Vessel speed restricted to Half Ahead as vessel constrained by DUKC (Draft 15m) . <div>More pronounced effect of shallow water due to reduced tidal height. Marginal result. Charted depths differ by 1.5m due to Vertical Datum shift</div>
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 3.1kts to 24°	
	Tide : 2.50m (HW -02:10)	

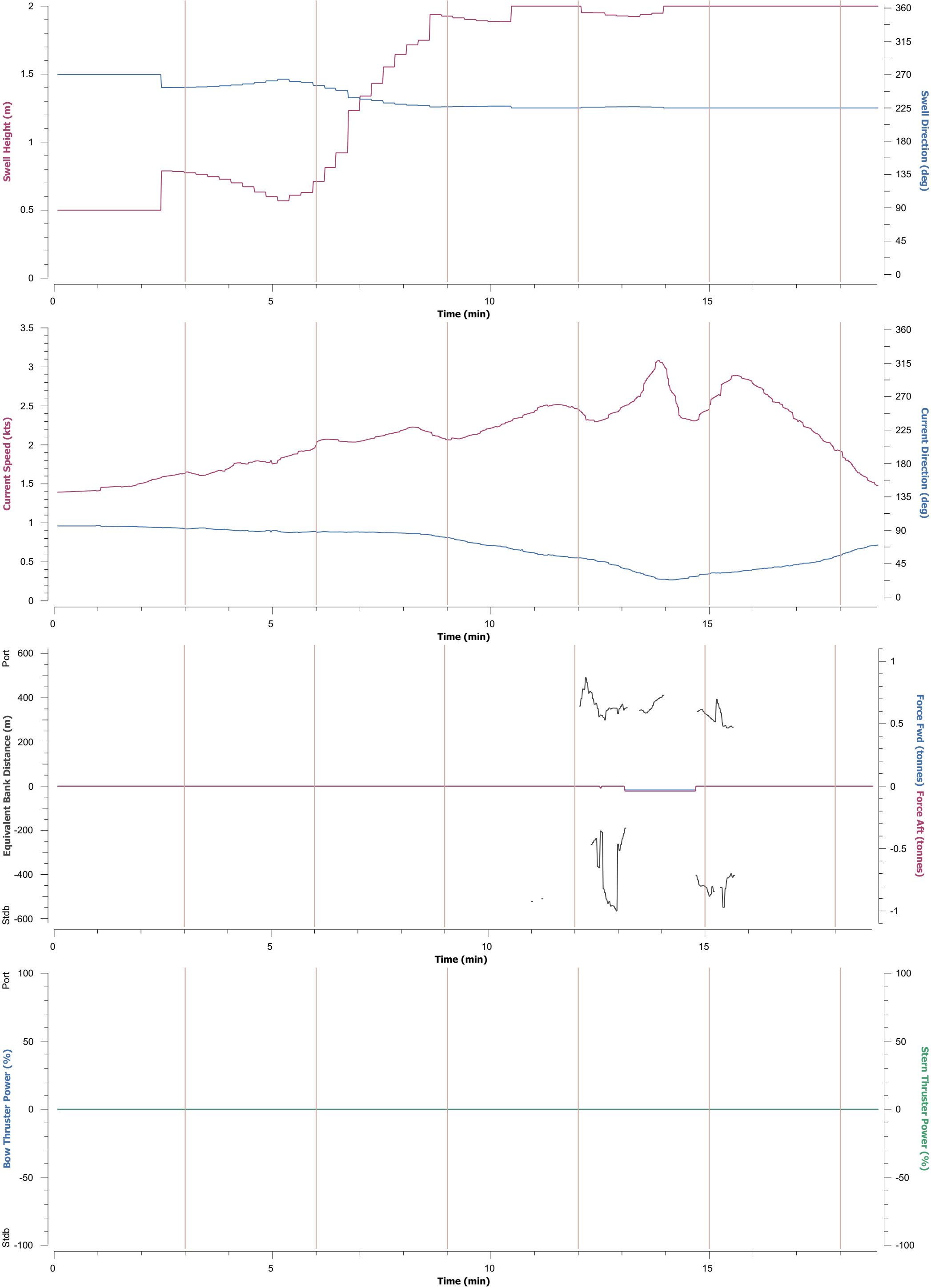
* Wind, Swell & Current max effect during run, Tide at Reference Port







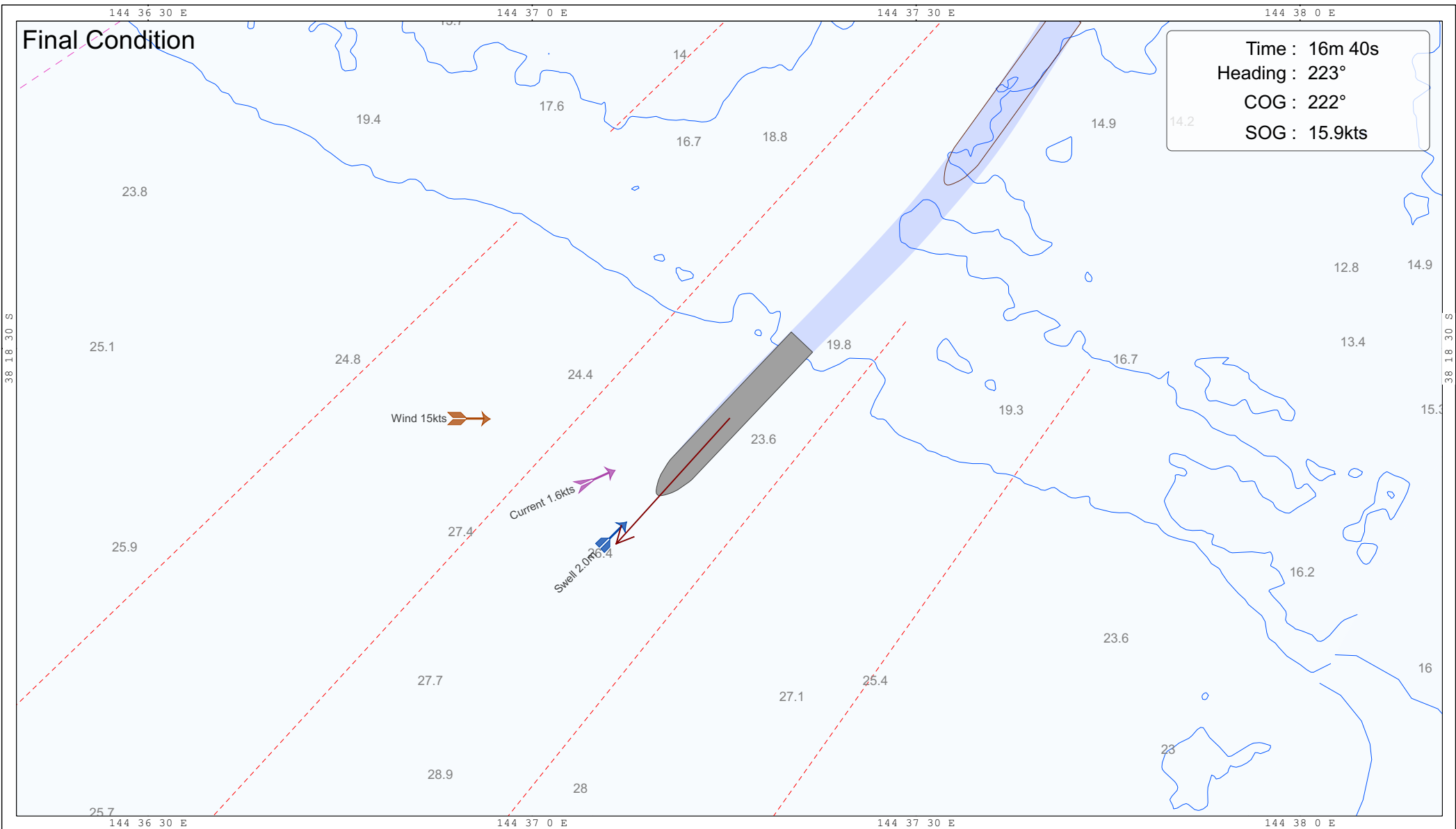
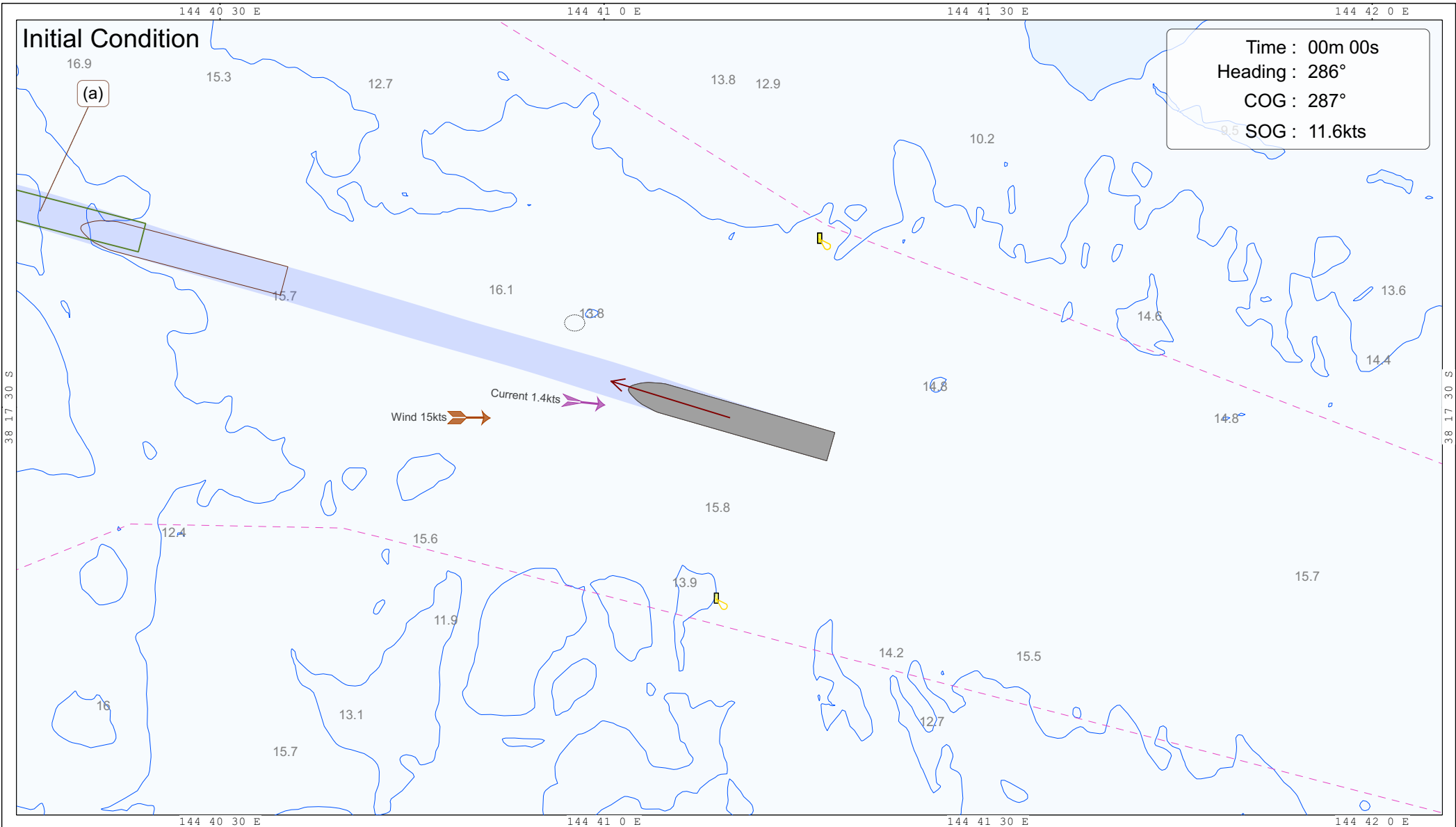


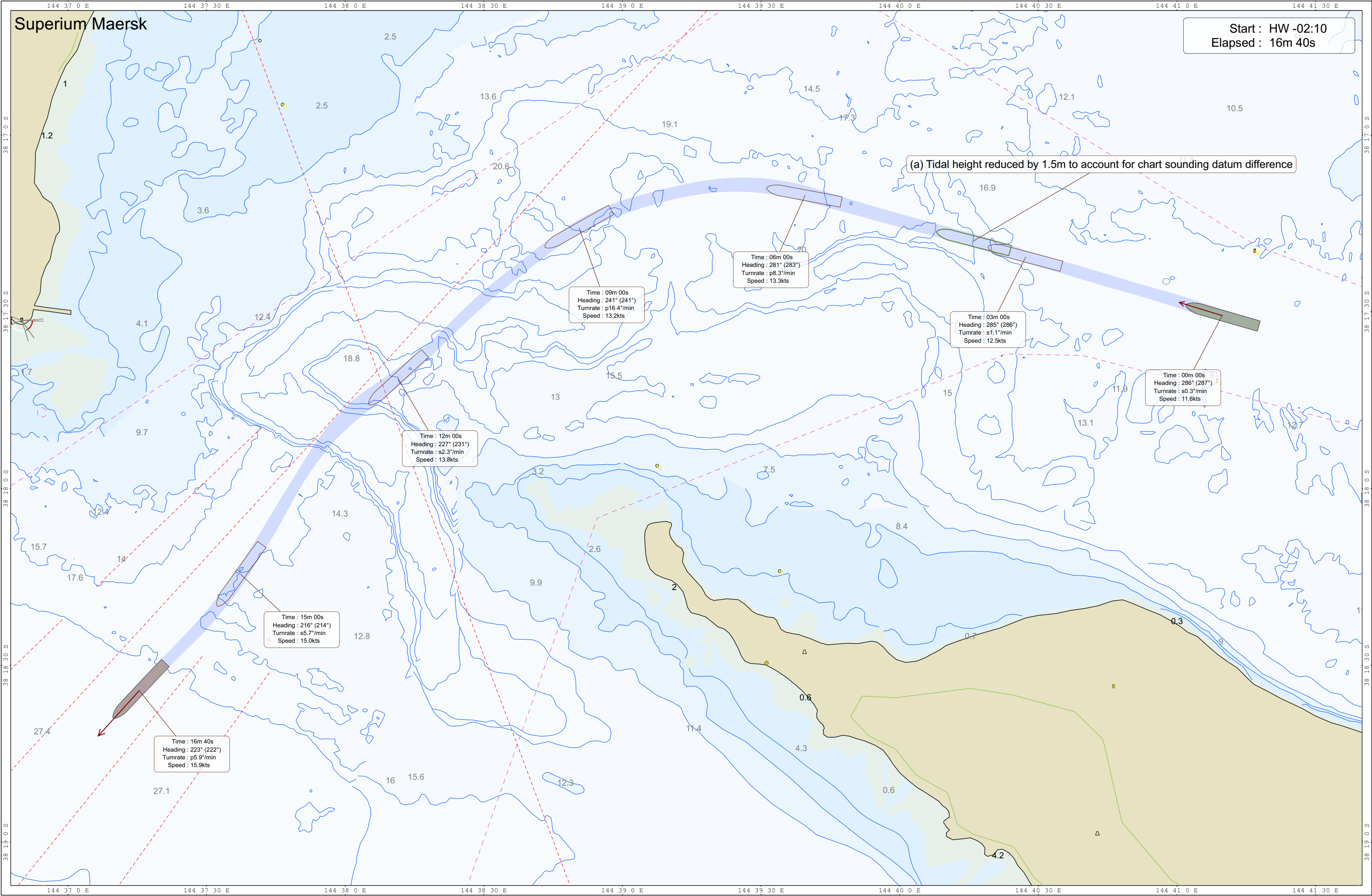


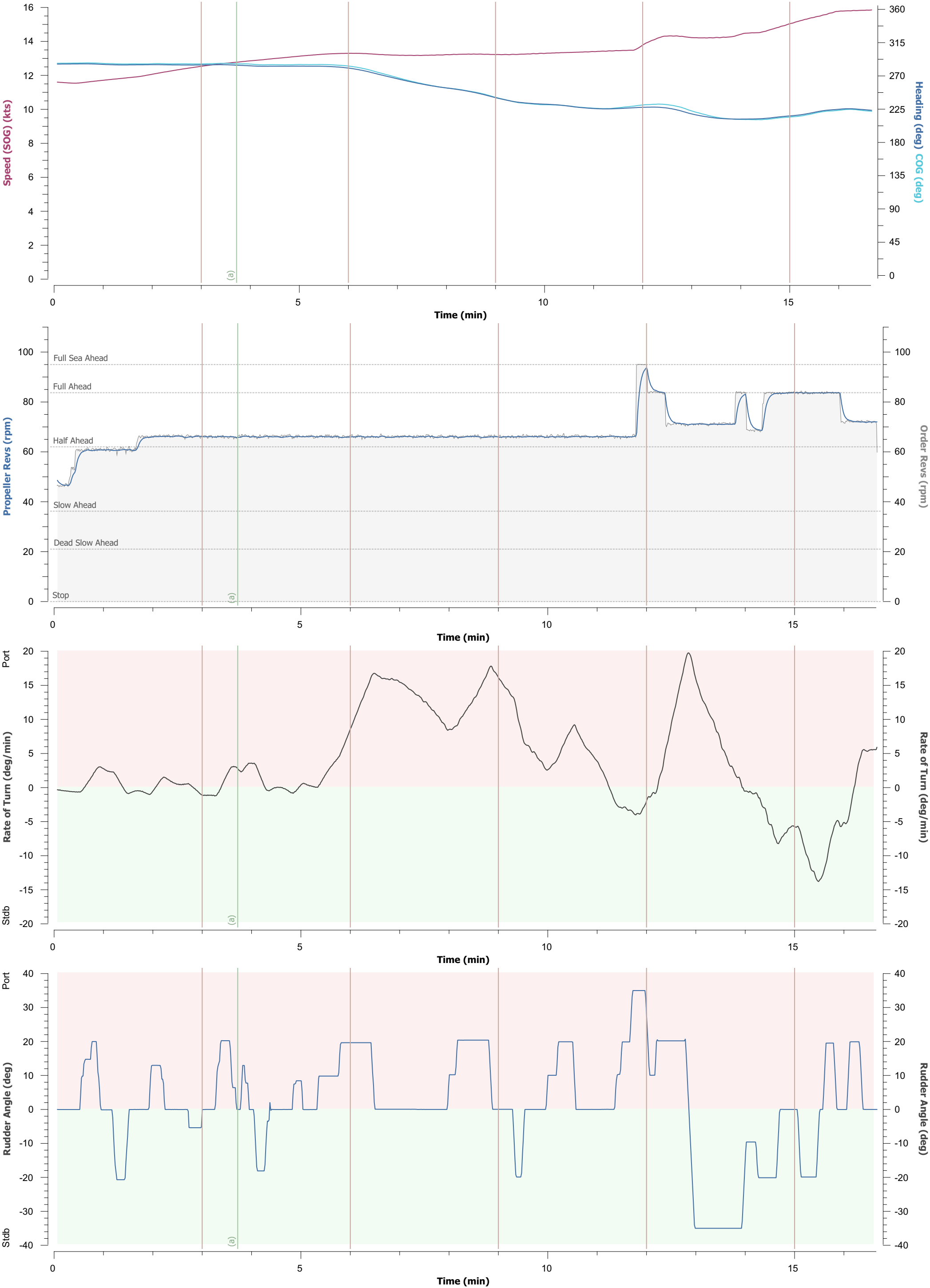
Details			Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: Manually increased by 0.5m to replicate shallower draft (14.5m). Current: 3.0 knots Flood. Amended Bathymetry and Current - Tide reduced by 1.5m to account for vertical sounding datums Vessel speed restricted to Half Ahead as vessel constrained by DUKC. <div>Vessel still hampered in manoeuvrability due to shallow water effect. Vessel set to within 30m of eastern tow line.</div>	
Model Name : Superium Maersk	Wind : 15kts from 270°		
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°		
Displacement : 201,300 tonnes	Current : 3.0kts to 25°		
	Tide : 2.20m (HW -02:10)		
* Wind, Swell & Current max effect during run, Tide at Reference Port			

