



Nautik in Theorie und Praxis, Seminar *Törnvorbereitung*

Ein Handout der SGM-**AKADEMIE**

Törnvorbereitung Passagenplanung

u.a. nach SOLAS V,34

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25. Januar 2019

1 Vorweg

Dieses Handout ist für den Seminarteil *Törnplanung II / Passagenplanung*. Eingearbeitet sind Formblätter und eine Quellenliste und deren Links lassen sich im PDF-Viewer direkt öffnen.

Die Formblätter für Passagenplanungen und Wetterberichte im Handout sind für die Gruppenarbeit im Seminar gedacht. Über den Link unter Quellen kommt ihr jederzeit für eure Törnplanung zu den Downloads.

Kartenmaterial, Handbücher, Pilots, ... wird alles ausliegen, so dass die Gruppen mit tatsächlichem Material arbeiten können.

Wir werden eine komplette Törnvorbereitung (revierabhängig) durchgehen und einen SGM-typischen FINDEFIX erstellen, sowie eine komplette Passagenplanung (revierabhängig) erarbeiten.

Michael & und Steffi

2 Törnplanung / Passagenplanung

2.1 Regeln und Regularien

Passagenplanung: *Solas V*, Maritime & Coastguard Agency 2007

Hilfeleistungsvertrag: *No cure – no pay*, The International Salvage Union 2019

wenn Radar an Bord : *Internationale Regeln von 1972 zur Verhütung von Zusammenstößen auf See (Kollisionsverhütungsregeln - KVR)*, IMO 2017, zusätzlich Regel 19

2.2 Vorbereitende Literatur

Atlantik: *Reeds, Nautical Almanac*, Towler Perrin und Fishwick 2018

Mittelmeer: *Mediterranean Almanac*, L. Heikell und R. Heikell 2017

Seekarten: *Imray Seekarten*

* Freie Berichtigungen unter: [Corrections für Imrayseekarten](#)

Regulation 34 - Safe navigation and avoidance of dangerous situations

Summary

- Voyage planning is required on all vessels which go to sea.
- Master to ensure plan is drawn up.
- Details of factors to take into account.

Regulation 34

1. Prior to proceeding to sea, the master shall ensure that the intended voyage has been planned using the appropriate nautical charts and nautical publications for the area concerned, taking into account the guidelines and recommendations developed by the Organization.*
2. The voyage plan shall identify a route which:
 - 2.1 takes into account any relevant ships' routing systems
 - 2.2 ensures sufficient sea room for the safe passage of the ship throughout the voyage
 - 2.3 anticipates all known navigational hazards and adverse weather conditions; and
 - 2.4 takes into account the marine environmental protection measures that apply, and avoids, as far as possible, actions and activities which could cause damage to the environment

*Refer to the Guidelines for Voyage Planning, adopted by the Organization by [Resolution A.893\(21\)](#)

MCA Guidance

1. Reg. 34 applies to all ships which proceed to sea.
2. The Regulation requires the voyage to be planned in accordance with the IMO Guidelines for Voyage Planning - [Resolution A.893\(21\)](#) (issued as SN/Circ.92) The Regulation authorises the Master to take voyage planning decisions for safety or environmental reasons.
3. It is important to note that Regulation 34 makes a properly prepared voyage plan mandatory and the plan is liable to be checked during port State control inspections.
4. Small vessels and pleasure craft - Regulation 34 applies to all vessels. For small vessels and pleasure-craft the degree of voyage planning will be depend upon the size of vessel, its crew and the length of the voyage. The MCA expects all mariners to make a careful assessment of any proposed voyage taking into account all dangers to navigation, weather forecasts, tidal predictions and other relevant factors including the competence of the crew.
5. See also [Regulation 34.1 Master's Discretion](#).

[The paragraph originally in this Regulation covering Master's Discretion was redrafted as (new) Regulation 34.1. The change came into force on 1 July 2006.]