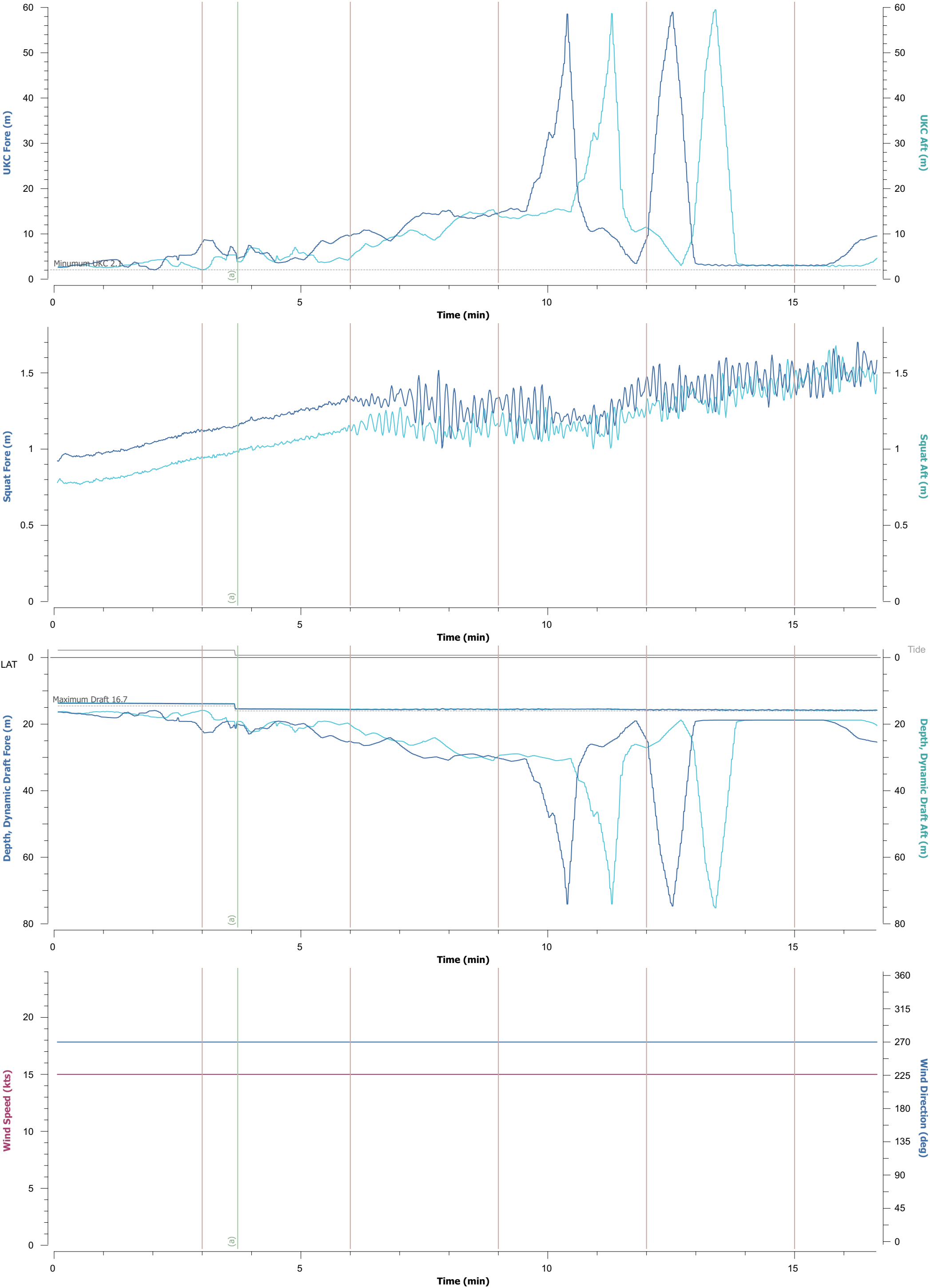
Events

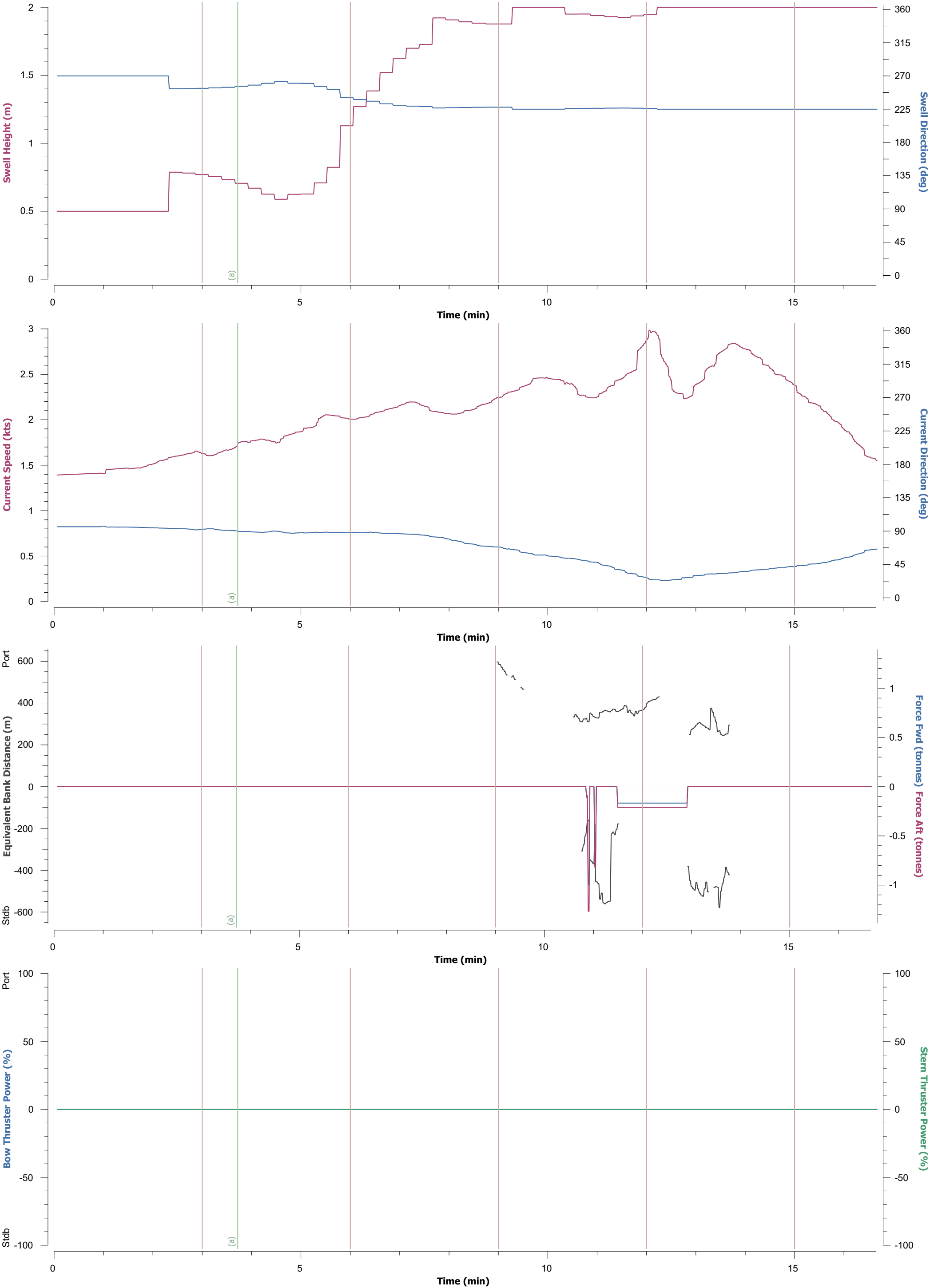
- (a) 03m 43s Tidal height reduced by 1.5m to account for chart sounding datum difference



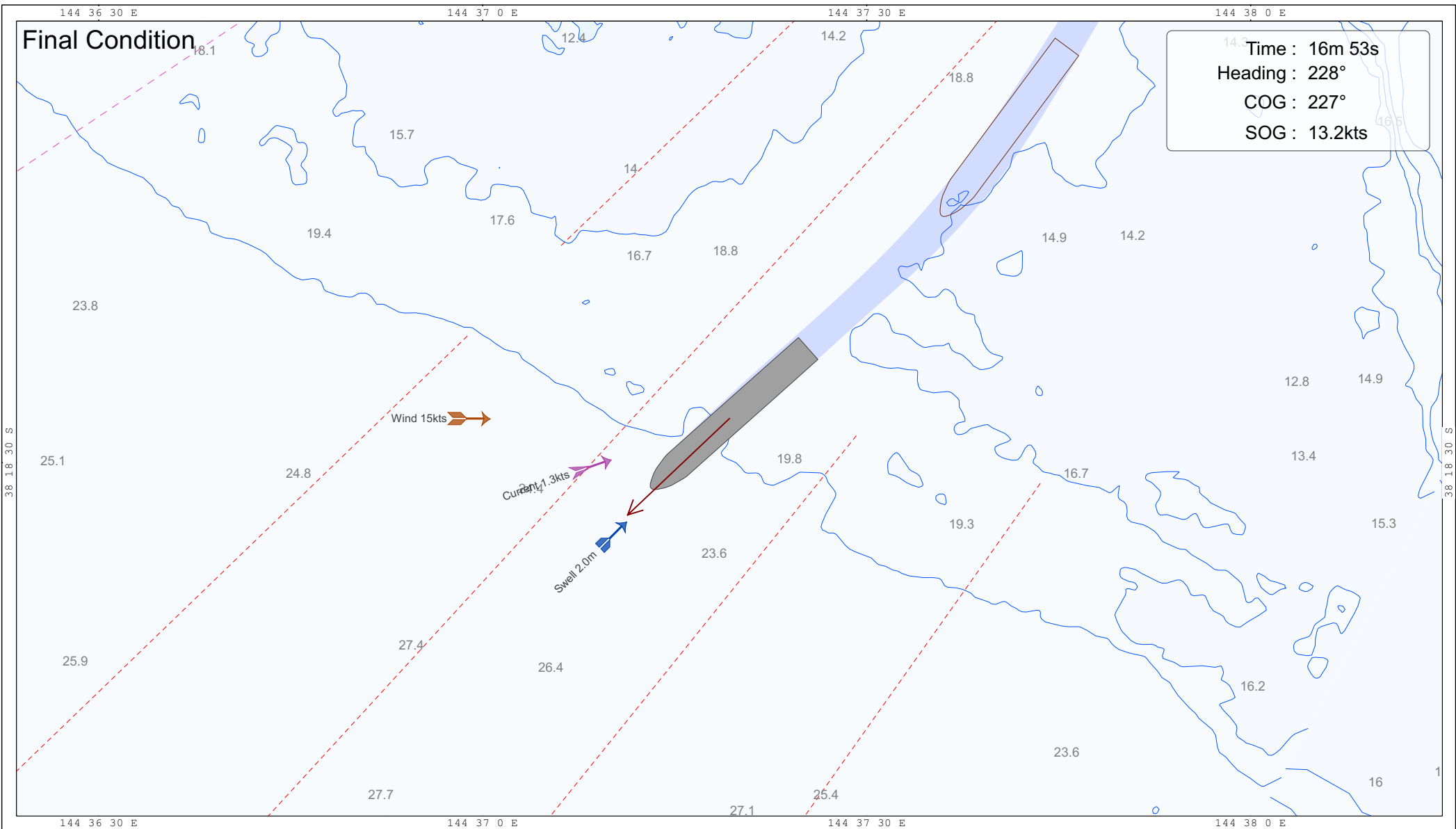
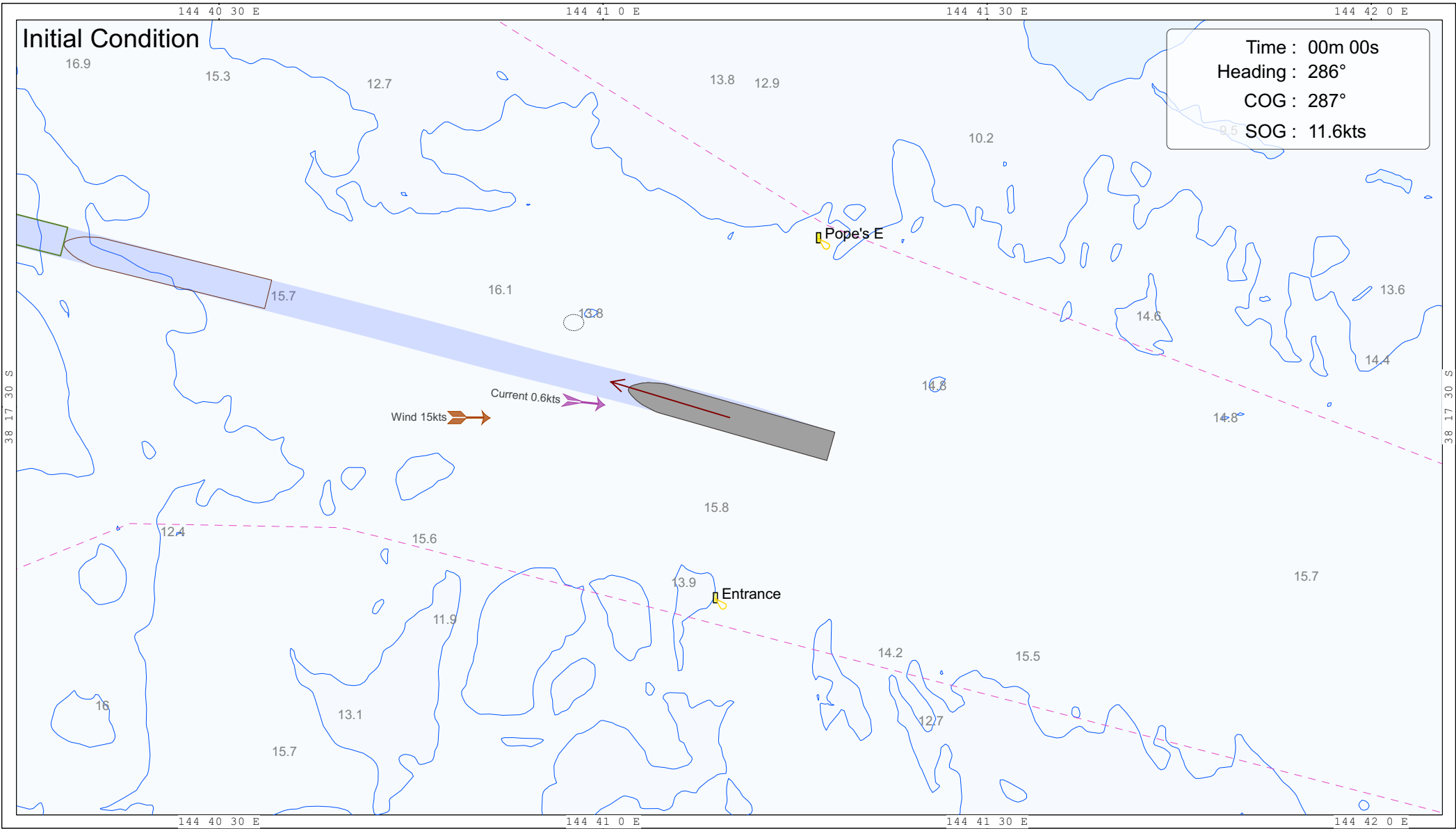


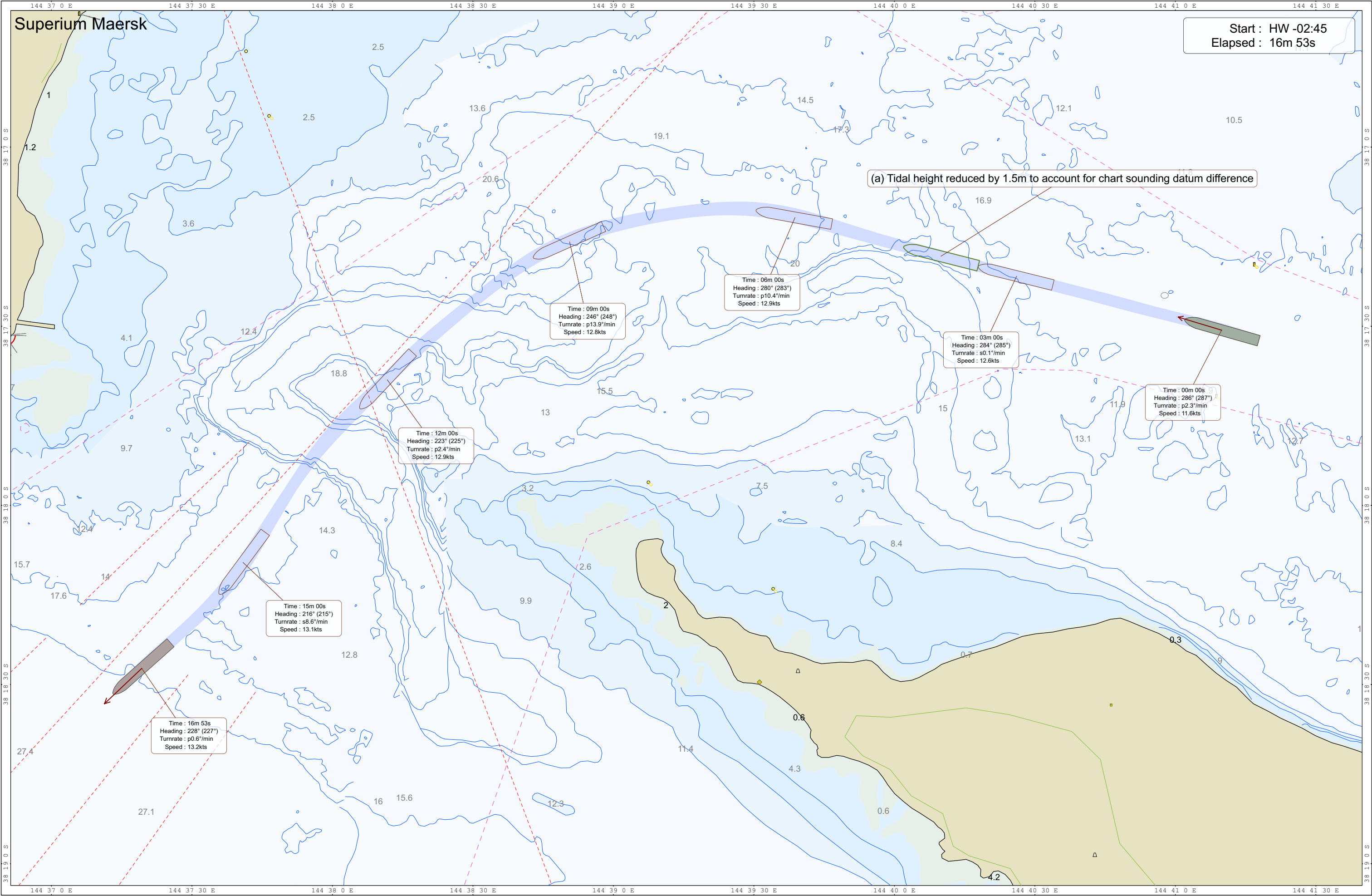


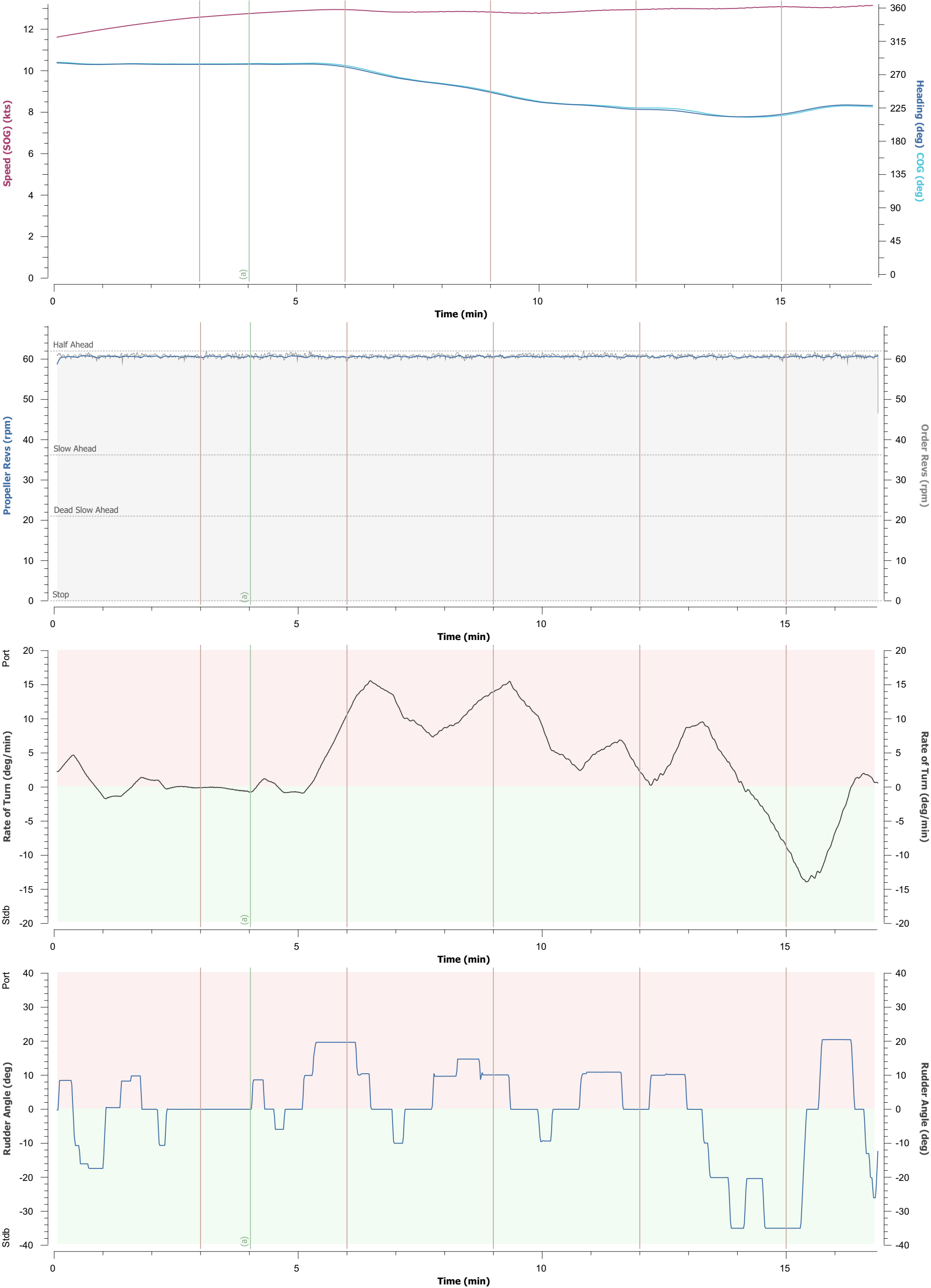


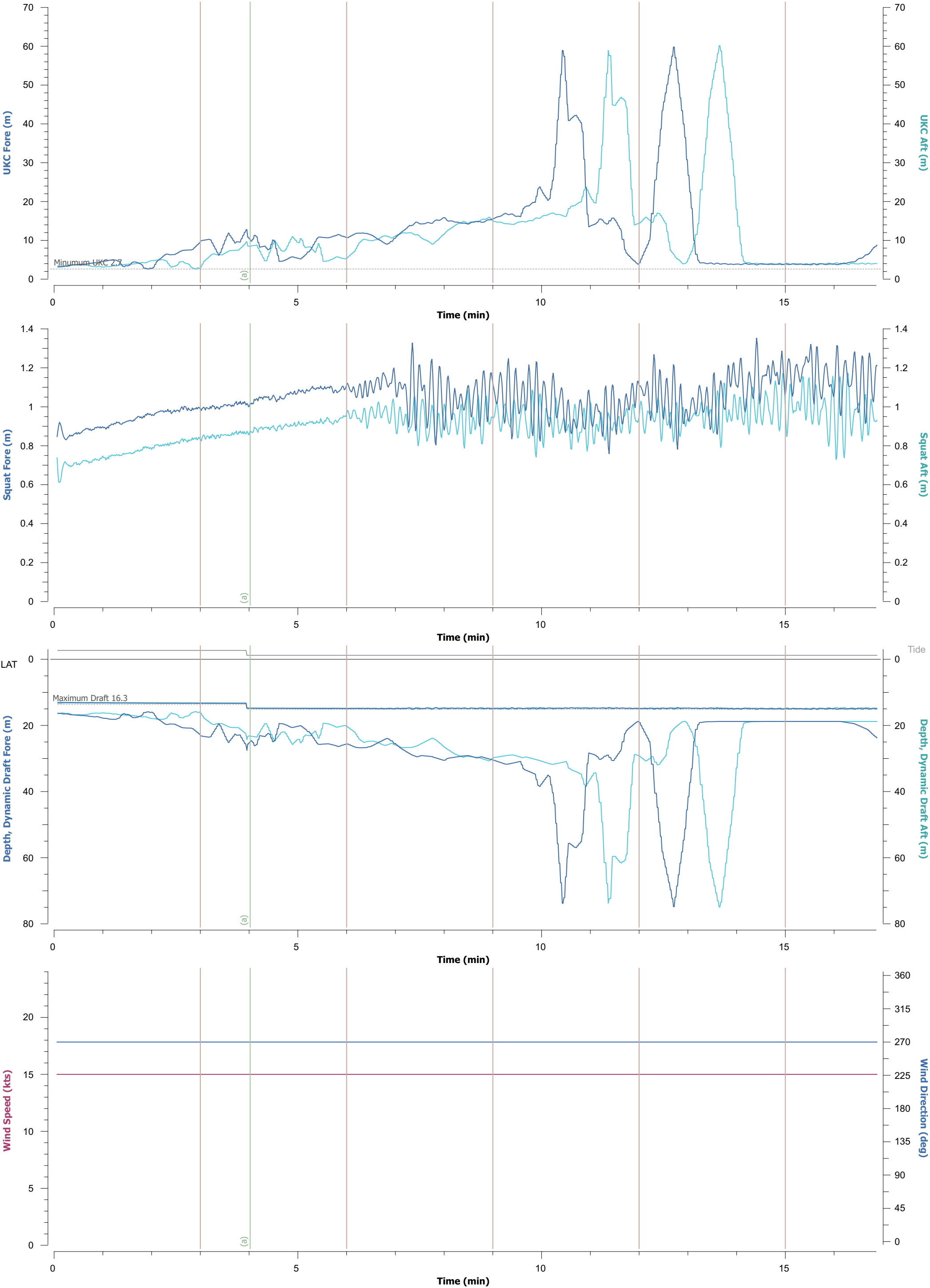


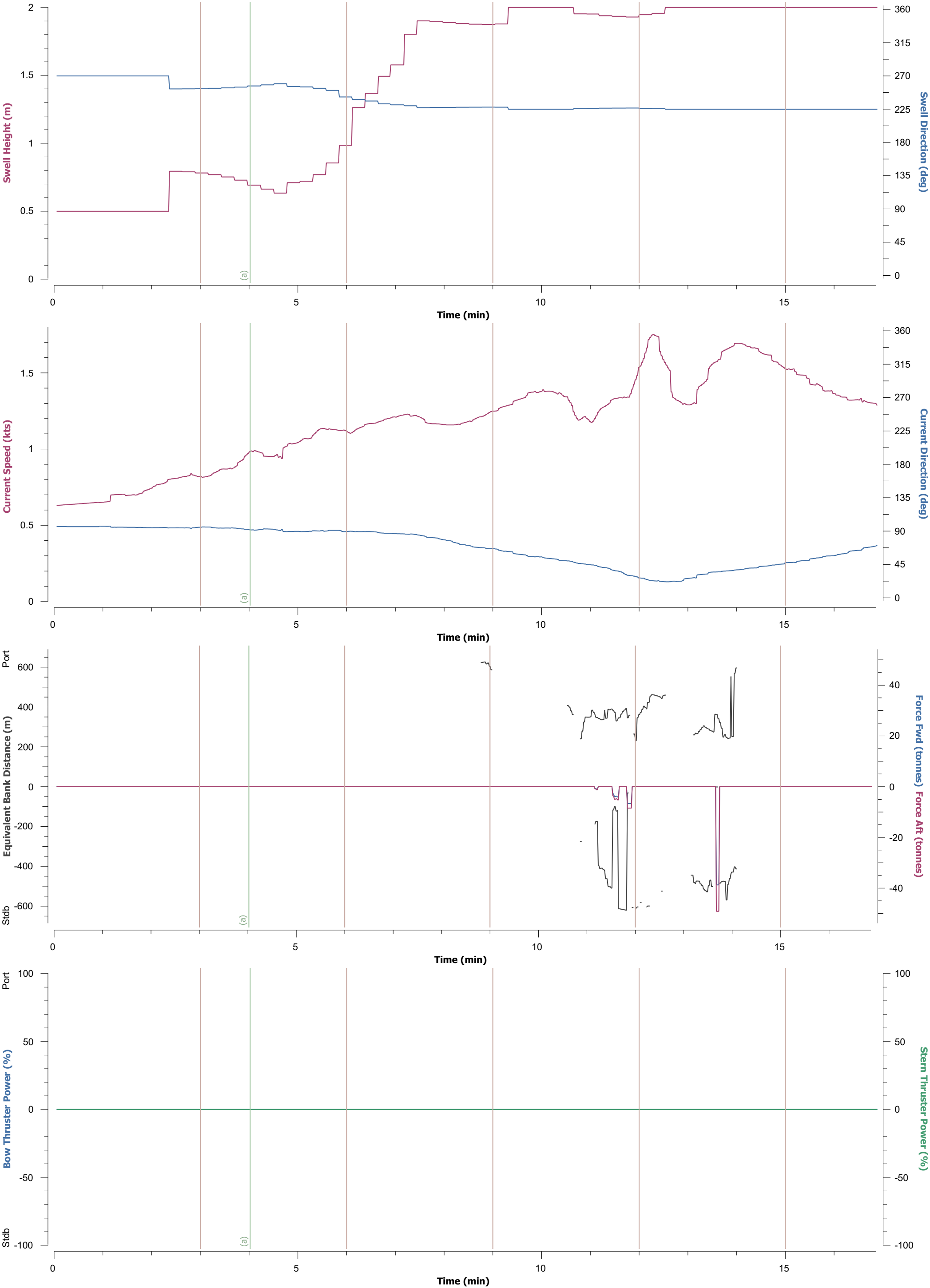
Details			Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: Manually increased by 1.0m to replicate shallower draft (14.0m). Current: 1.5 knots Flood. Amended Bathymetry and Current - Tide reduced by 1.5m to account for vertical sounding datums Vessel speed restricted to Half Ahead as vessel constrained by DUKC	
Model Name : Superium Maersk	Wind : 15kts from 270°		
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°		
Displacement : 201,300 tonnes	Current : 1.8kts to 23°		
	Tide : 2.70m (HW -02:45)		
* Wind, Swell & Current max effect during run, Tide at Reference Port			Vessel handled much better at this draft and state of tide. Achievable. Vessel experienced unexpected sheer upon approach to Rip Bank requiring hard over helm to counter.
Events			
(a)	04m 01s	Tidal height reduced by 1.5m to account for chart sounding datum difference	



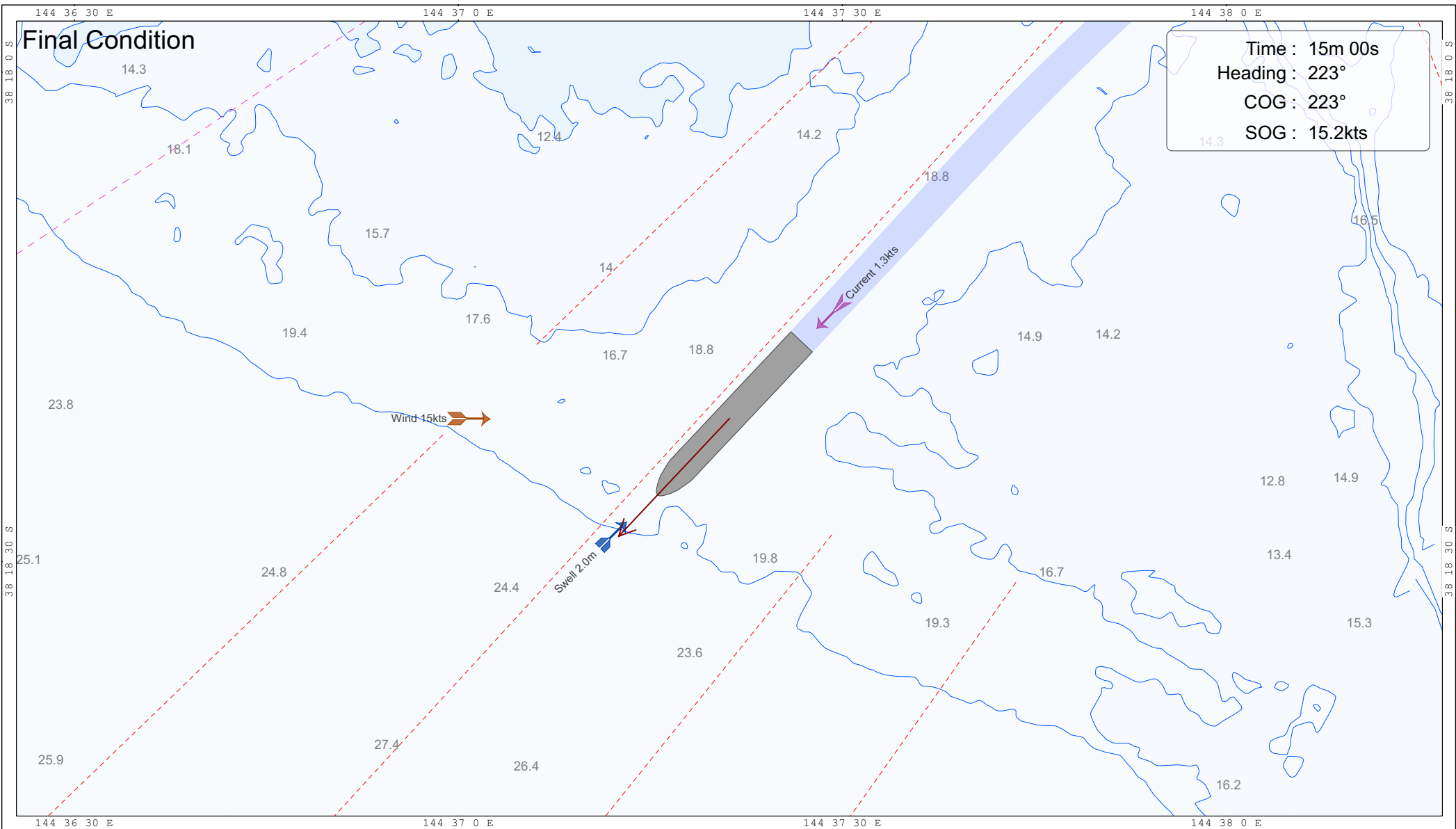
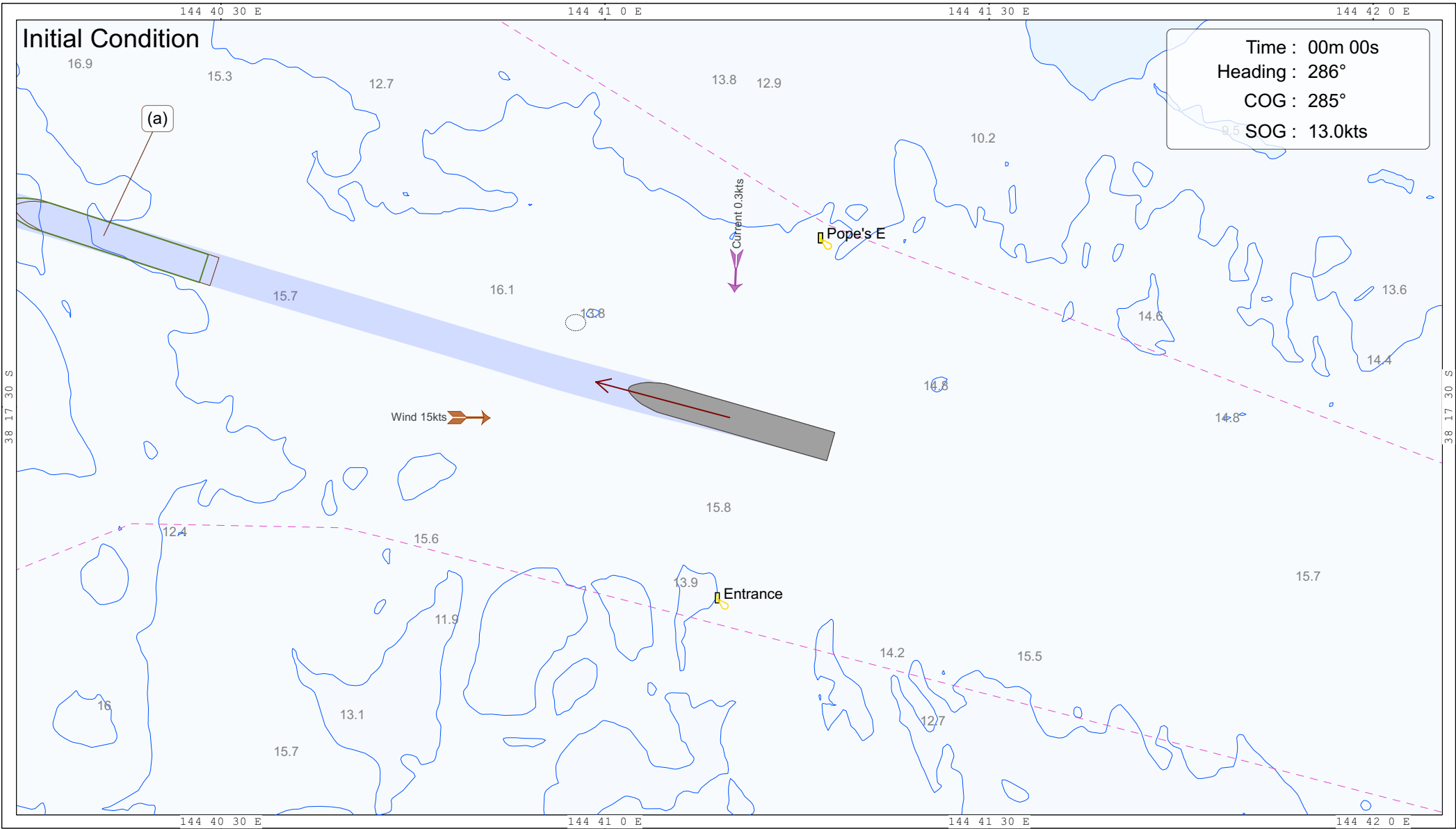


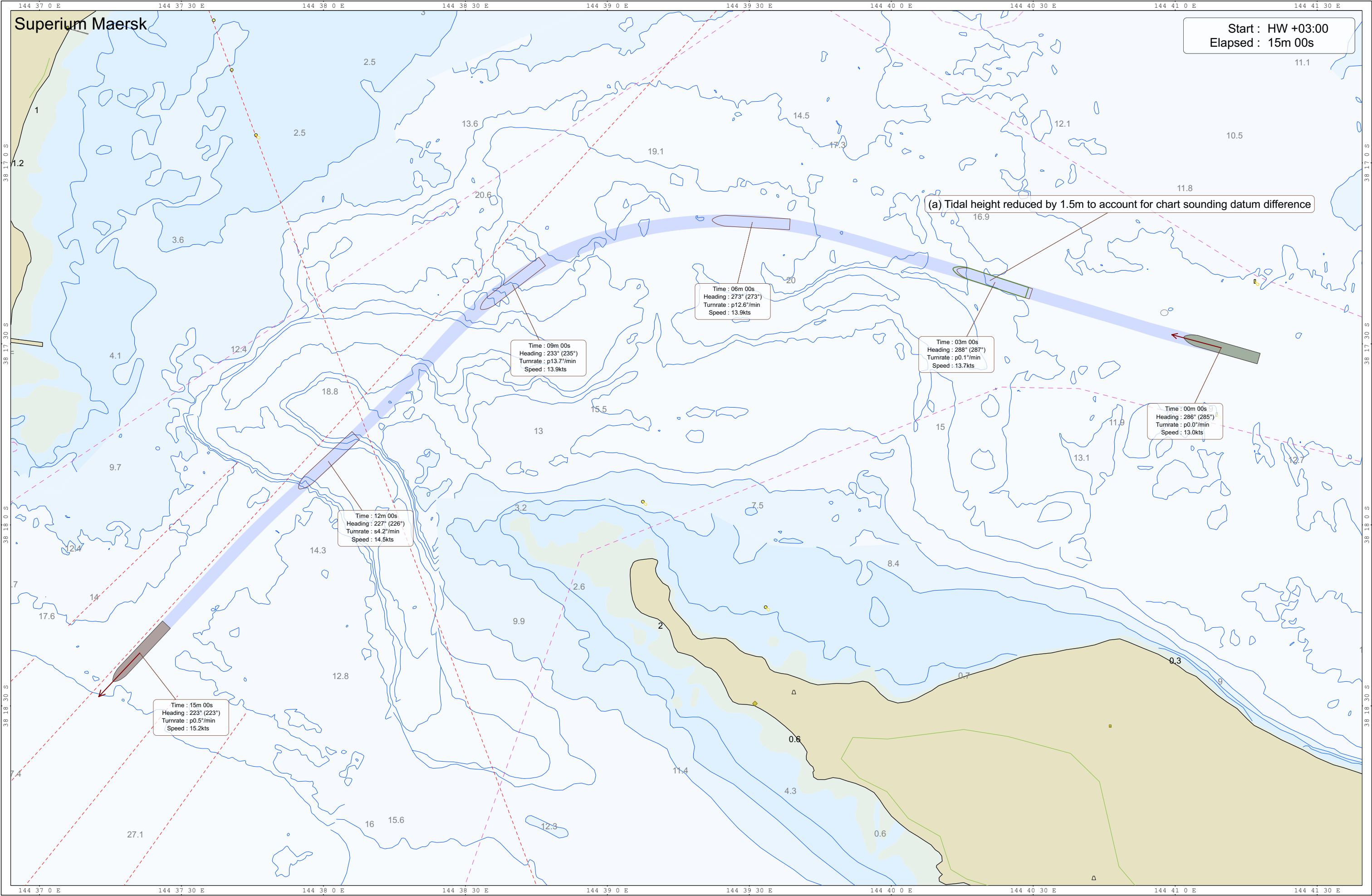


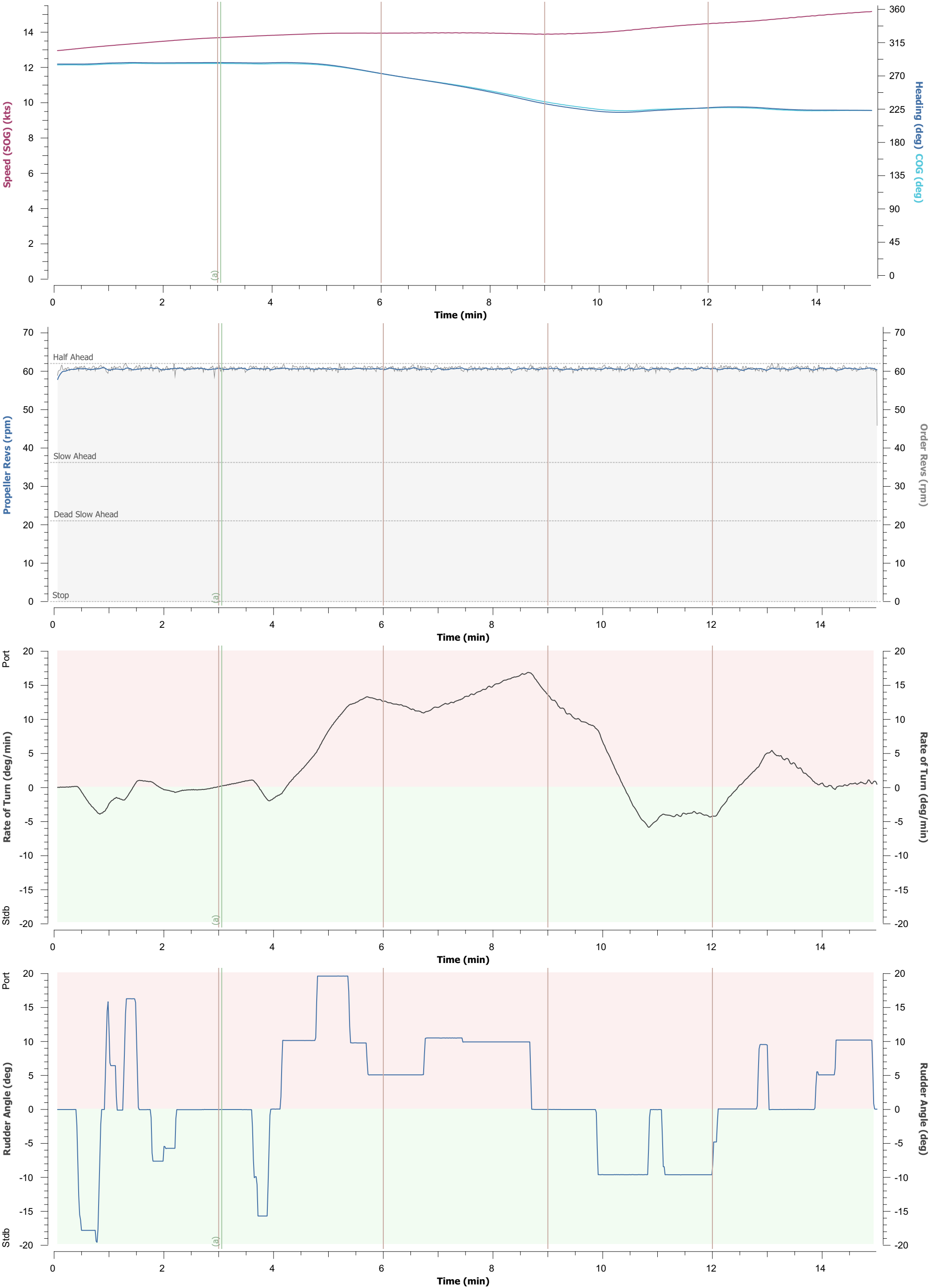


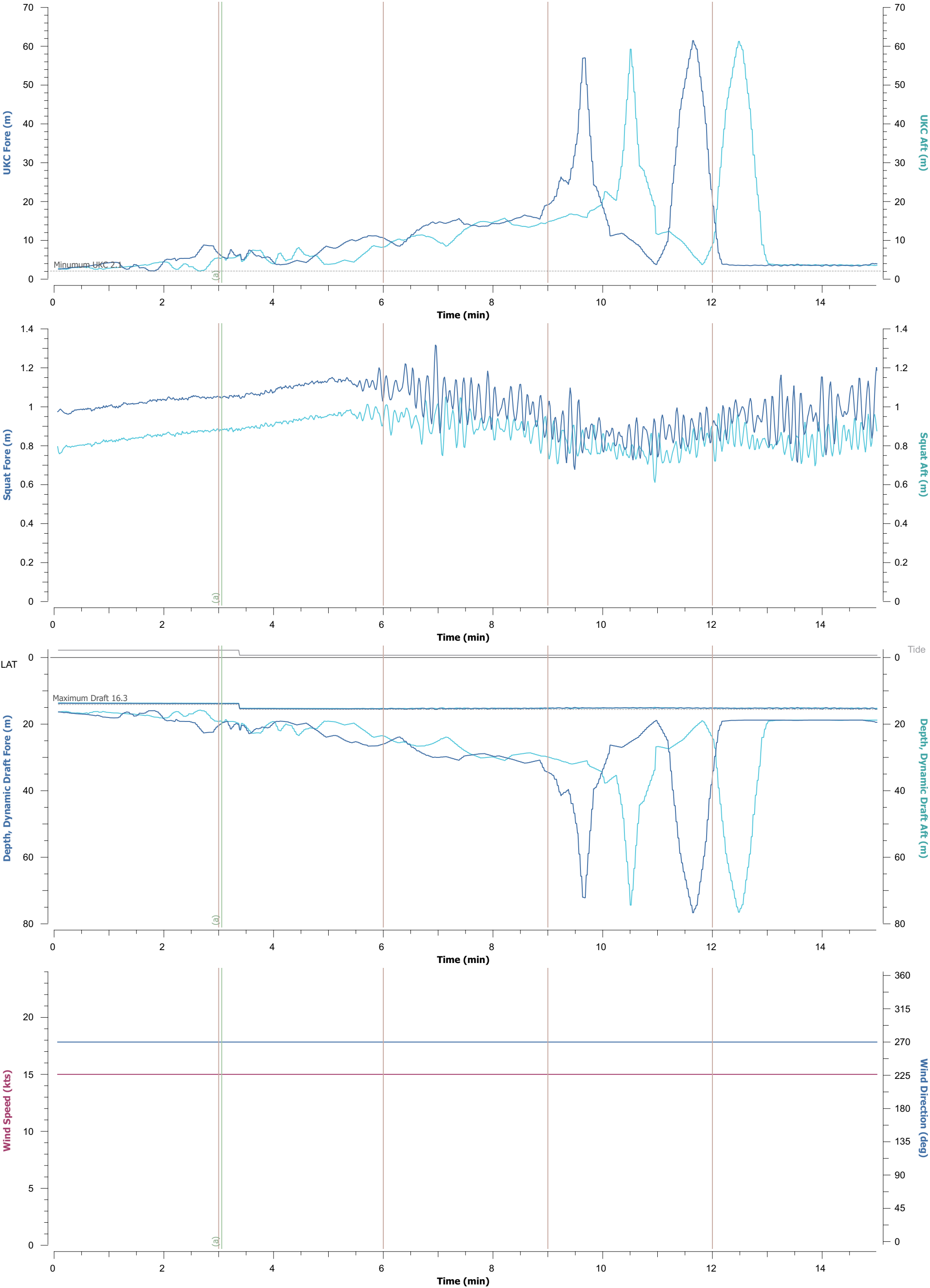


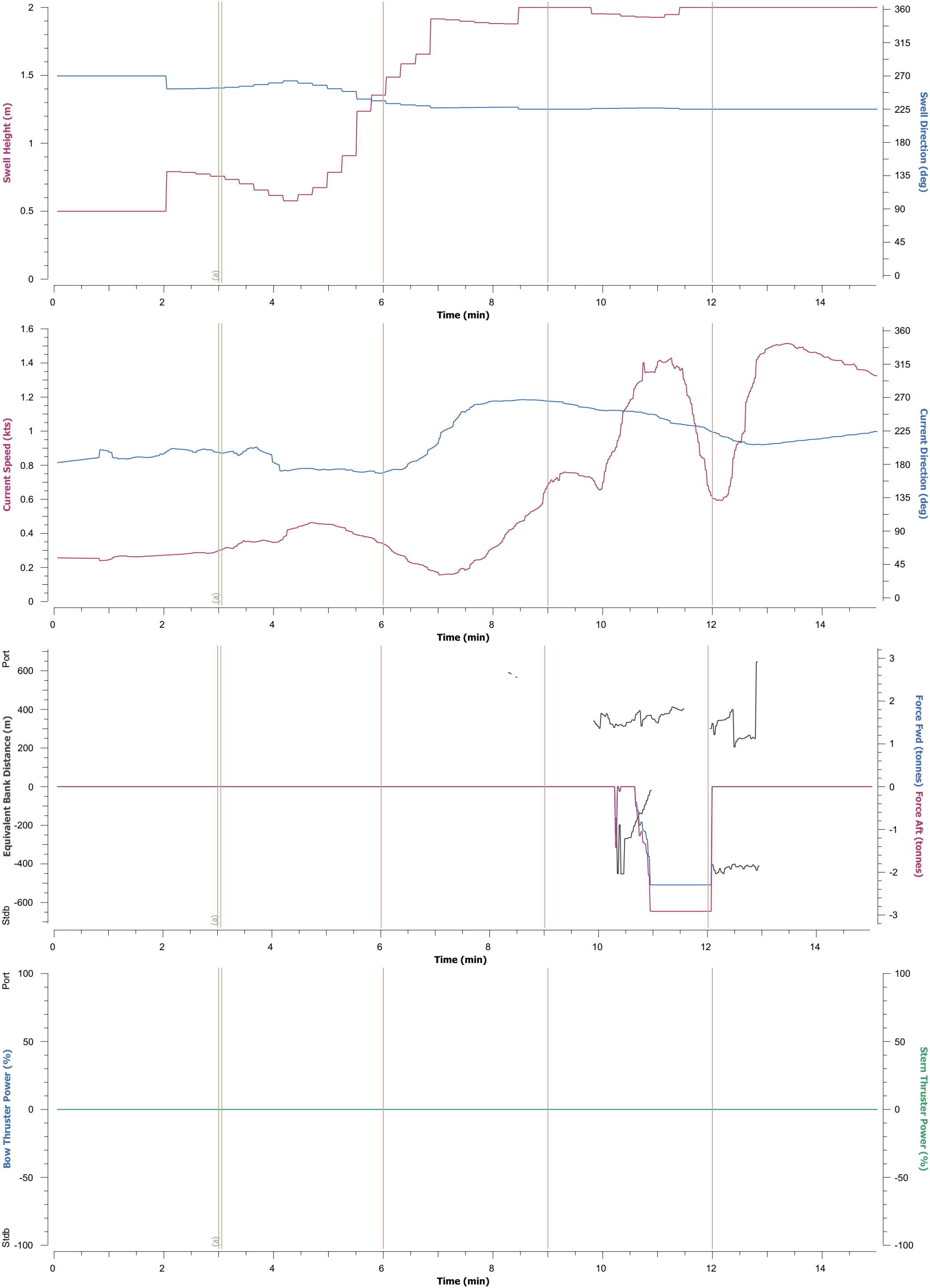
Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: Manually increased by 1.0m to replicate shallower draft (14.0m). Current: 1.5 knots Ebb. Amended Bathymetry and Current - Tide reduced by 1.5m to account for vertical sounding datums Vessel speed restricted to Half Ahead as vessel constrained by DUKC
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 1.5kts to 210°	
	Tide : 2.20m (HW +03:00)	
* Wind, Swell & Current max effect during run, Tide at Reference Port		Manoeuvred as expected, handled well. Standard departure.
Events		
(a)	03m 03s	Tidal height reduced by 1.5m to account for chart sounding datum difference