Associated Documents

[Annex 24 - Voyage Planning: MCA Guidance Notes](#)

[Annex 25 - Voyage Planning: IMO Resolution A.893](#)

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LLOYD'S STANDARD FORM OF SALVAGE AGREEMENT

(Approved and Published by the Council of Lloyd's)

NO CURE – NO PAY

<p>1 Name of the salvage Contractors:</p> <p>(referred to in this agreement as “the Contractors”)</p>	<p>2 Property to be salvaged:</p> <p>The vessel:</p> <p>her cargo freight bunkers stores and any other property thereon but excluding the personal effects or baggage of passengers master or crew (referred to in this agreement as “the property”)</p>
<p>3 Agreed place of safety:</p>	<p>4 Agreed currency of any arbitral award and security (if other than United States dollars)</p>
<p>5 Date of this agreement</p>	<p>6 Place of agreement</p>
<p>7 Is the Scopic Clause incorporated into this agreement? State alternative: Yes/No</p>	
<p>8 Person signing for and on behalf of the Contractors</p> <p>Signature:</p>	<p>9 Captain</p> <p>or other persons signing for an on behalf of the property</p> <p>Signature:</p>

- A Contractors' basic obligation:** The Contractors identified in Box 1 hereby agree to use their best endeavours to salvage the property specified in Box 2 and to take the property to the place stated in Box 3 or to such other place as may hereafter be agreed. If no place is inserted in Box 3 and in the absence of any subsequent agreement as to the place where the property is to be taken the Contractors shall take the property to a place of safety.
- B Environmental protection:** While performing the salvage services the Contractors shall also use their best endeavours to prevent or minimise damage to the environment.
- C Scopic Clause:** Unless the word “No” in Box 7 has been deleted this agreement shall be deemed to have been made on the basis that the Scopic Clause is not incorporated and forms no part of this agreement. If the word “No” is deleted in Box 7 this shall not of itself be construed as a notice invoking the Scopic Clause within the meaning of sub-clause 2 thereof.

- D Effect of other remedies:** Subject to the provisions of the International Convention on Salvage 1989 as incorporated into English law (“the Convention”) relating to special compensation and to the Scopic Clause if incorporated the Contractors services shall be rendered and accepted as salvage services upon the principle of “no cure - no pay” and any salvage remuneration to which the Contractors become entitled shall not be diminished by reason of the exception to the principle of “no cure - no pay” in the form of special compensation or remuneration payable to the Contractors under a Scopic Clause.
- E Prior services:** Any salvage services rendered by the Contractors to the property before and up to the date of this agreement shall be deemed to be covered by this agreement.
- F Duties of property owners:** Each of the owners of the property shall cooperate fully with the Contractors. In particular:
- i the Contractors may make reasonable use of the vessel’s machinery gear and equipment free of expense provided that the Contractors shall not unnecessarily damage abandon or sacrifice any property on board;
 - ii the Contractors shall be entitled to all such information as they may reasonably require relating to the vessel or the remainder of the property provided such information is relevant to the performance of the services and is capable of being provided without undue difficulty or delay;
 - iii the owners of the property shall co-operate fully with the Contractors in obtaining entry to the place of safety stated in Box 3 or agreed or determined in accordance with Clause A.
- G. Rights of termination:** When there is no longer any reasonable prospect of a useful result leading to a salvage reward in accordance with Convention Articles 12 and/or 13 either the owners of the vessel or the Contractors shall be entitled to terminate the services hereunder by giving reasonable prior written notice to the other.
- H Deemed performance:** The Contractors’ services shall be deemed to have been performed when the property is in a safe condition in the place of safety stated in Box 3 or agreed or determined in accordance with clause A. For the purpose of this provision the property shall be regarded as being in safe condition notwithstanding that the property (or part thereof) is damaged or in need of maintenance if (i) the Contractors are not obliged to remain in attendance to satisfy the requirements of any port or harbour authority, governmental agency or similar authority and (ii) the continuation of skilled salvage services from the Contractors or other salvors is no longer necessary to avoid the property becoming lost or significantly further damaged or delayed.
- I Arbitration and the LSSA Clauses:** The Contractors remuneration and/or special compensation shall be determined by arbitration in London in the manner prescribed by Lloyds Standard Salvage and Arbitration Clauses (“the LSSA Clauses”) and Lloyd’s Procedural Rules. The provisions of the LSSA Clauses and Lloyd’s Procedural Rules are deemed to be incorporated in this agreement and form an integral part hereof. Any other difference arising out of this agreement or the operations hereunder shall be referred to arbitration in the same way.
- J Governing law:** This agreement and any arbitration hereunder shall be governed by English law.
- K Scope of authority:** The Master or other person signing this agreement on behalf of the property identified in Box 2 enters into this agreement as agent for the respective owners thereof and binds each (but not the one for the other or himself personally) to the due performance thereof.
- L Inducements prohibited:** No person signing this agreement or any party on whose behalf it is signed shall at any time or in any manner whatsoever offer provide make give or promise to provide or demand or take any form of inducement for entering into this agreement.