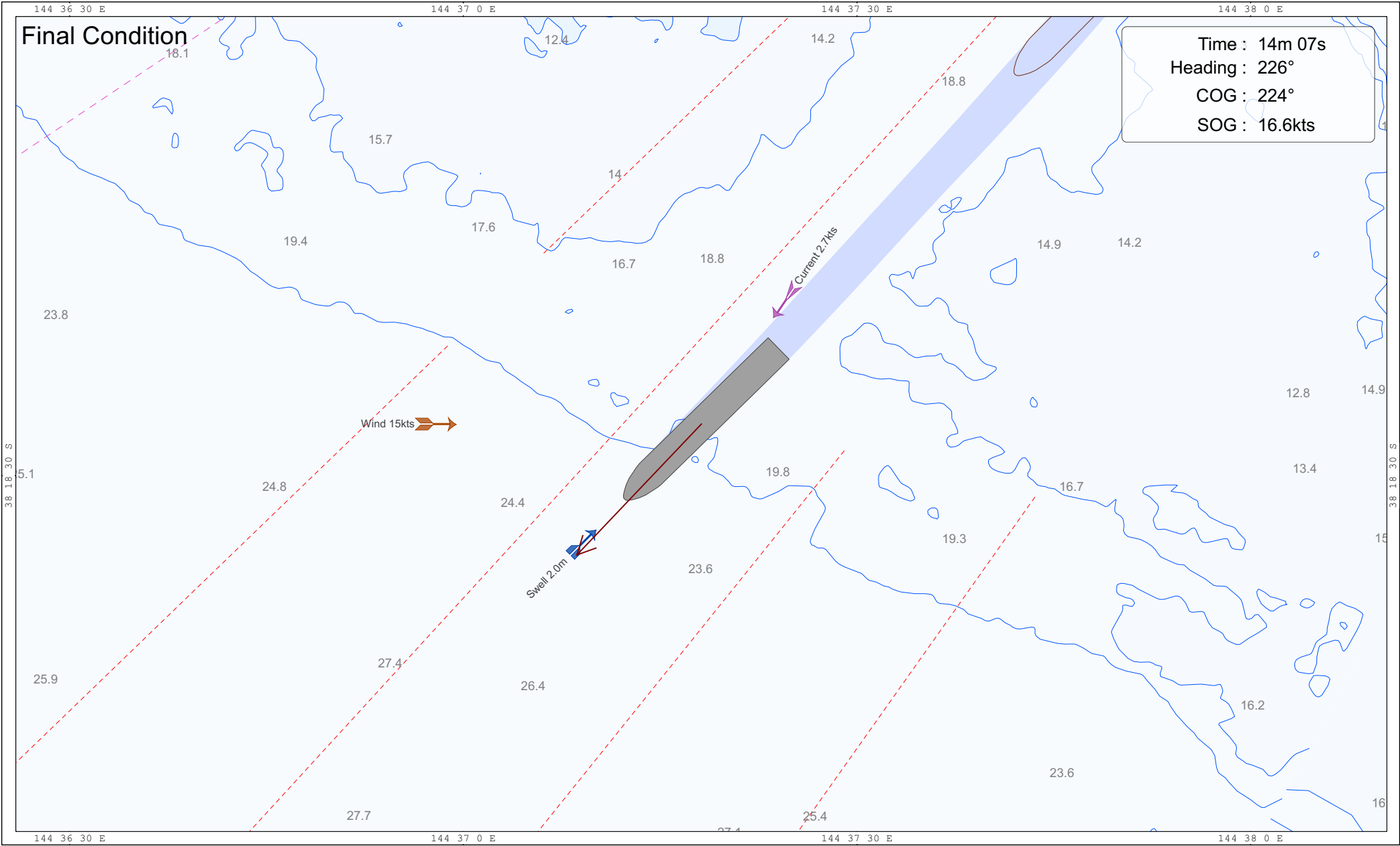
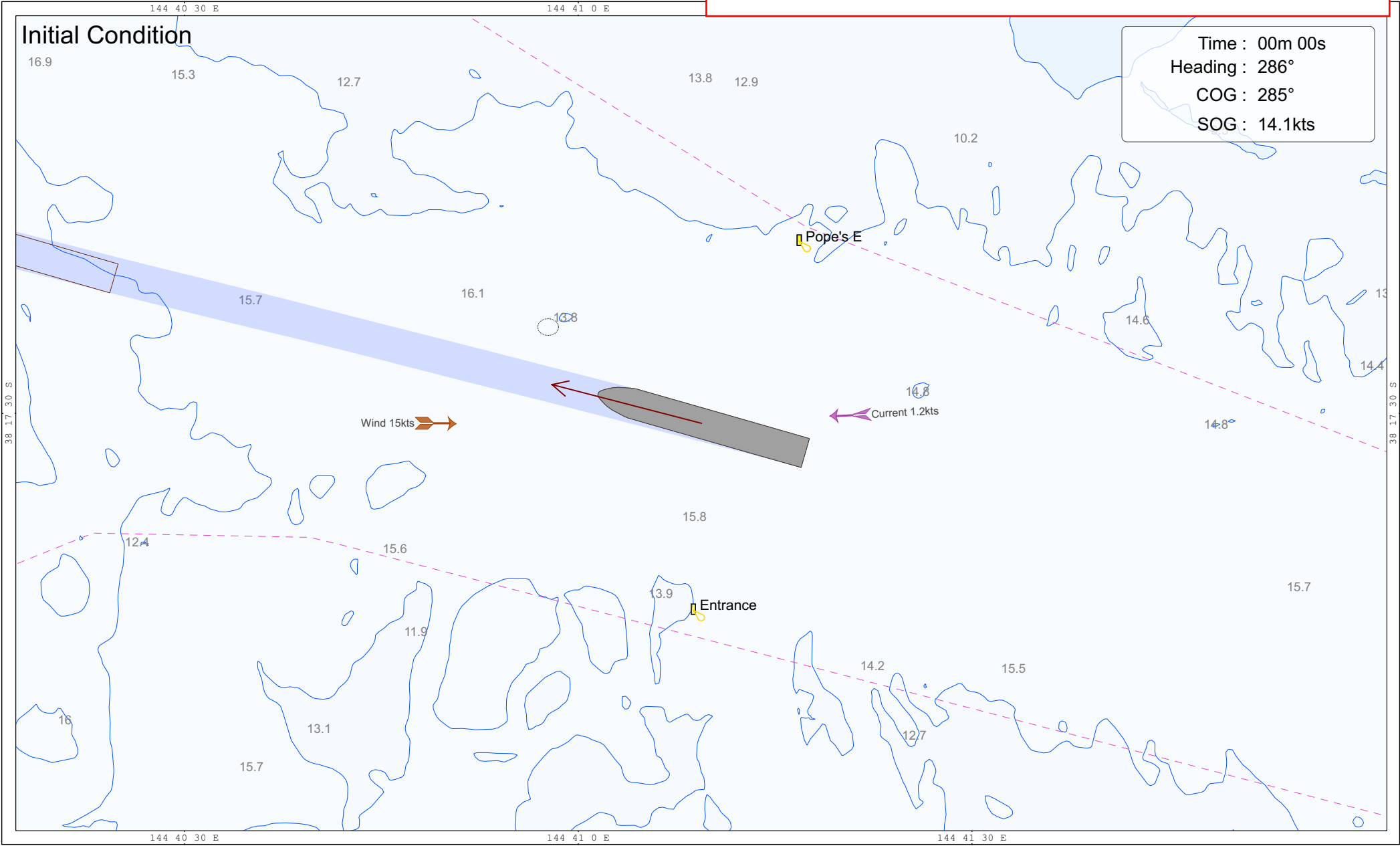




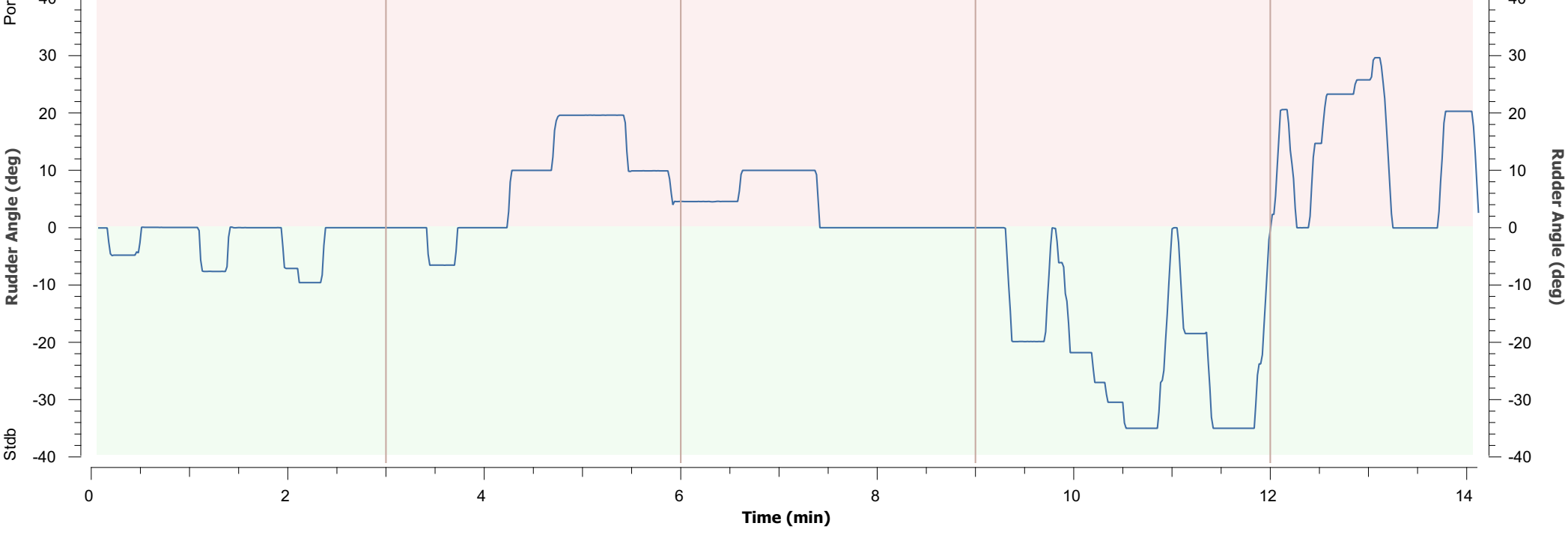
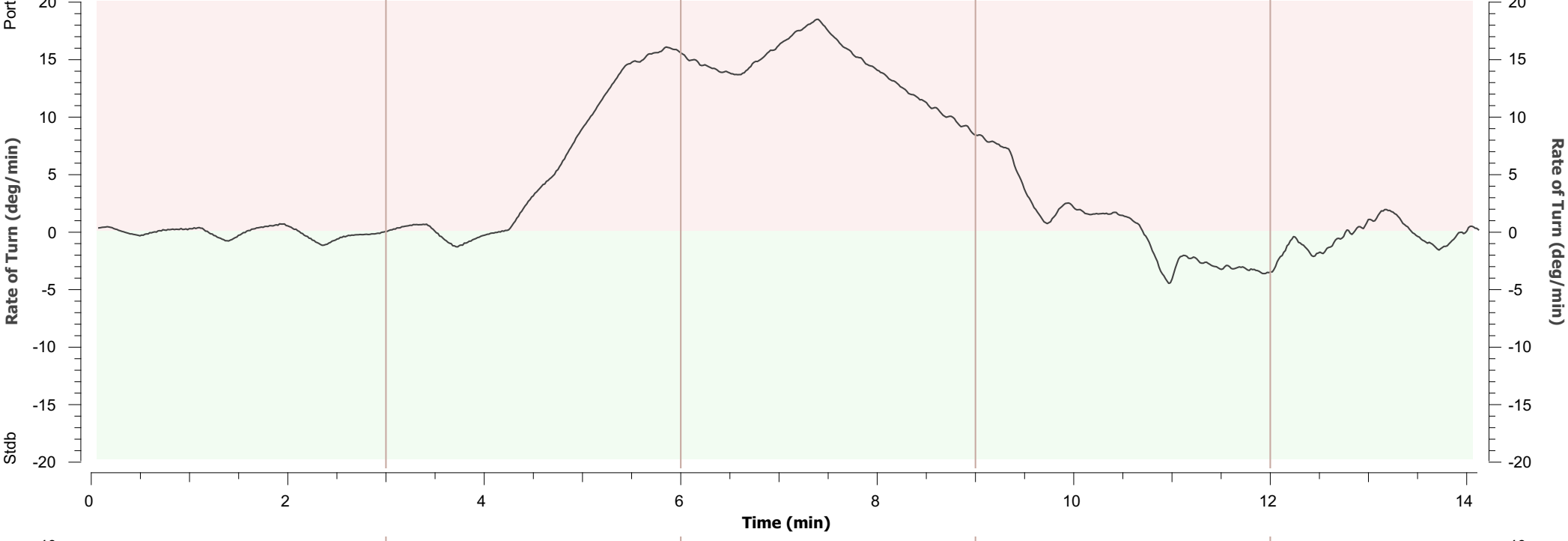
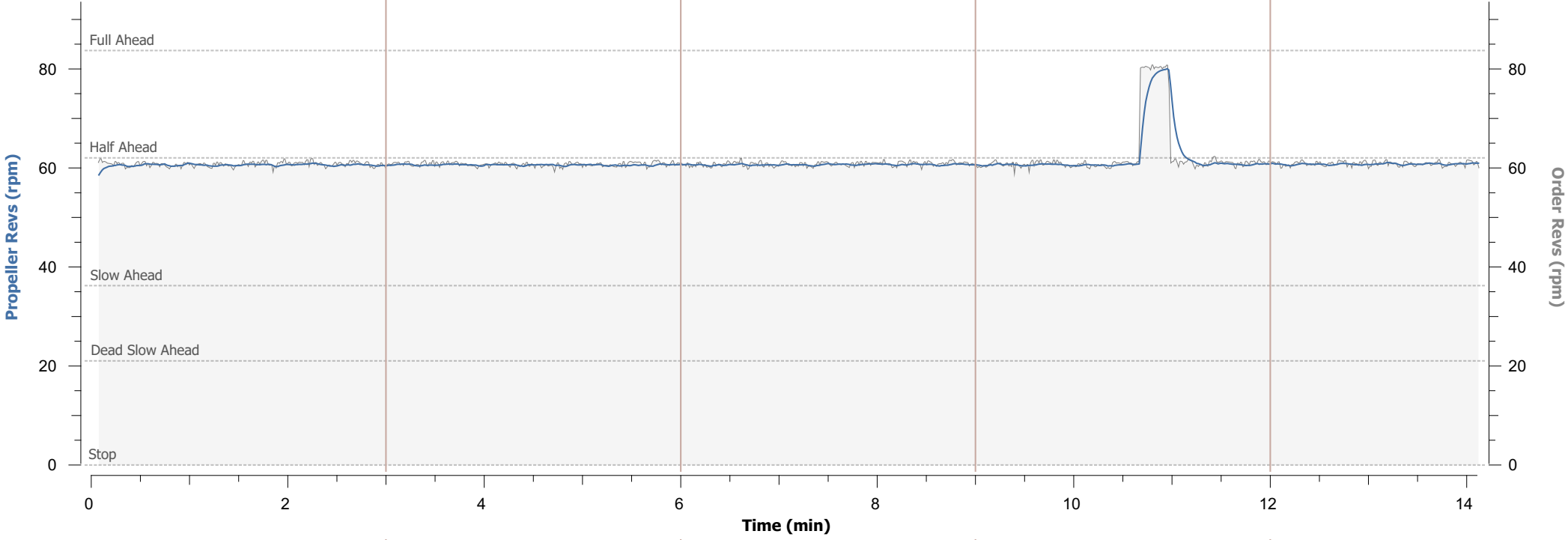
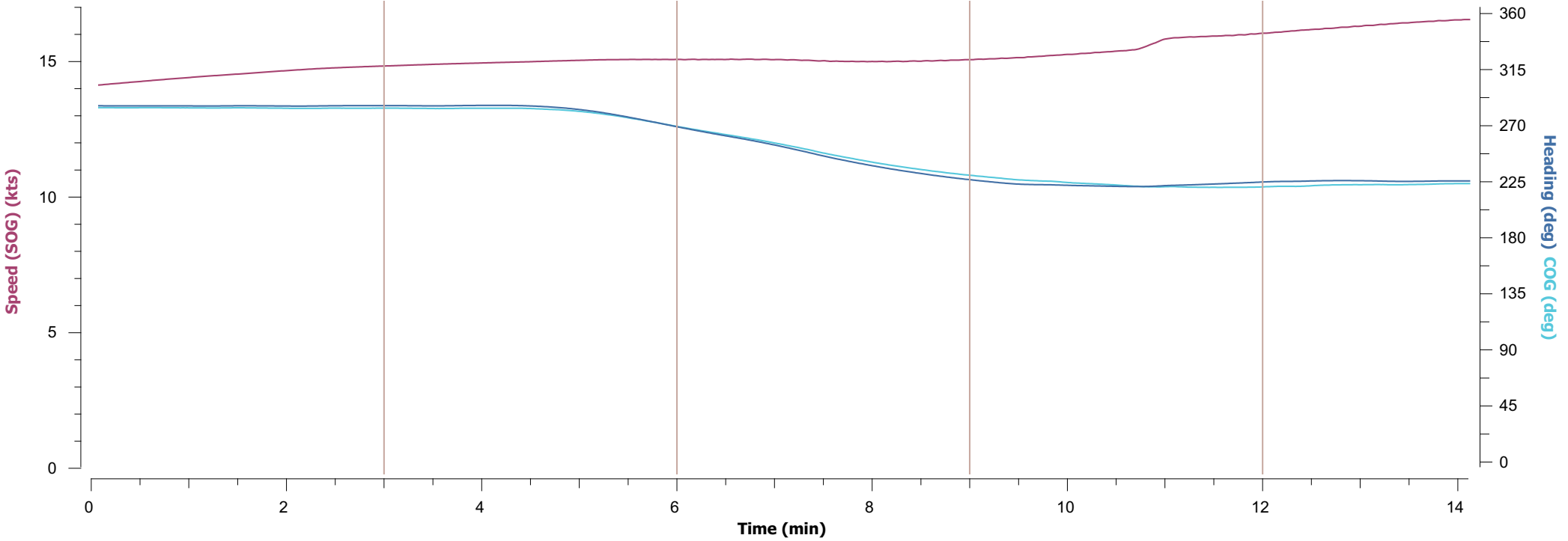


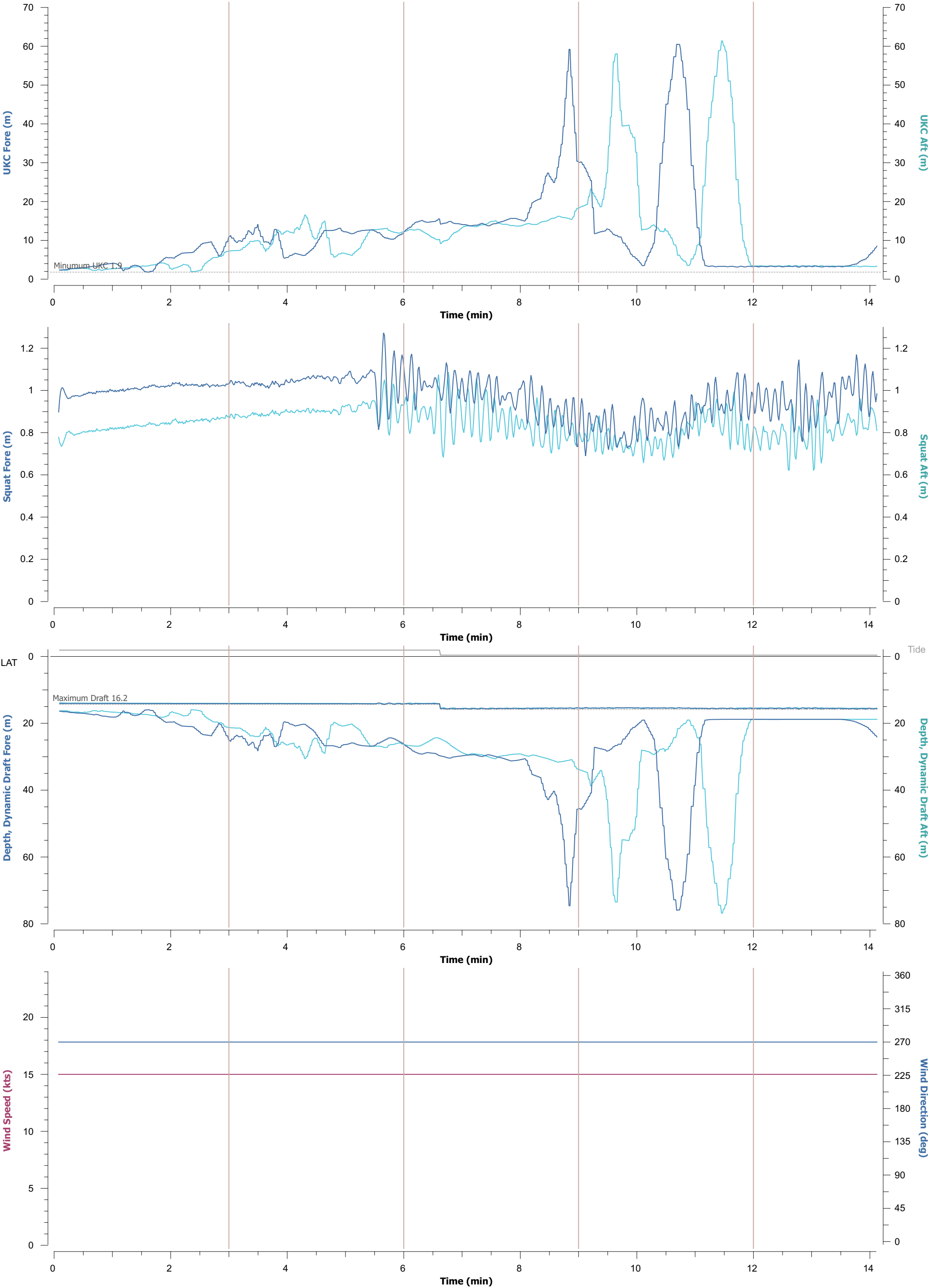


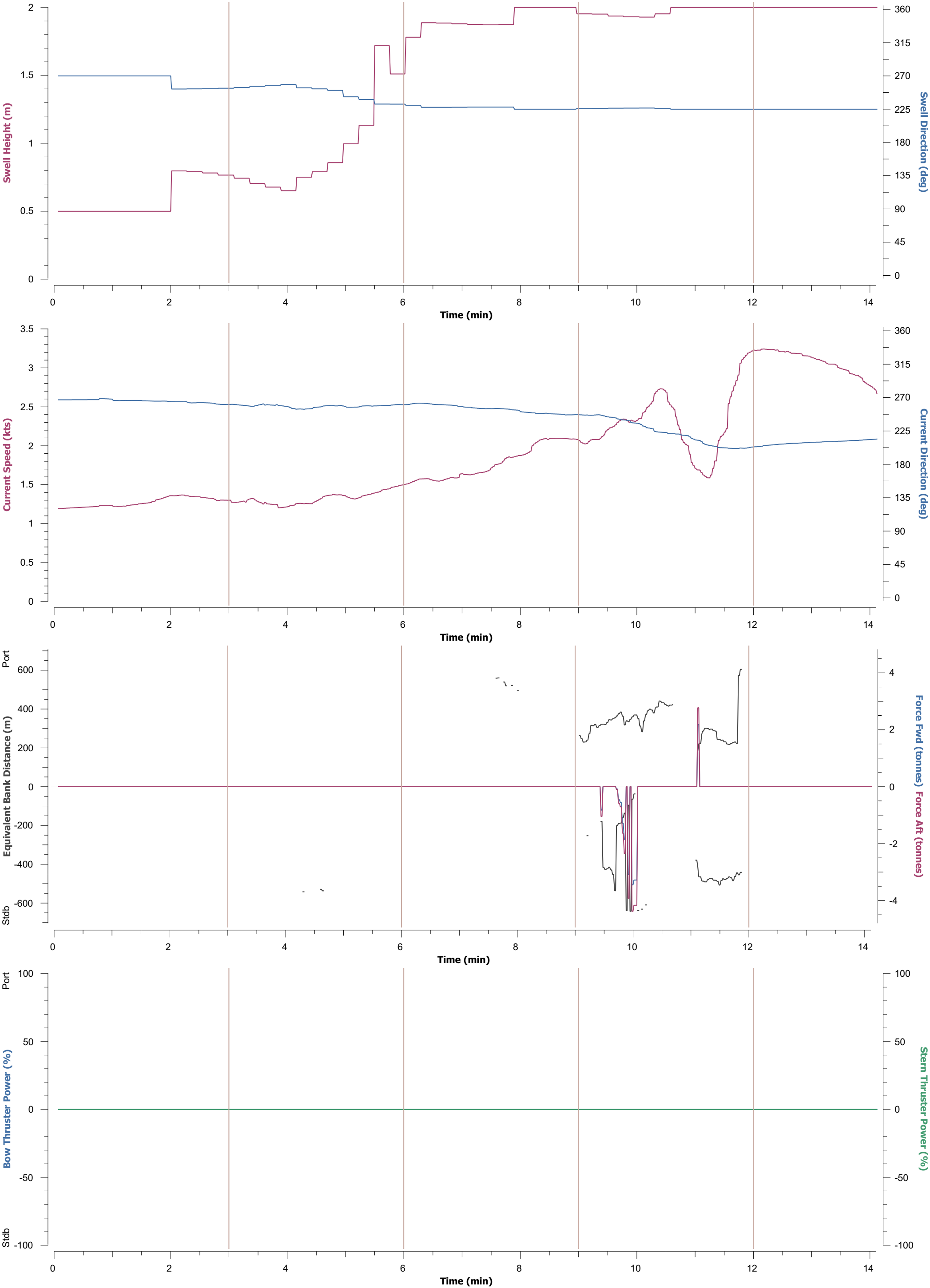
Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: 0.9m then manually increased by 1.0m to replicate shallower draft (14.0m). Current: 3.0 knots Ebb. Amended Bathymetry and Current - Tide reduced by 1.5m to account for vertical sounding datums Vessel speed restricted to Half Ahead as vessel constrained by DUKC
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 3.2kts to 205°	
	Tide : 1.90m (HW +03:30)	
* Wind, Swell & Current max effect during run, Tide at Reference Port		Vessel handled well, surprising with 3 knots Ebb tide. Little deviation from intended track.



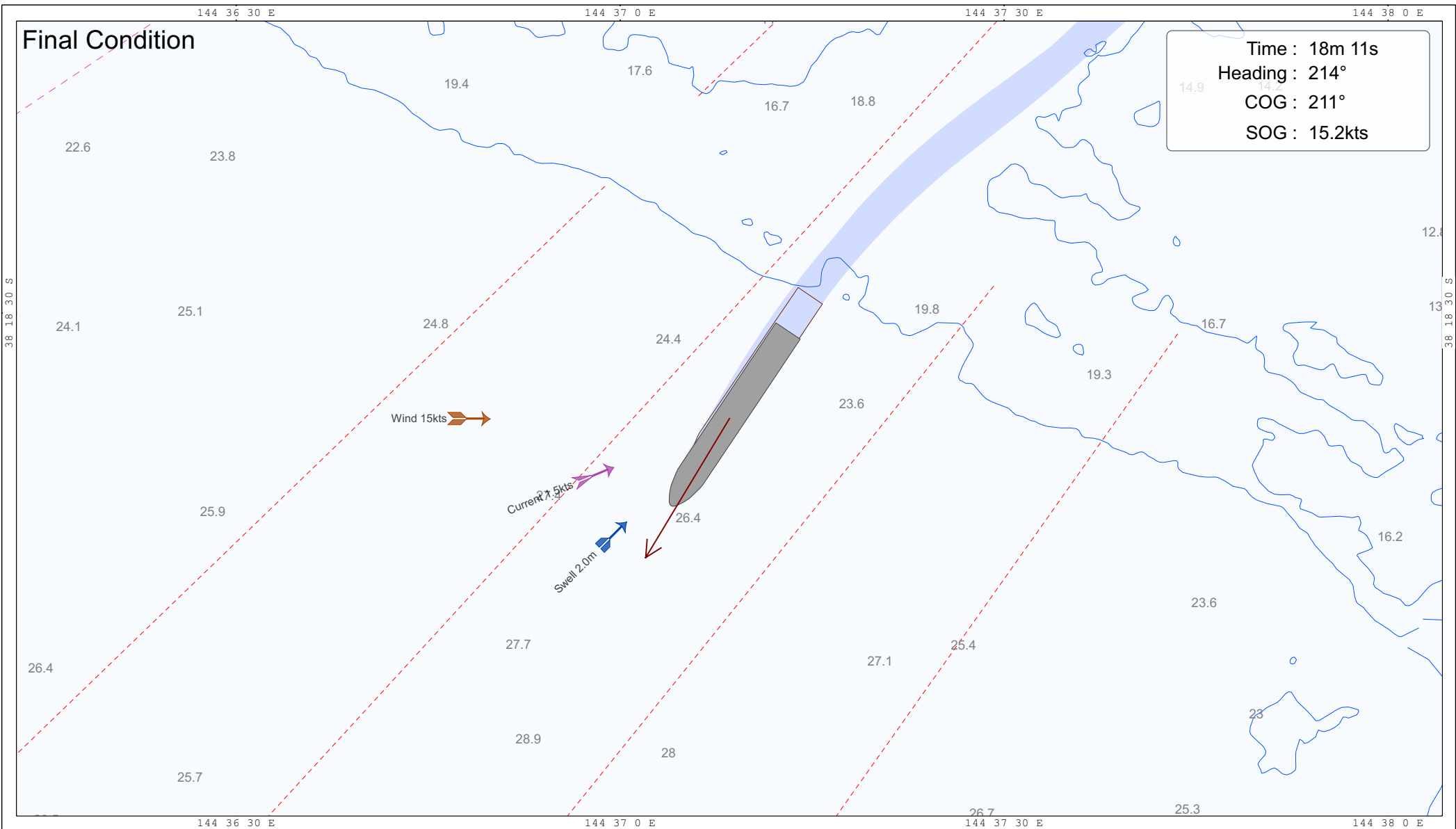
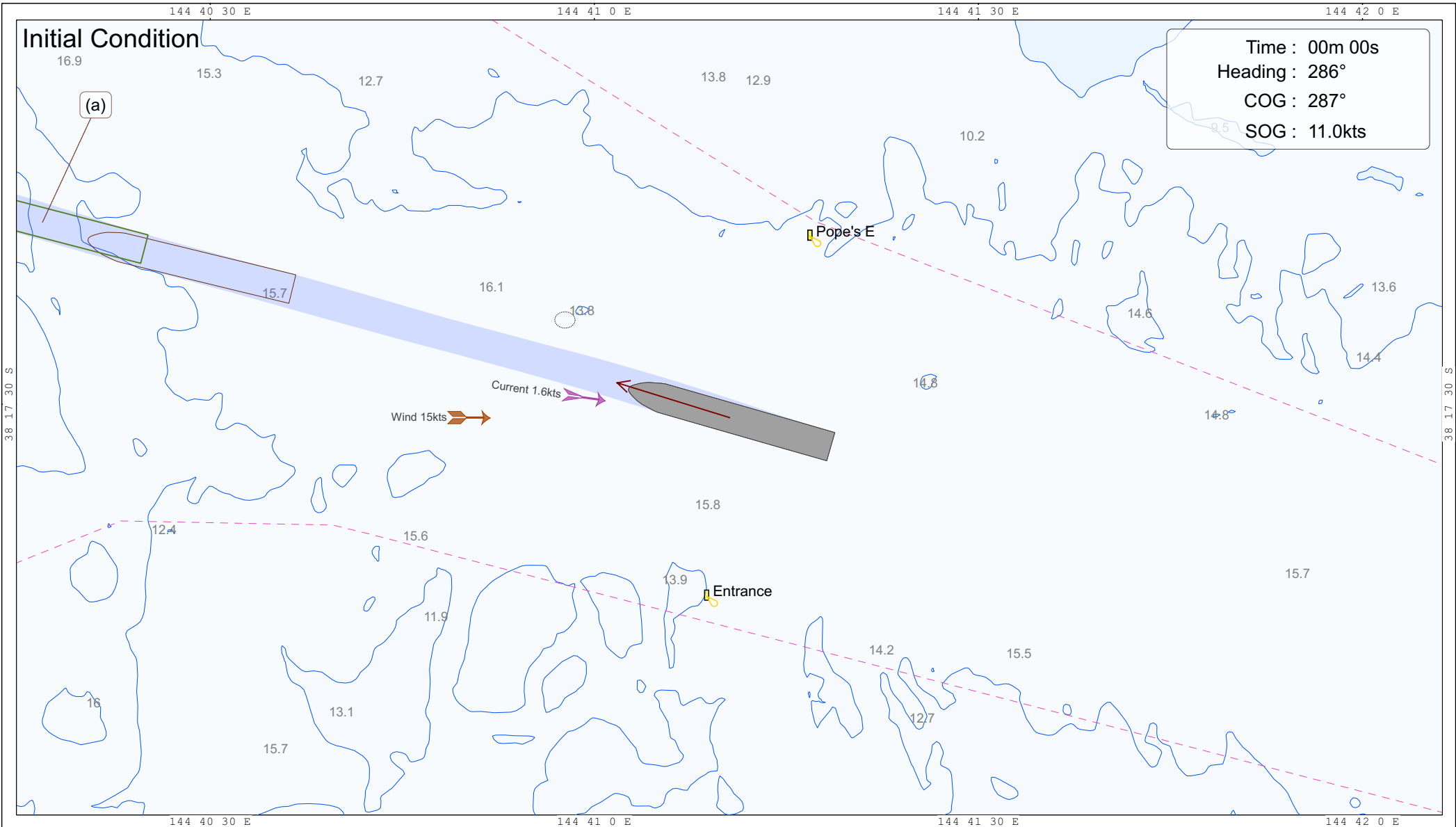