IMPORTANT NOTICES

- 1 Salvage security.** As soon as possible the owners of the vessel should notify the owners of other property on board that this agreement has been made. If the Contractors are successful the owners of such property should note that it will become necessary to provide the Contractors with salvage security promptly in accordance with Clause 4 of the LSSA Clauses referred to in Clause I. The provision of General Average security does not relieve the salvaged interests of their separate obligation to provide salvage security to the Contractors.
- 2 Incorporated provisions.** Copies of the Scopic Clause; the LSSA Clauses and Lloyd’s Procedural Rules may be obtained from (i) the Contractors or (ii) the Salvage Arbitration Branch at Lloyd’s, One Lime Street, London EC3M 7HA.

Telephone + 44(0)20 7327 5408
Fax +44(0)20 7327 6827
Email lloyds-salvage@lloyds.com
www.lloydsagency.com

Passage: No: WSA / Az:.....SSA: WSU / Az:SSU:

MA: **MU:**..... **AdG: Np / Mn / Sp**

Datum: Von: Nach: Distanz / EtA:.....

Alternative Häfen / Buchten:

Wetter / Kurzinfo:(s. auch Wetterformblatt)

.....

Wettervorhersagen während der Fahrt: Zeit / Kanal.....

.....

Waypoints:

No	Name	Ort / Kurs / Distanz (zum nächsten WPT)

Gefahren: Freihalten / Höhen / Tiefen / Strom / Positionen

.....

.....

Funk:

Hafen	VHF	Tel.:

Notizen: Karten / Seiten (Pilots) / Reeds

.....

.....

Leuchtfeuer:

Nummer / Name / Höhe / Ntw	Kennung: Tag / Nacht	Peilung / Sektor

Tide:

Datum:	Datum:	Datum:
Ort:	Ort:	Ort:

HWZ: HWH:	HWZ: HWH:.....	HWZ: HWH:.....
LWZ: LWH:	LWZ: LWH:.....	LWZ:LWH:.....
BZ:		

Strom:

Coefficient:
Dover: HWZ:.....	Dover Range:
Dover: HWZ:.....	Dover Range:

Stromraute / Pos.:

kentert: um: (nach HW Dover)

kentert: um: (nach HW Dover)

Zeit / Richtung / Stärke: (Stromkarten):

Stromtabellen:

Raute				Coe	Raute			
	HWZ Dover	StR	StG			HWZ Dover	StR	StG

ETA:..... SU: SA:

Notizen:

.....

Wettervorhersage¹: Station / Zeit / Datum / Navtex / Funkstation :.....

eigene Position: Kurs: Ziel:

Gale Warning:

Synopsis: (Portpatrick)

Shipping forecast:

Gebiet: Wind	See	Wetter	Sicht

Gebiet: Wind	See	Wetter	Sicht

Notizen:

¹Begriffe Wetter / Welle: Reeds: S. 82 ff.