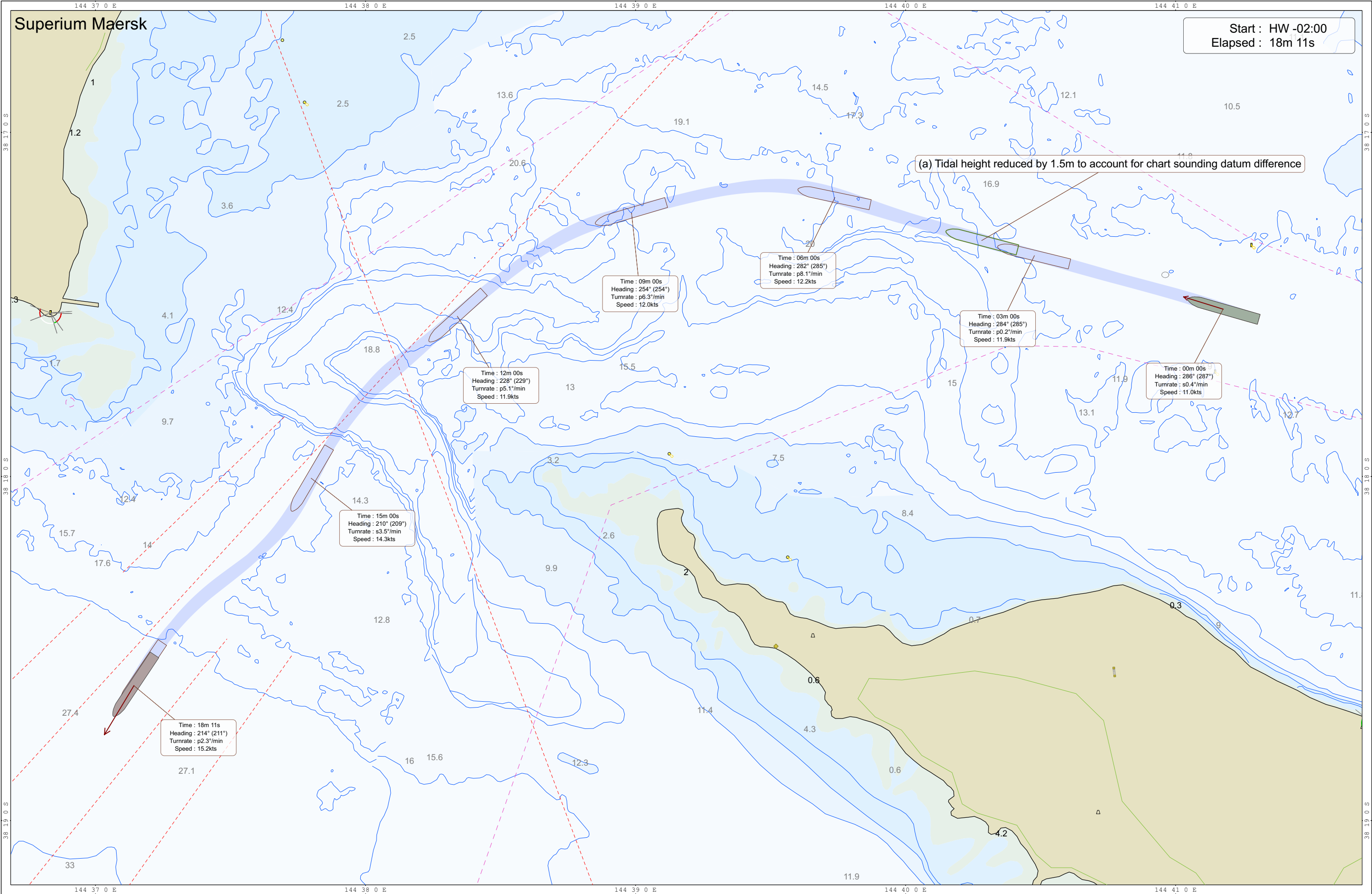


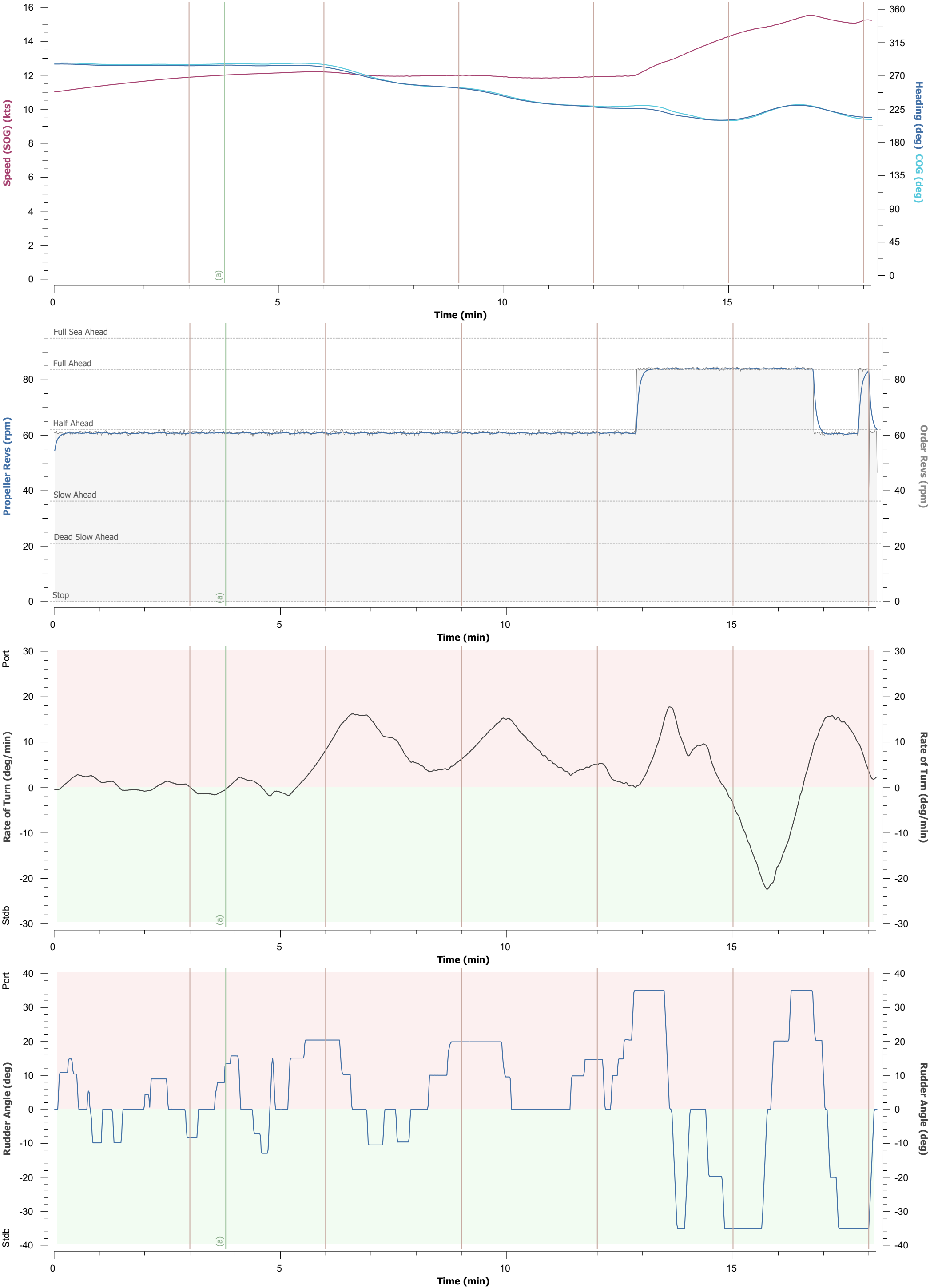


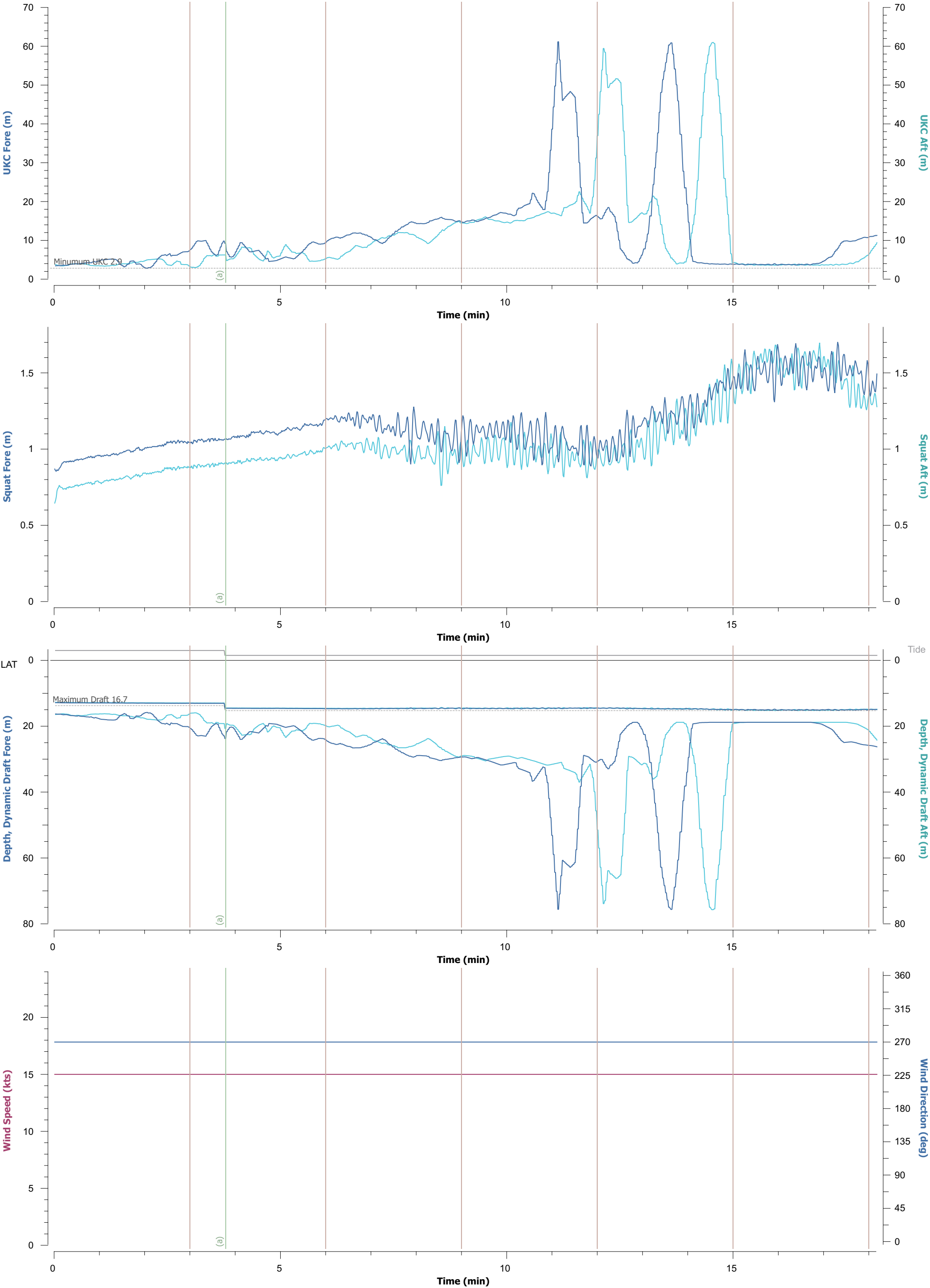


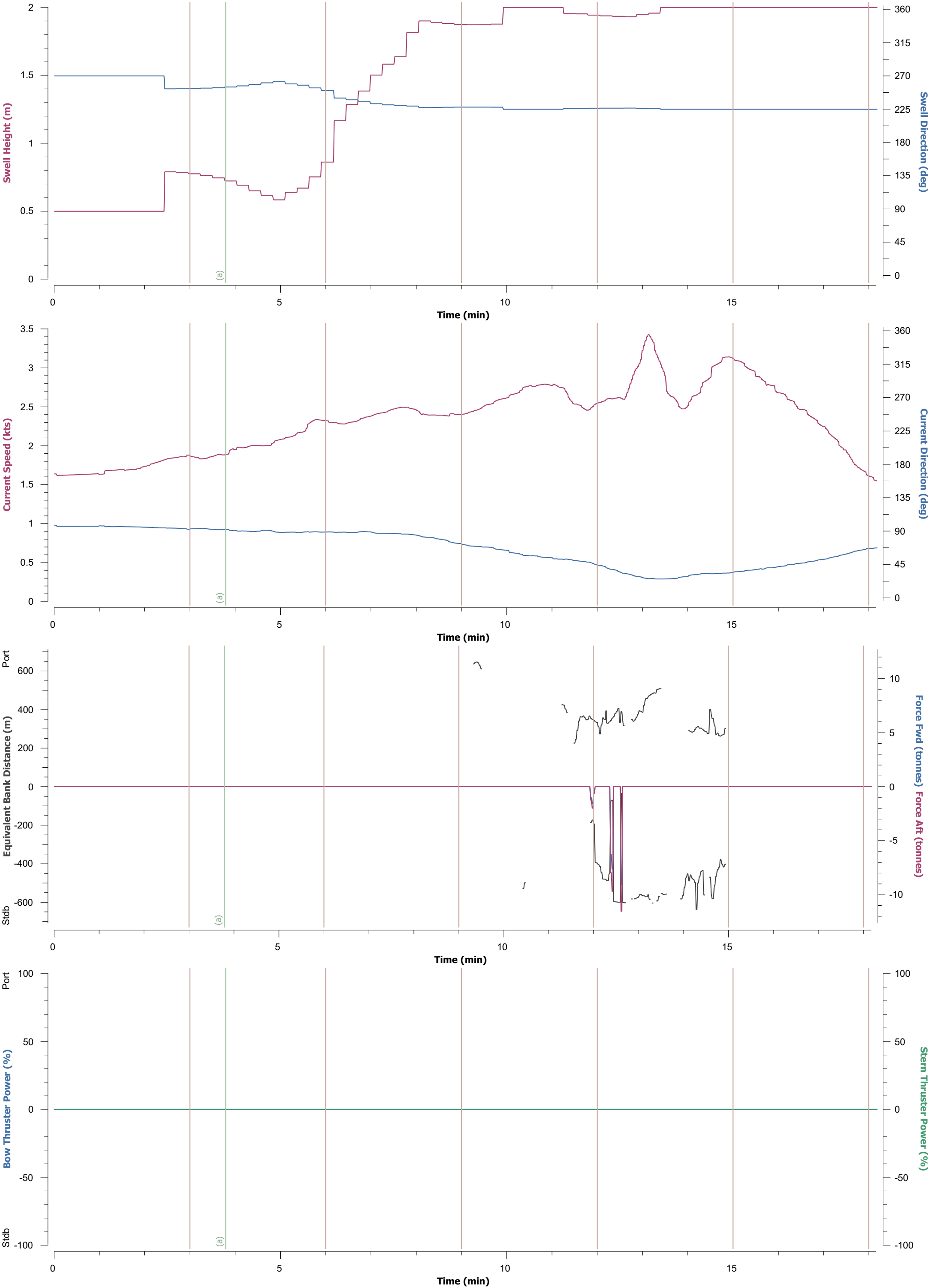
Details			Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: 2.0m then manually increased by 1.0m to replicate shallower draft (14.0m). Current: 3.0 knots Flood. Amended Bathymetry and Current - Tide reduced by 1.5m to account for vertical sounding datums Vessel speed restricted to Half Ahead as vessel constrained by DUKC	
Model Name : Superium Maersk	Wind : 15kts from 270°		
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°		
Displacement : 201,300 tonnes	Current : 3.4kts to 26°		
	Tide : 3.00m (HW -02:00)		
* Wind, Swell & Current max effect during run, Tide at Reference Port			Vessel still took some manageable in these conditions. Still experiencing sheer passing over Napean Bank Marginal result.
Events			
(a)	03m 47s	Tidal height reduced by 1.5m to account for chart sounding datum difference	





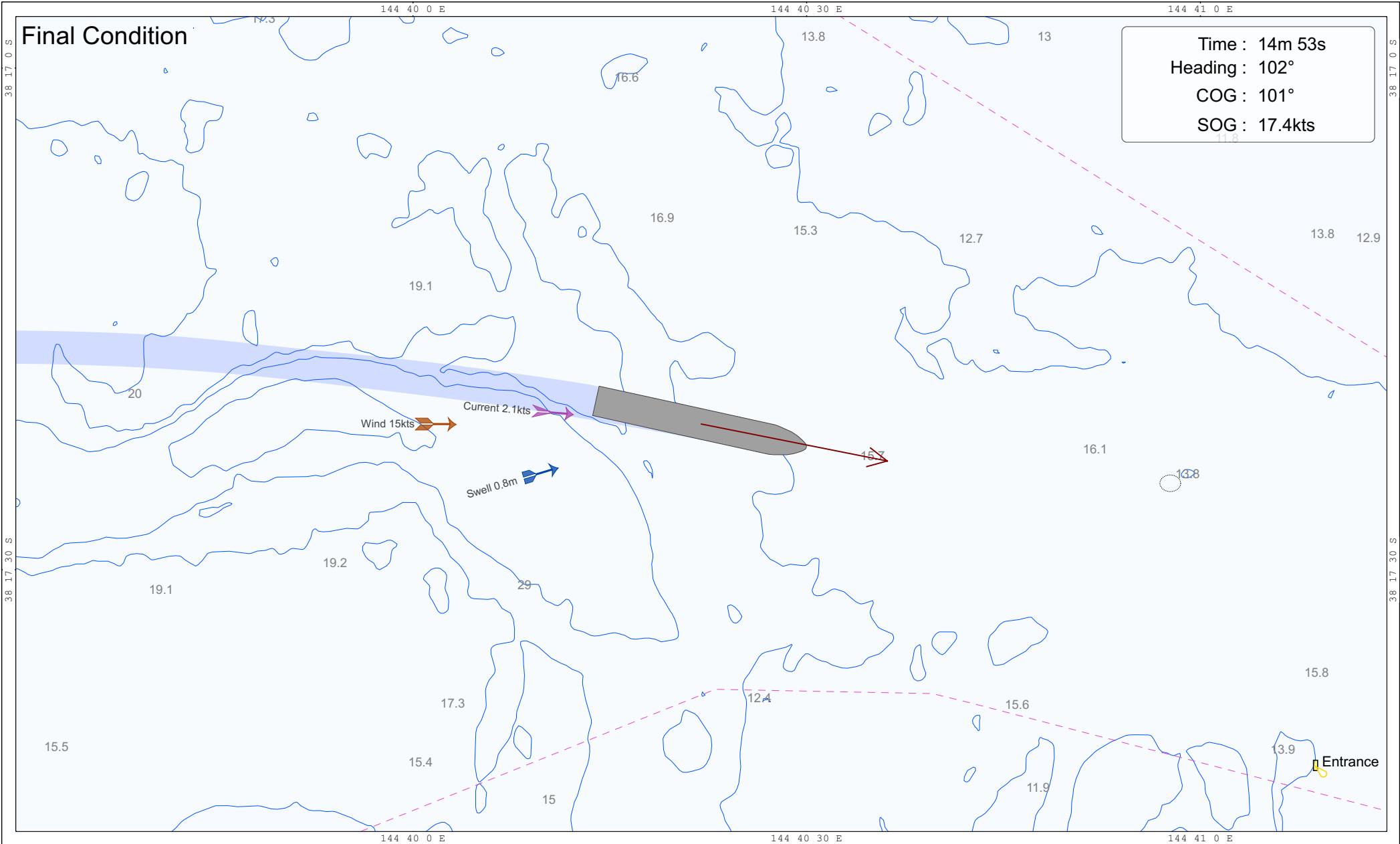
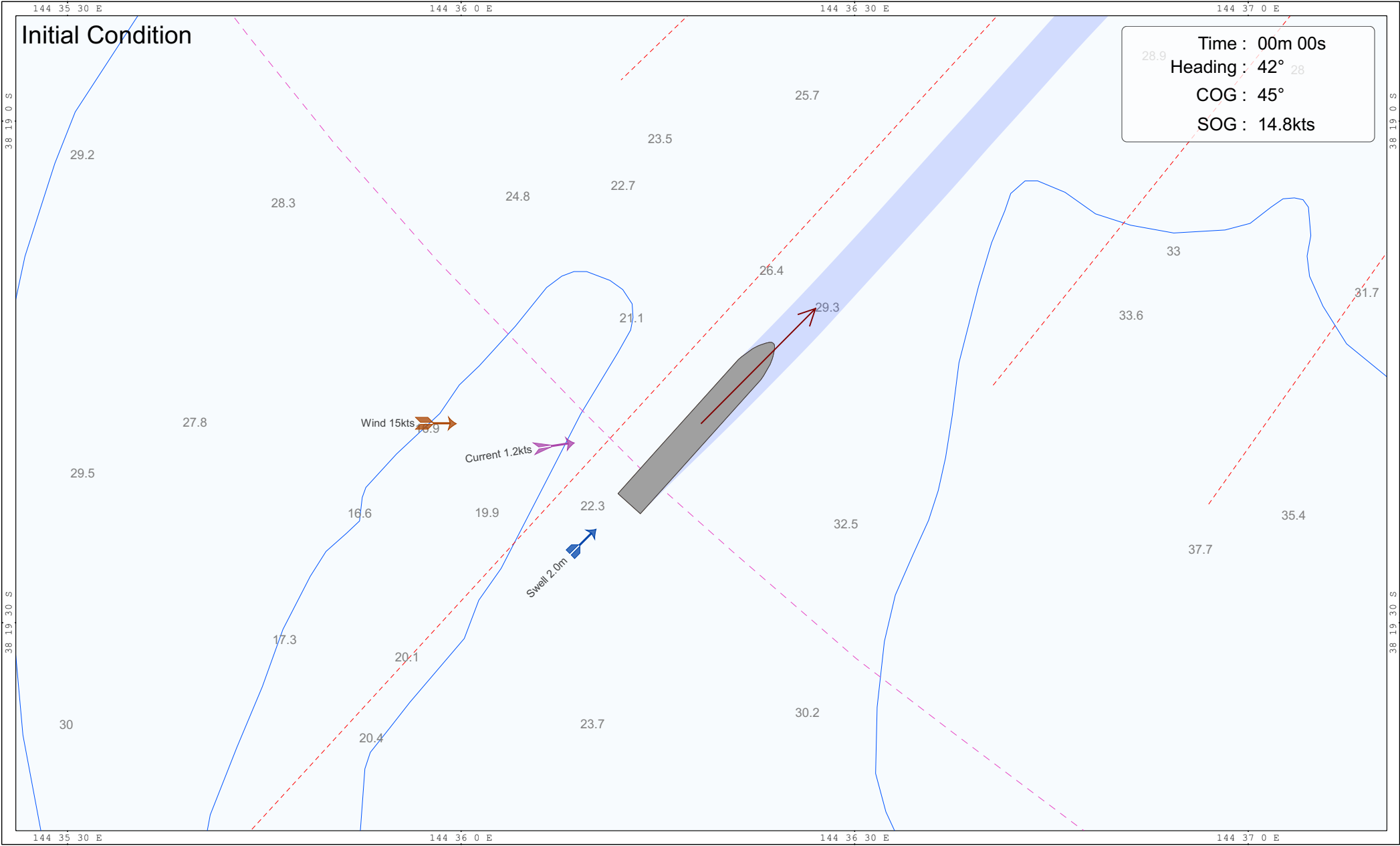


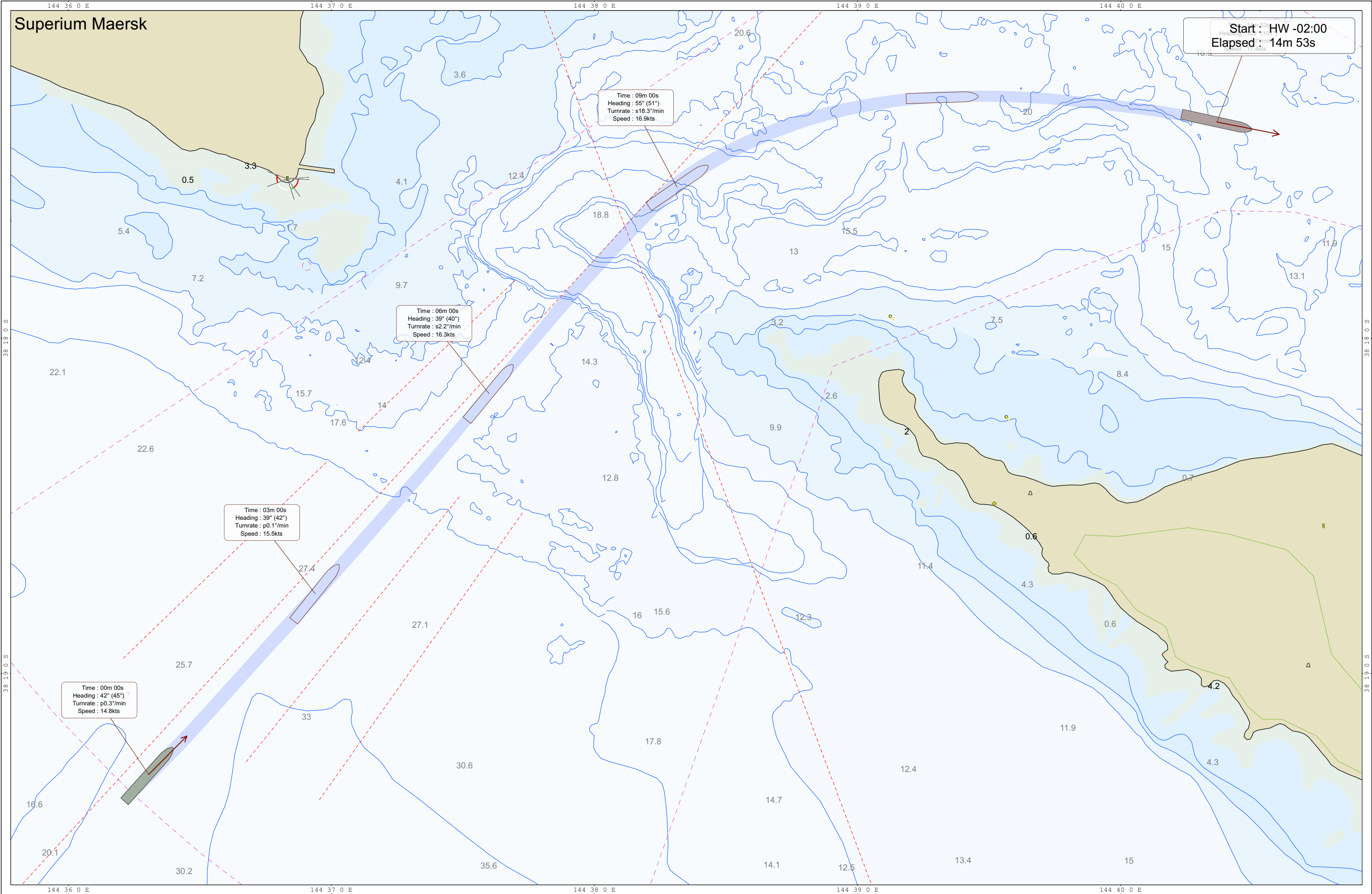


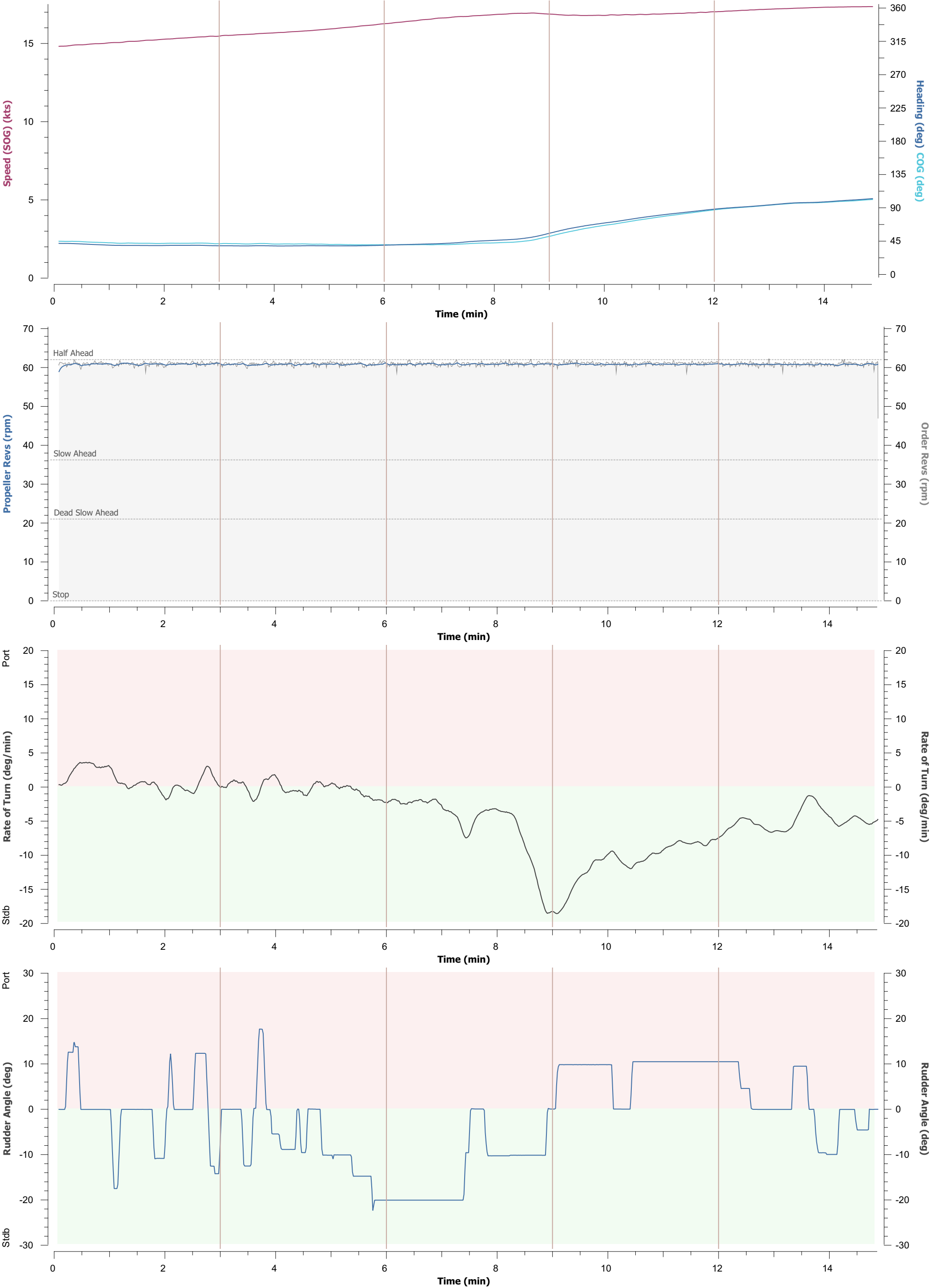


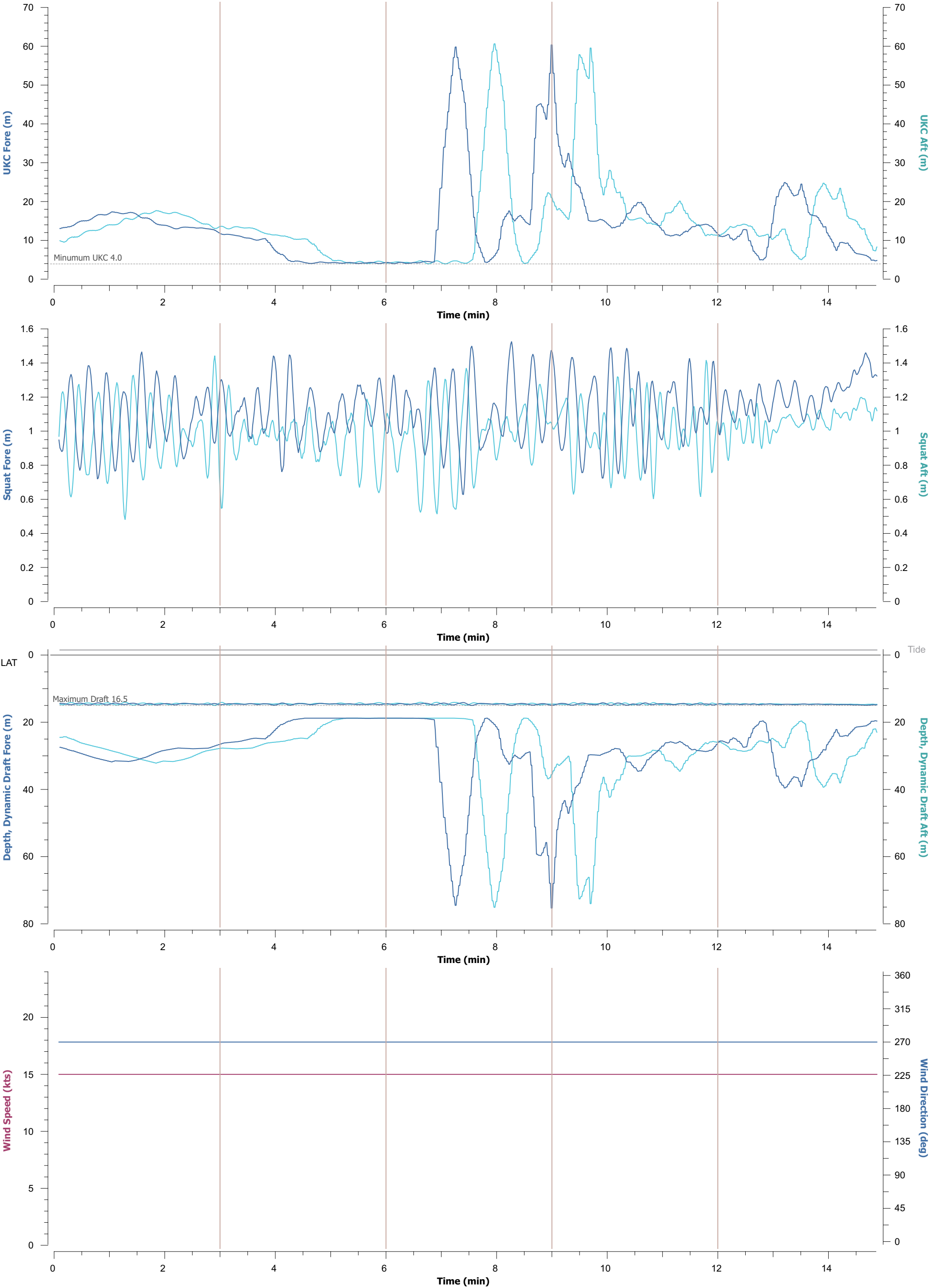
Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk Inbound from Sea. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: 2.0m then manually increased by 1.0m to replicate shallower draft (14.0m). Current: 3.0 knots Flood. Amended Bathymetry and Current - Tide reduced by 1.5m to account for vertical sounding datums Vessel speed restricted to Half Ahead as vessel constrained by DUKC
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 3.3kts to 26°	
	Tide : 1.50m (HW -02:00)	
		Vessel carried 20 degrees of helm through Great Ship Channel. Doable with minimum concern.

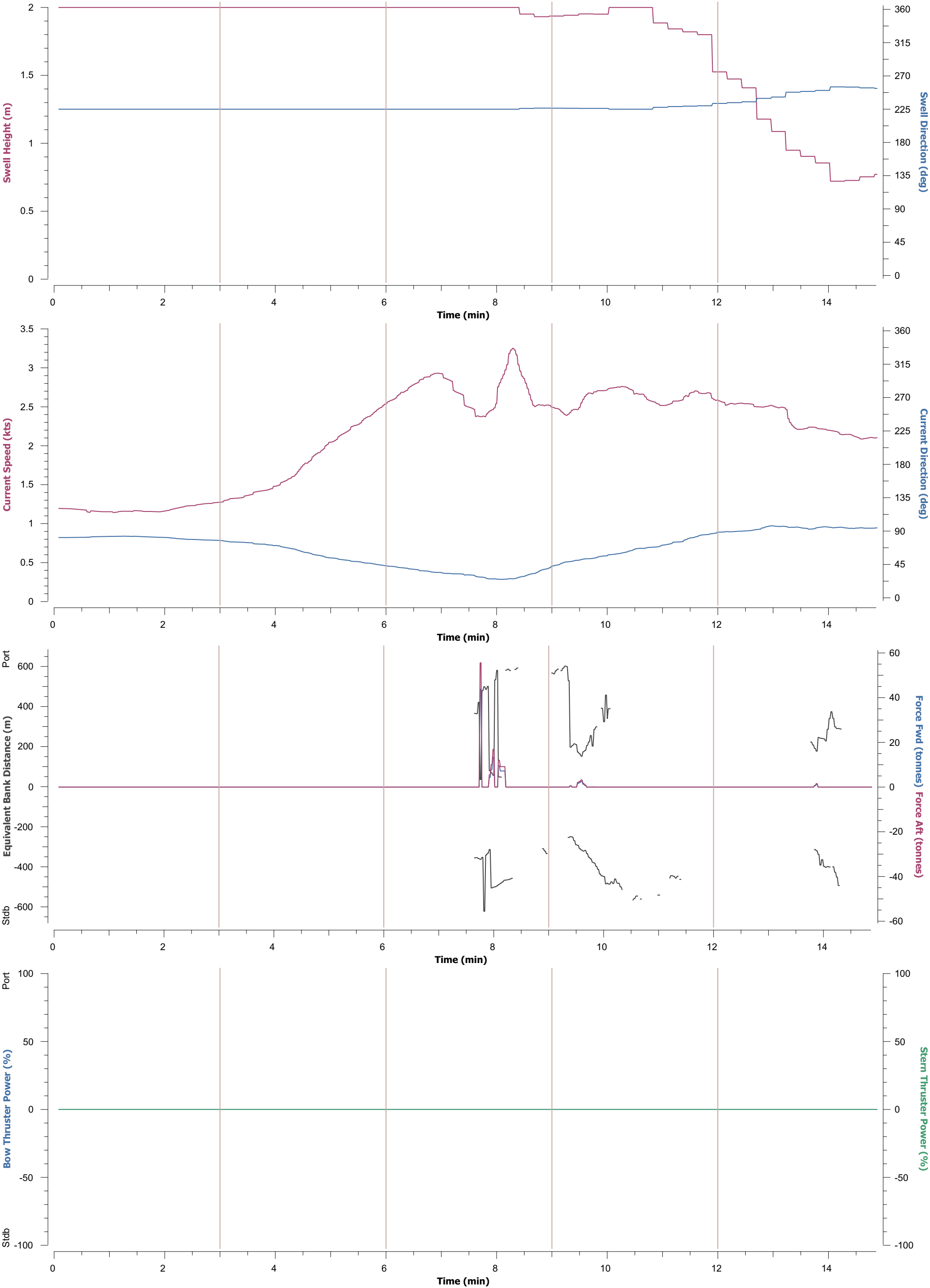
* Wind, Swell & Current max effect during run, Tide at Reference Port





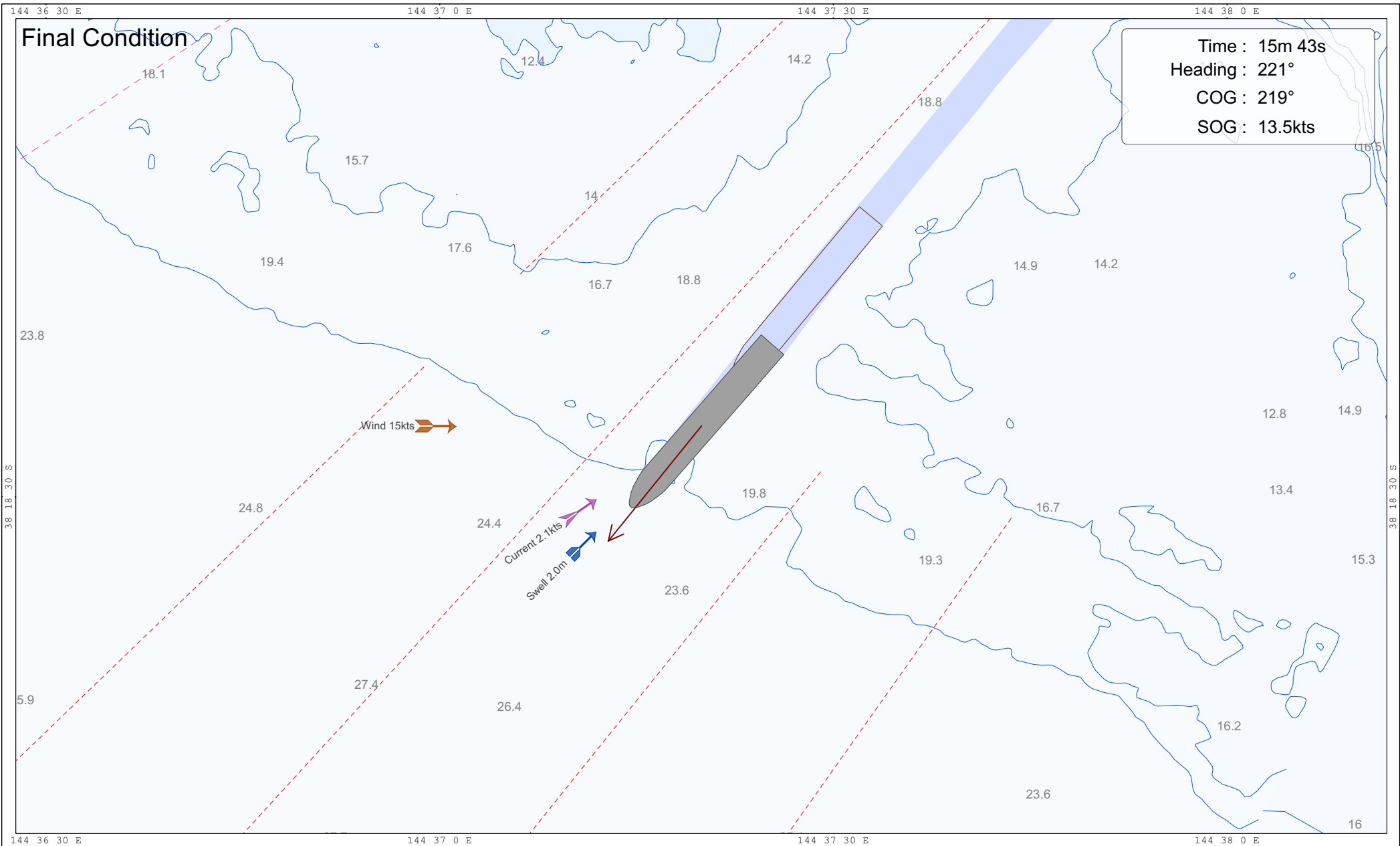
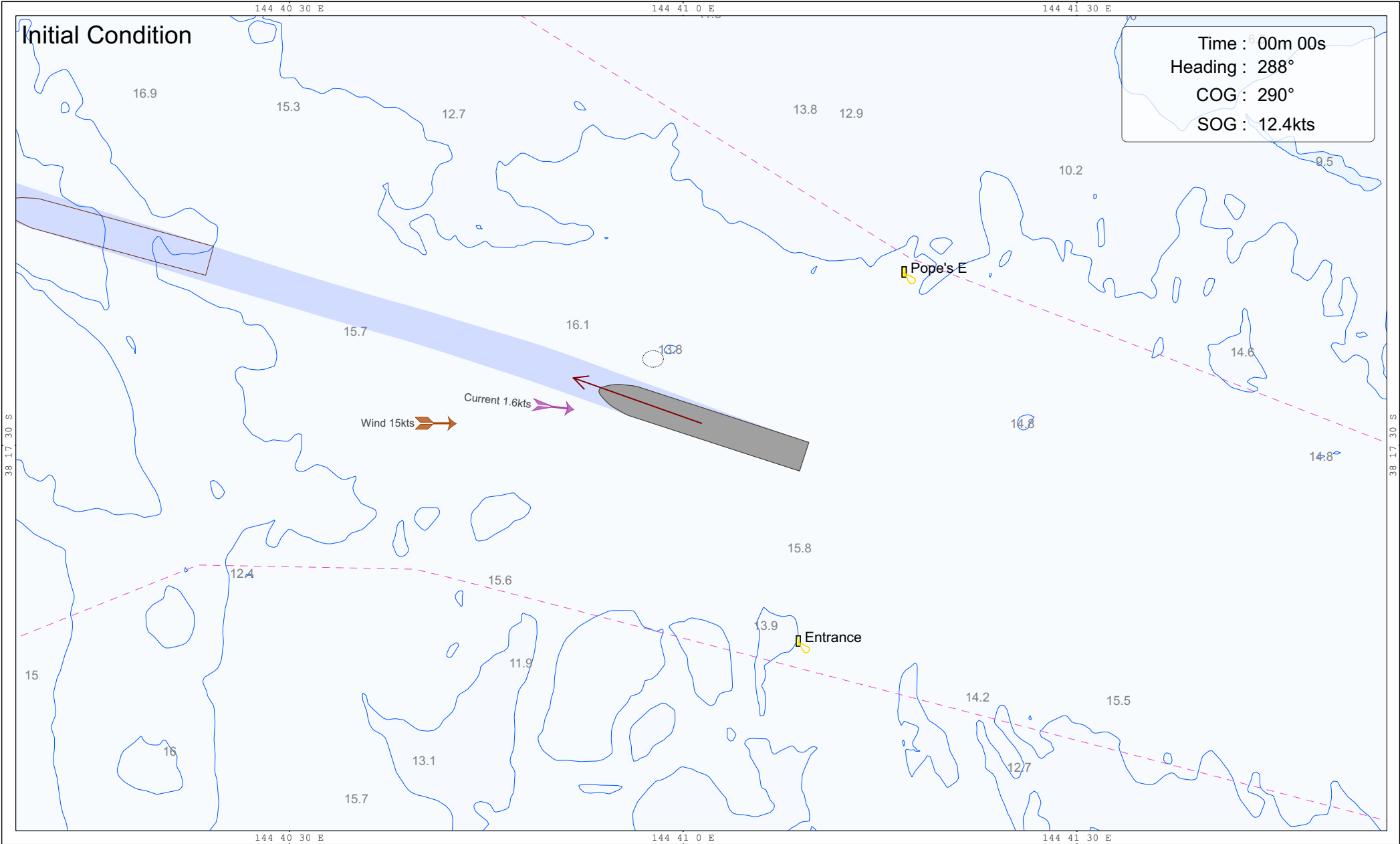


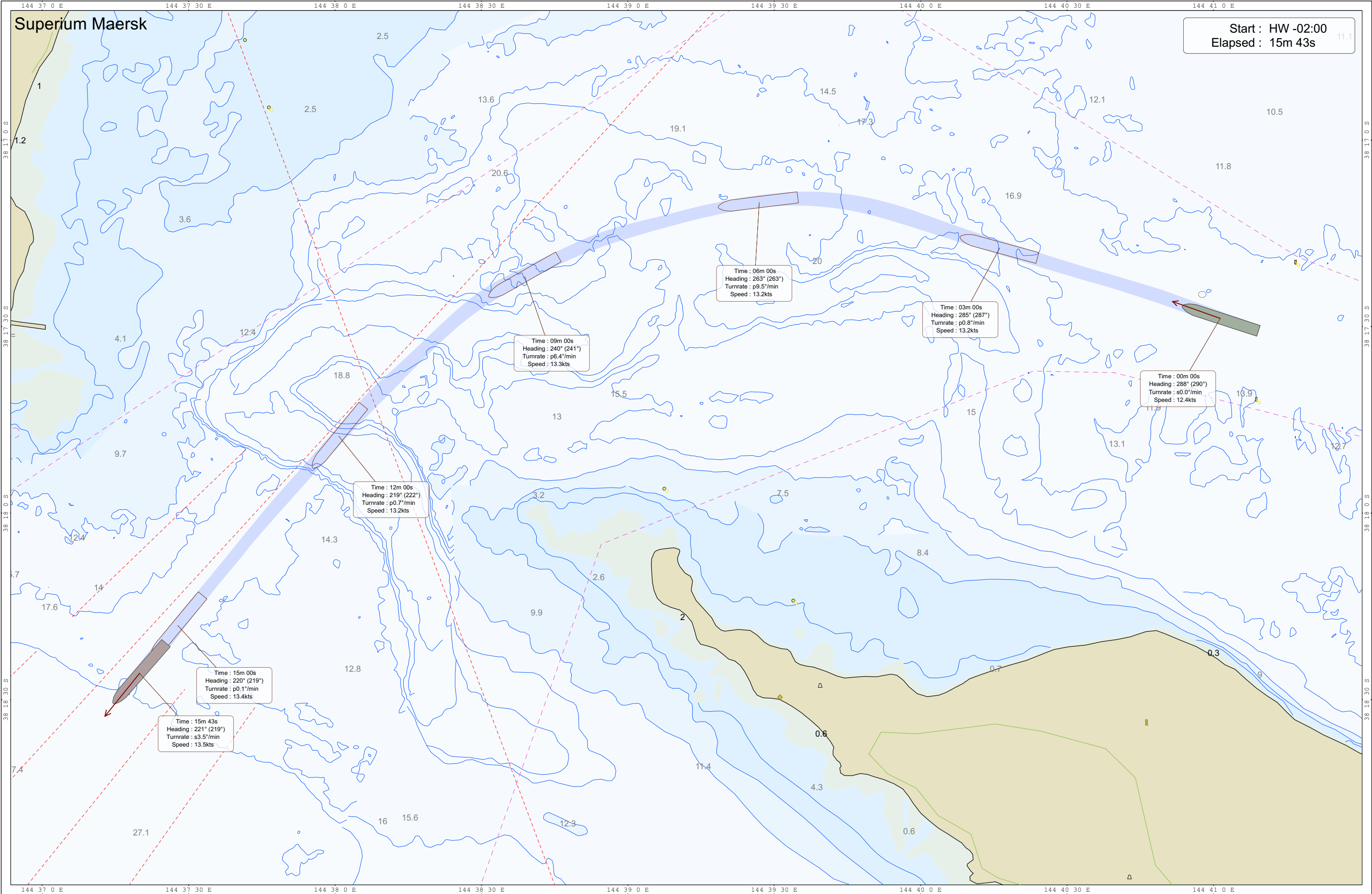


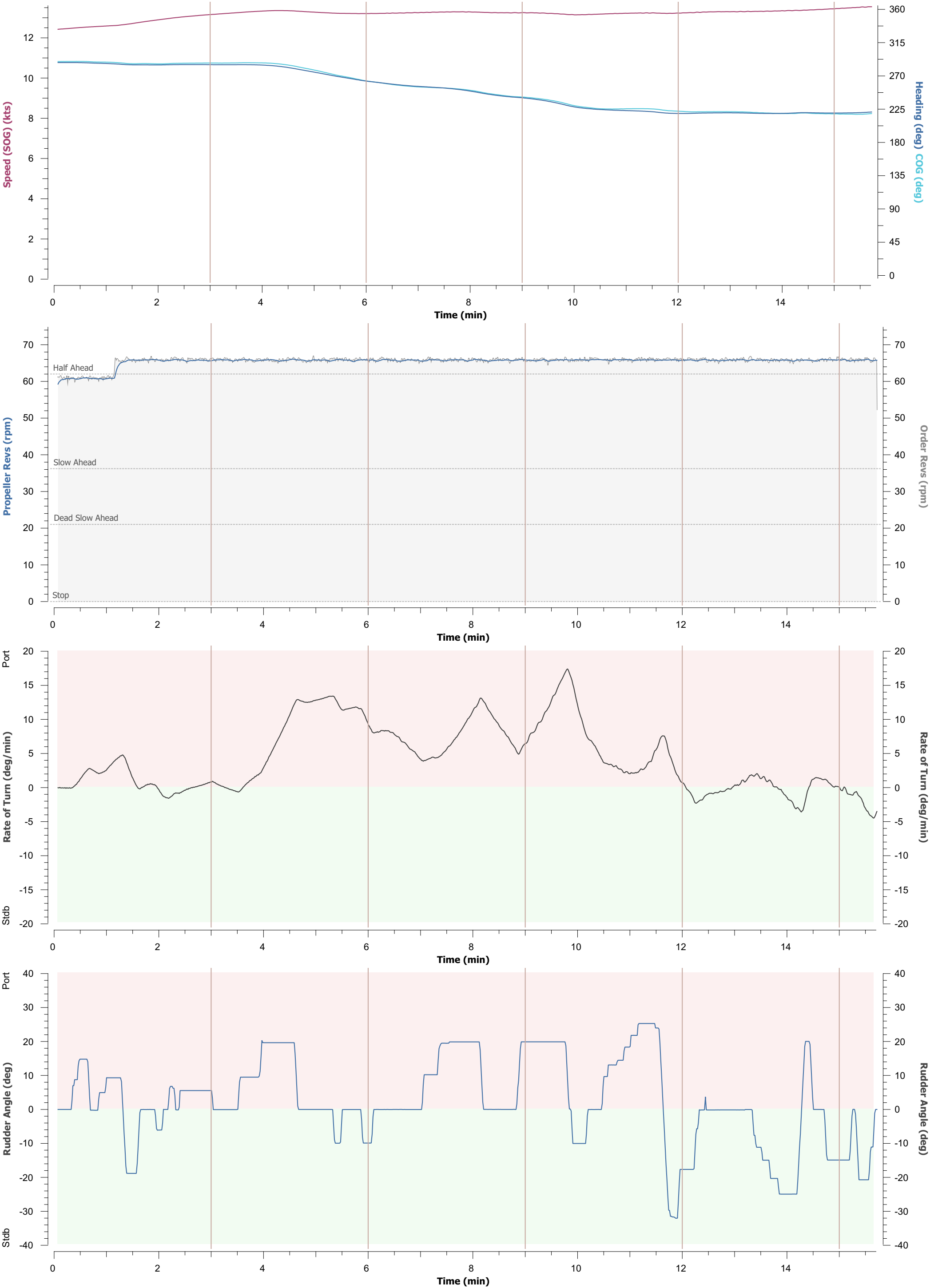


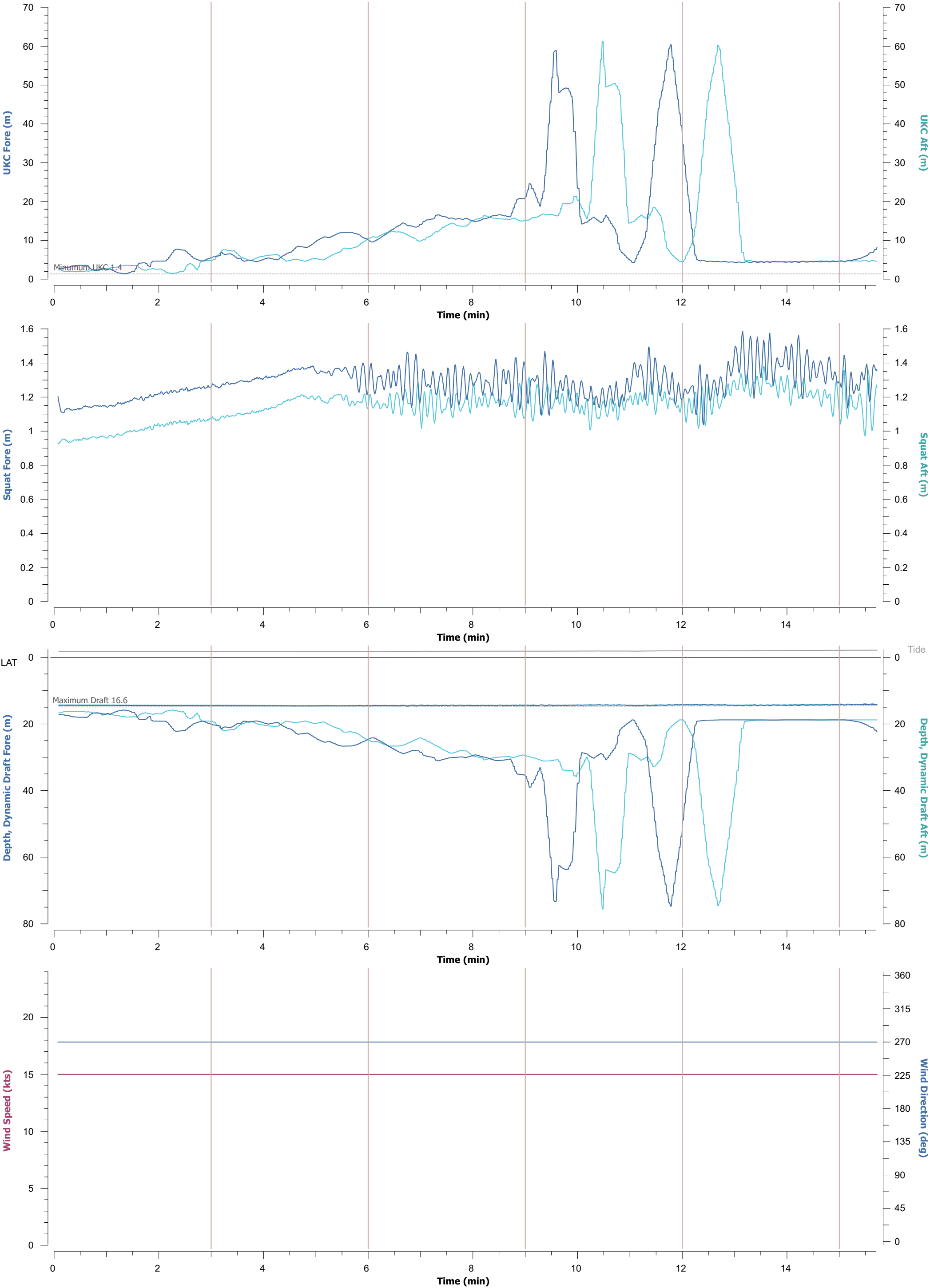
Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk (15m Draft) Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: HW -02:00. Current: 3.0 knots Flood. Amended Bathymetry and Current - with bathymetry deepened by 1.5m. Vessel speed restricted to Half Ahead as vessel constrained by DUKC
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 3.3kts to 26°	
	Tide : 1.69m (HW -02:00)	Vessel handled well.