Inshore: next 24h and following 24h:
Gebiet

Wind	See	Wetter	Sicht

Gebiet

Wind	See	Wetter	Sichts

Navtexmeldung: Station:



Cockpitcards - Wetterformblatt Mittelmeer

Wettervorhersage

Station: _____

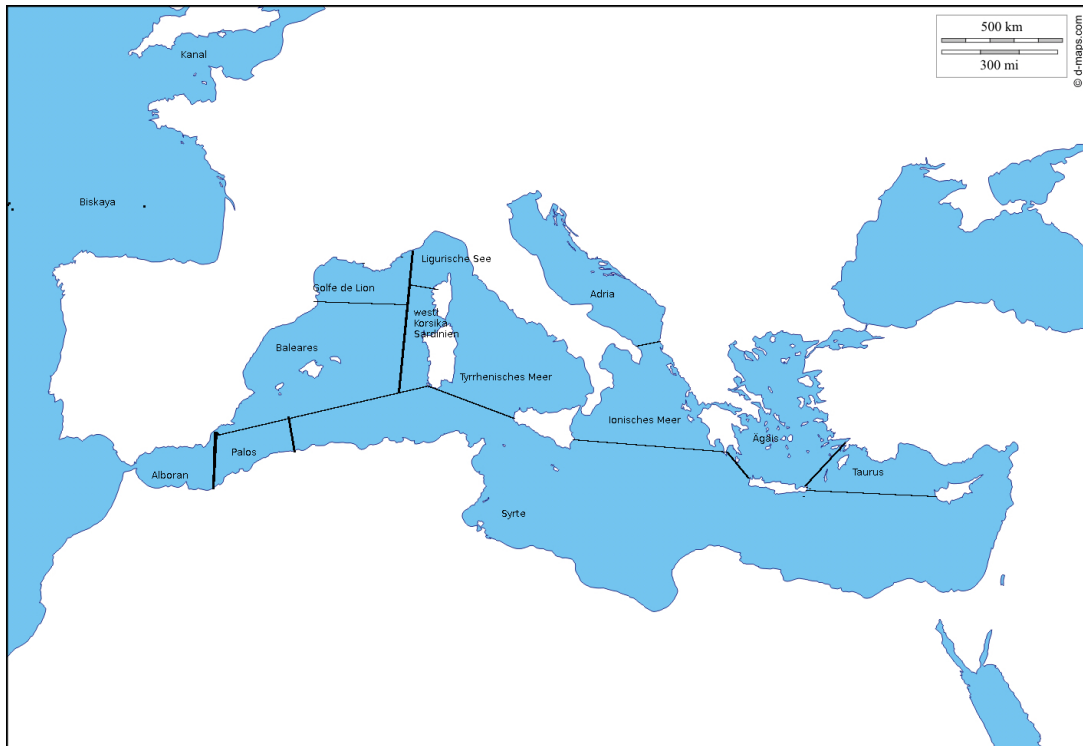
Datum, Zeit: _____

Eigene Position: _____

Kurs: _____ Ziel: _____

Gale Warning:

Synopsis:





Cockpitcards - Wetterformblatt Mittelmeer

Stationsberichte:

Ort	Wind	See	Sicht	hPa

Forecast 12h:

Forecast next 12h:



Cockpitcards – Passagenplanung Mittelmeer

Passage: No: WSA / Az:.....SSA: WSU / Az:SSU:

MA: MU:..... AdG: Np / Mn / Sp

Datum: Von: Nach: Distanz / ETA:.....

Alternative Häfen / Buchten:

Wetter / Kurzinfo:(s. auch Wetterformblatt)

Wettervorhersagen während der Fahrt: Zeit / Kanal

Waypoints:

No	Name	Ort / Kurs / Distanz (zum nächsten WPT)

Gefahren: Freihalten / Höhen / Tiefen / Strom / Positionen

.....