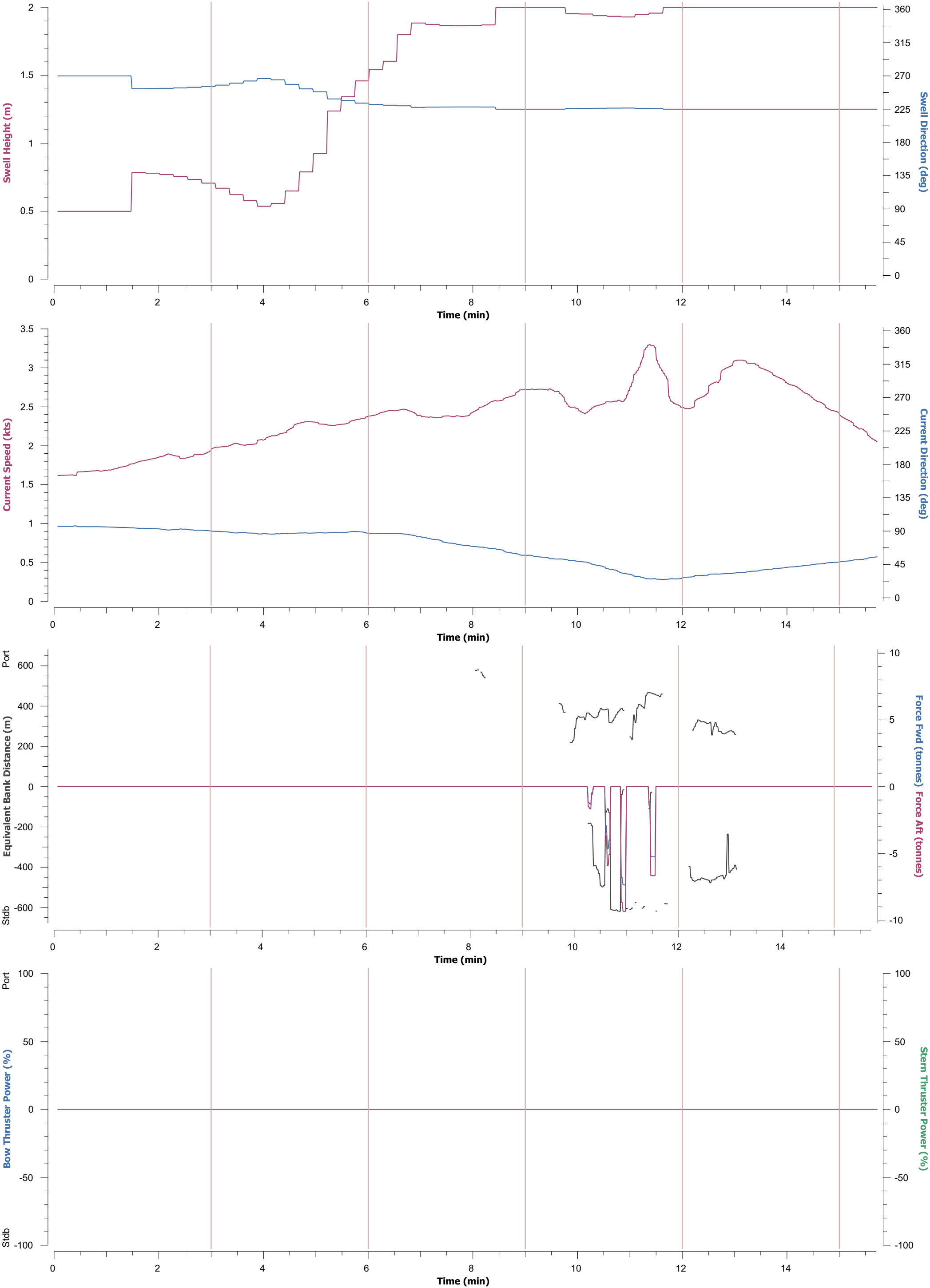
* Wind, Swell & Current max effect during run, Tide at Reference Port





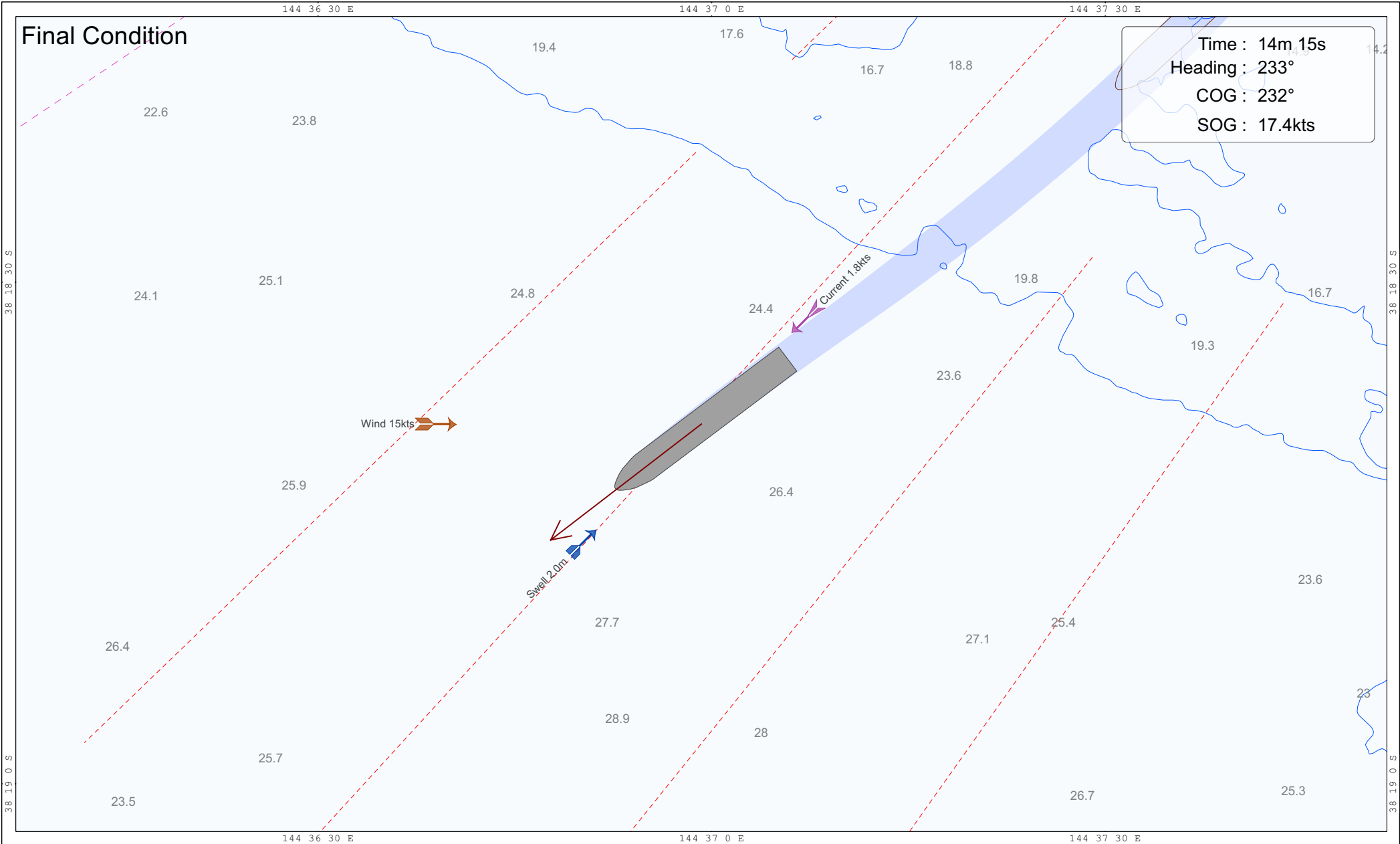
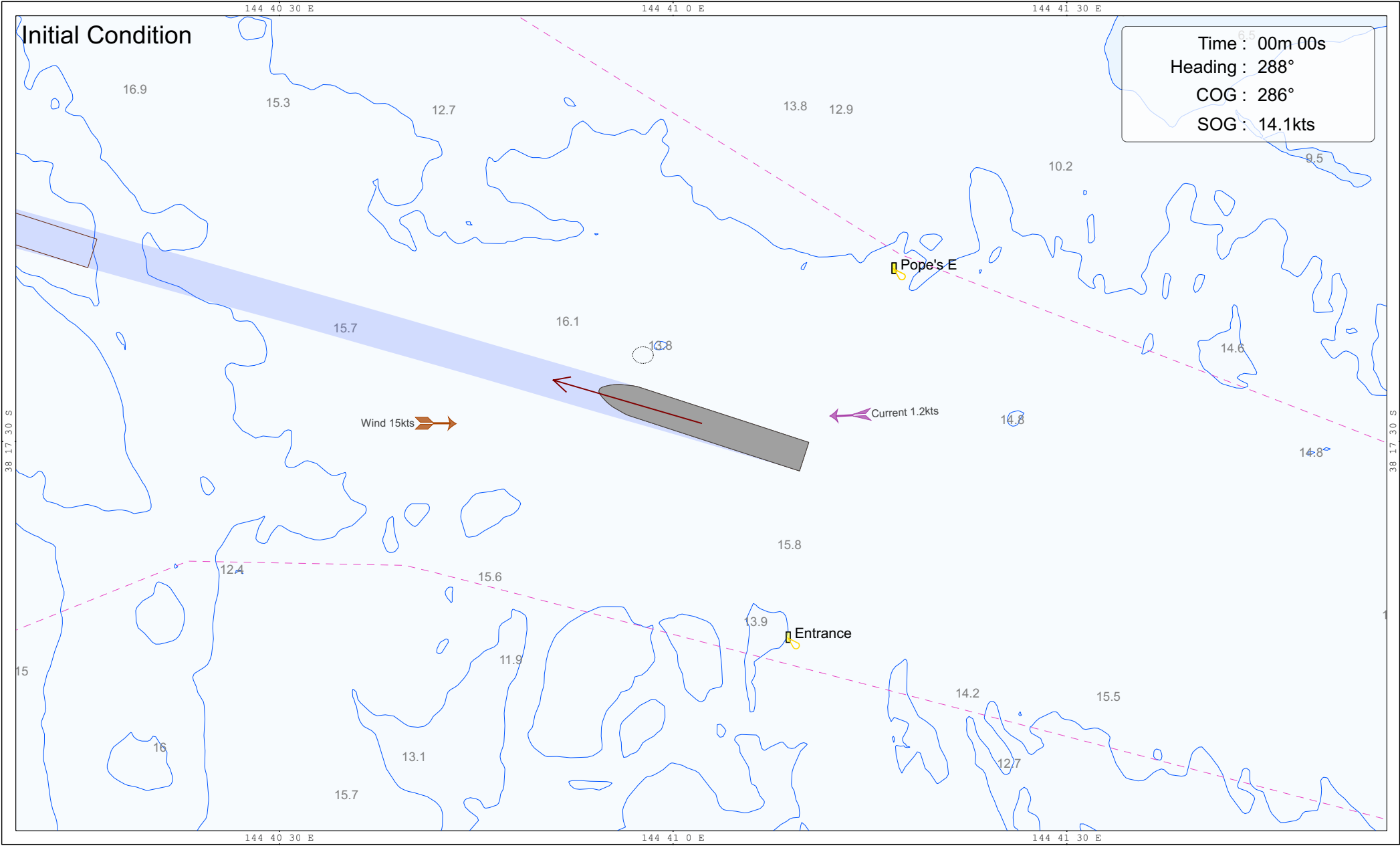




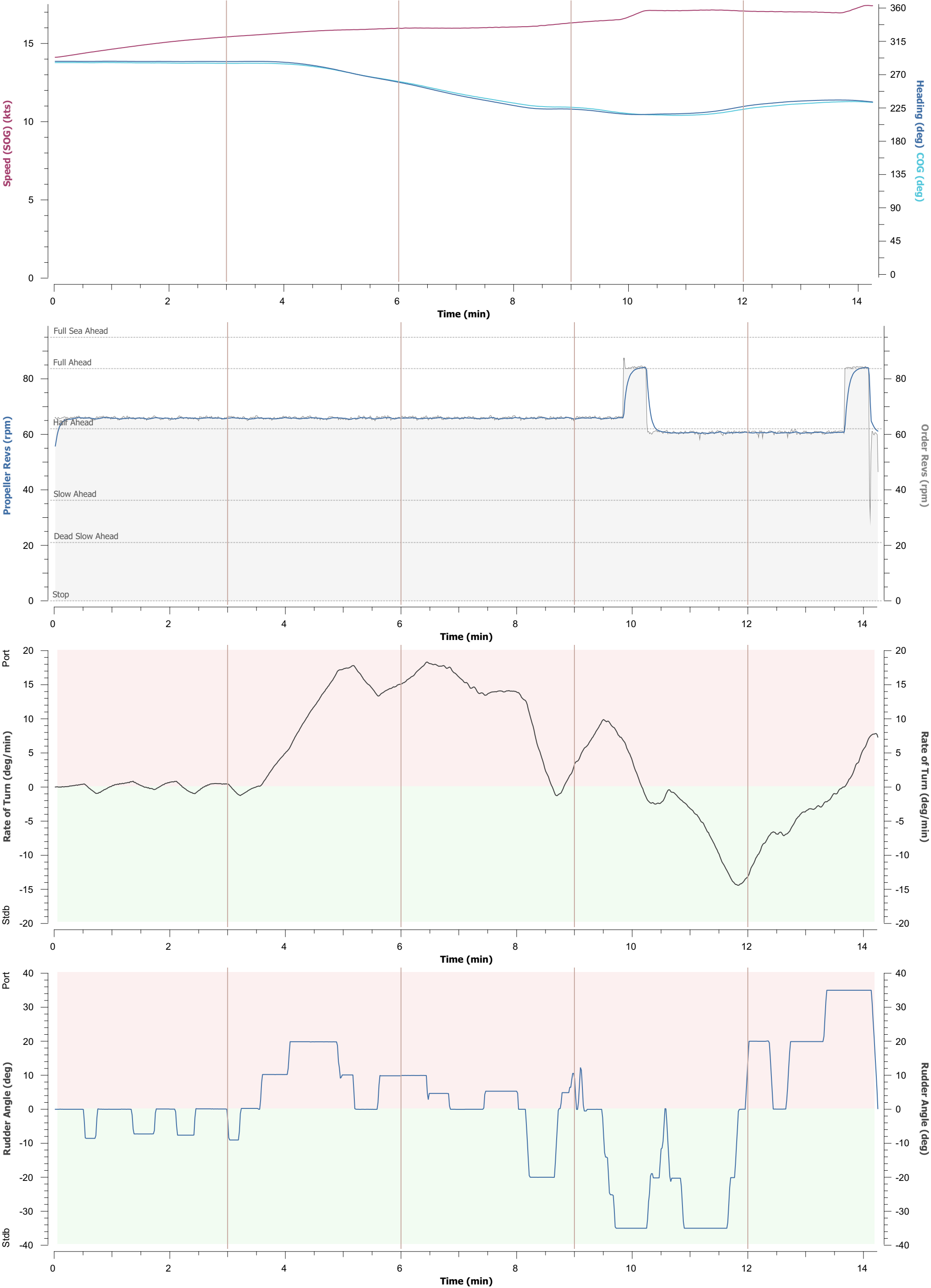


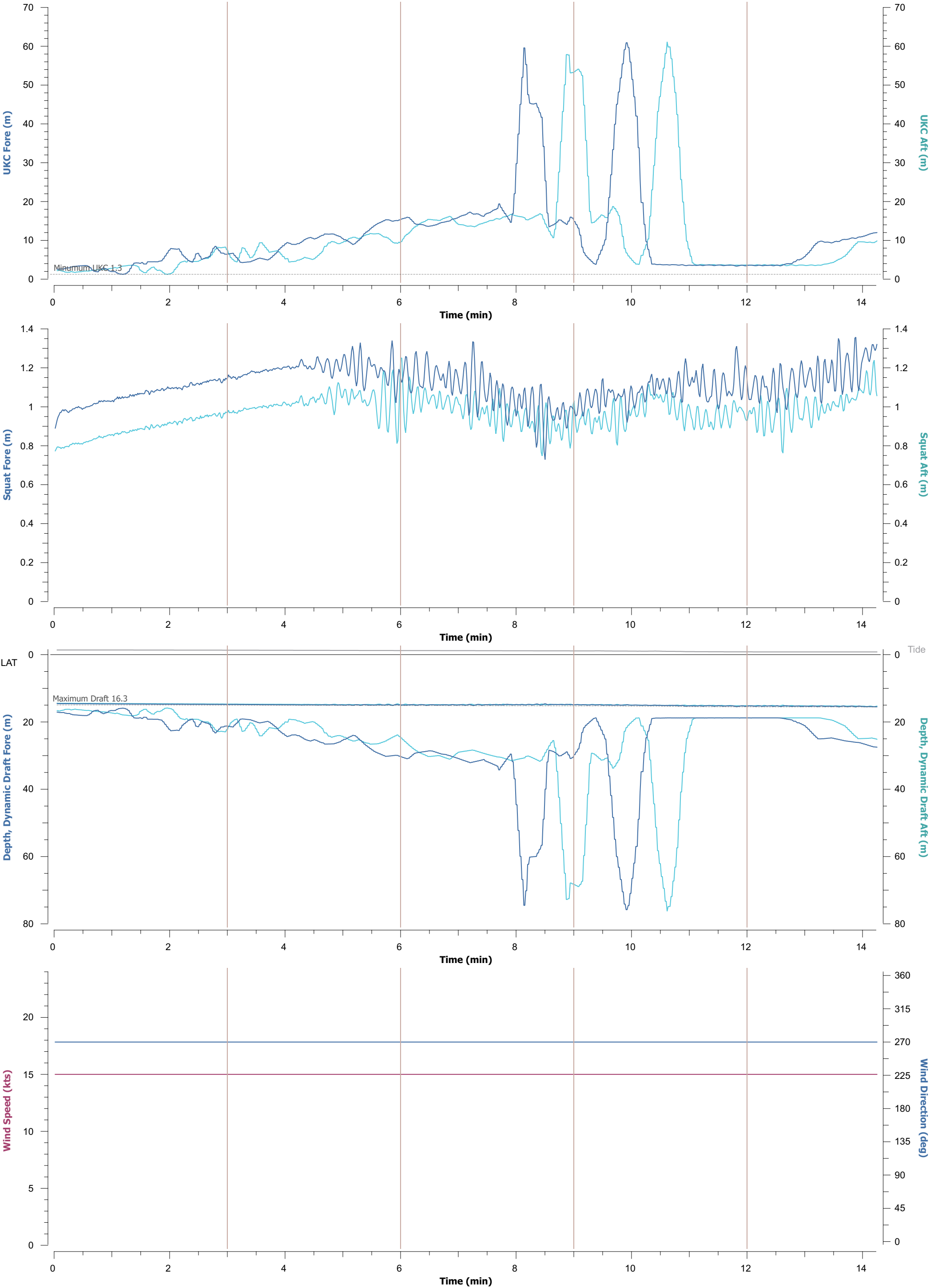
Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk (15m Draft) Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: HW +03:30. Current: 3.0 knots Ebb. Amended Bathymetry and Current - with bathymetry deepened by 1.5m. Vessel speed restricted to Half Ahead as vessel constrained by DUKC <div>Manageable, although vessel slow to respond to rudder. Still getting a kick whilst crossing Napean Bank, requiring considerable correction.</div>
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 3.1kts to 204°	
	Tide : 1.40m (HW +03:30)	

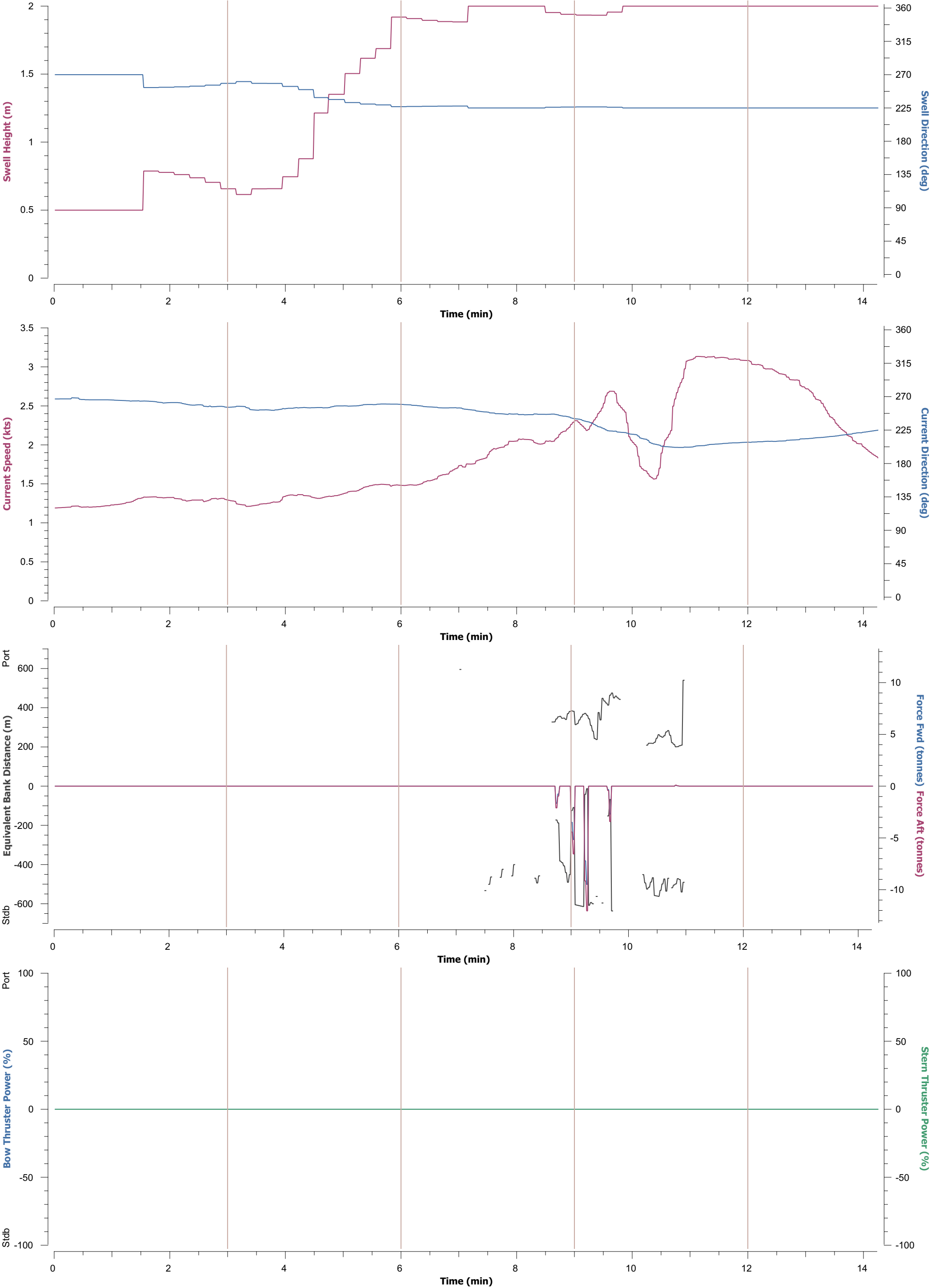
* Wind, Swell & Current max effect during run, Tide at Reference Port











Details		Comments
Model : CNTNR32L	Area : melbourne_161121	Superium Maersk (15m Draft) Outbound from Popes Eye. Wind: W x 15kts. Swell: SW x 2.0m @ 10s. Tide: HW -01:00. Current: 4.0 knots Flood. Amended Bathymetry and Current - with bathymetry deepened by 1.5m. Vessel speed restricted to Half Ahead as vessel constrained by DUKC
Model Name : Superium Maersk	Wind : 15kts from 270°	
Dimension : 398.5m x 58.2m x 15.0m	Swell : 2.0m from 225°	
Displacement : 201,300 tonnes	Current : 4.7kts to 26°	
	Tide : 1.83m (HW -01:00)	Result as expected for these conditions. Sheer taken at Nepean Bank with assets at maximum to counter with limited success. Well outside of safe parameters.

* Wind, Swell & Current max effect during run, Tide at Reference Port