Funk:

Hafen	VHF	Tel.:

Notizen: Karten / Seiten (Pilots) / Reeds /Almanac

.....

Leuchtfeuer:

Nummer / Name / Höhe / Ntw	Kennung: Tag / Nacht	Peilung / Sektor

3 Quellen

Handbücher

- Heikell, Lucinda und Rod Heikell, Hrsg. (2017). *Mediterranean Almanac*. Mit einer Einl. von Rod und Lu Heikell. 2017-2019. Cambridgeshire: Imray.
- Towler Perrin und Fishwick, Mark, Hrsg. (2018). *Reeds, Nautical Almanac*. Aberdeen: Adlard Coles Nautica.

hilfreiche Internetseiten

- Grossmann, Michael (2017). *SGM – Seite für Skipper. Wetter, Formblätter, Infos, NfS, PUBs der MSI / NGA*, URL: <https://sgm-ev.de/index.php/kurse/download> (besucht am 23. 01. 2019).
- IMO (2017). *Internationale Regeln von 1972 zur Verhütung von Zusammenstößen auf See (Kollisionsverhütungsregeln - KVR)*. URL: <https://www.elwis.de/DE/Schifffahrtsrecht/Seeschifffahrtsrecht/KVR/KVR-node.html> (besucht am 23. 01. 2019).
- Maritime & Coastguard Agency (2007). *Solas V. Guidance on Chapter V – Safety of Navigation*. Englisch. Version 2007 Revision. SOLAS. URL: <http://solasv.mcga.gov.uk/> (besucht am 23. 01. 2019).
- The International Salvage Union (2019). *No cure – no pay*. Englisch. URL: <http://www.marine-salvage.com/overview/no-cure-no-pay/> (besucht am 23. 01. 2019).
- Wetterzentrale (28. Okt. 2018). *Wetterzentrale, Archiv*. URL: <http://www.wetterzentrale.de/en/reanalysis.php?map=1&model=bra&var=45> (besucht am 28. 10. 2018).

Pilots (Auswahl)

- Manson, Edward, Hrsg. und Vorw. (2017). *Outer Hebrides. Clyde Cruising Club Sailing Directions and Anchorages. Incorporating The Yachtmen's Pilots by Martin Lawrence*. Englisch. 2. Aufl. Cambridgeshire: Imray.
- Travor und Dinah Thompson (2016). *Adriatic Pilot. Croatia, Slovenia, Montenegro. East of Italy, Albania*. Mit einem Vorw. von Dinah und Trevor Thompson. 7. Aufl. Cambridgeshire: Imray, S. 516.

Seekarten Sportschiffahrt

- Delius Klasing Seekarten* (). deutsch / englisch. Seekarte. Bielefeld: Delius Klasing Verlag. URL: <https://www.delius-klasing.de/sportbootkarten>.
- Imray Seekarten* (). Englisch. Seekarte. Cambridgeshire: Imray. URL: www.imray.com.

amtliche Seekarten

British Admiralty Seekarten (). Englisch. Seekarte. Taunton: UKHO. URL: <https://www.admiralty.co.uk/charts>.

Bundesamt für Seeschifffahrt und Hydrographie: Seekarten (). english / deutsch. Seekarte. Hamburg: BSH. URL: https://www.bsh.de/DE/PUBLIKATIONEN/Seekarten/seekarten_node.html.

4 Zusammenfassung

INFOBOX

- (TWT) Die Eckpfeiler einer jeden Passagenplanung:
 - Tide
 - Wetter
 - Topographie
 - Zusammengefasst (nach SOLAS V,34)
 - * Wetter
 - * Tide
 - * Ausrüstung Schiff, Schiffsparameter (Evaluierung)
 - * Crew (inklusive Skipper)
 - * Navigationsausrüstung okay und was?
 - * Plan B für Plan C geht Plan A schief
 - * Informationen unterwegs,
 - Solas V, Maritime & Coastguard Agency 2007