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| **PILOT CARD** | | | | | | | | |
| **Departure** | | **Arrival** | **Shifting** | | | | | |
| **VESSEL DETAILS** | | | | | | | | |
| Vessel Name: **AFRICAN CORMORANT** | | | | | Port: **MARSDEN PT. NZ** | | | |
| Call Sign: **C6GC3** | | MMSI.: **311 001 206** | | Date: **12 APRIL 2025** | | | | |
| Flag: **BAHAMAS** | | IMO No.: **9618006** | | Year Built: **2013** | | | | |
| Deadweight: **24,199** t | | Displacement: **33,696** t | | GRT: **24725** | | | | NRT: **13677** |
| Draft Forward: **6.83** m | | Draft Amidships: **7.52** m | | Draft Aft: **8.21** m | | | | |
| Air Draft: **36.02** m | | Cargo Type: **LOGS** | | Next Port: **LANSHAN, CHINA** | | | | |
| SHIP’S AGENT: | | | | | | | | |
| Length Overall: **179.99 mtrs** | | Breadth: **30.0 mtrs** | | | | Bulbous Bow?  Yes  No | | |
| Anchors Cleared and ready for use: YES / NO (1 shackle = 27.4 m/ 15 fathoms) | | | | | | | | |
| Port:  **11** shackles | | Starboard:  **12** shackles | | | | | Stern: **NO** shackles | |
| **STEERING CHARACTERISTICS** | | | | | | | | |
| Rudder | **1** SET No. | **SCHILLING** Type | Turning Circle: **400 m** | | | | | |
| Maximum Angle: \_**35** \_ Degrees | | | Advance: **1879.29 m** | | | | | |
| Rudder angle for neutral effect: **35** Degrees | | | Transfer: \_**217.89\_\_m** | | | | | |
| Hard over to hard over: \_**13** Sec with Both Motor | | | Seconds Radius: | | | | | |
| Propellers | **No. 1** | Type : **Right Fix Propeller** | Direction of turn: | | | | | Controllable pitch: **FP** |
| Thrusters | **No** | Type: **N/A** | Bow power: **6050** (kw/hp) | | | | | Stern power: **70%** (kw/hp) |

**KEY DISTANCES: (FILL UP DATA AS APPLICABLE)**

**B.** 26.65 mtrs

**E.**

**C.** 153.30m

**F.** 29.23m

**H.** 44.23m

**A.** 30m

**BRIDGE**

**G.** 9.5m

**D.** (Loaded 111.00 m) (Ballast 103.04 m)

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| --- | --- | --- | --- |
| **A** | Breadth : 30 m | **E** | Distance: |
| **B** | Dist from Bridge to Aft: 26.65 m | **F** | Air Draught: 29.23 m |
| **C** | Dist from Bridge to Fwd: 153.30 m | **G** | Draught: 9.5 m |
| **D** | Parallel W/L:(Loaded 111.00 m) (Ballast 103.04 m) | **H** | Height Keel to Mast: 44.23 m |

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| **NAVIGATION AIDS** | | | | | |
| Compass system operational and ready | | Yes / No | Constant Gyro error + / − | | degrees |
| Electronic position fixing system operational | | Yes / No | Type | | |
| Echo Sounder operational and ready | | Yes / No | Speed log operational and ready | | Yes / No |
| ECDIS updated and Ready | | Yes / No | Doppler | | Yes / No |
| Steering Gear No. of power units in use | | 1 or 2 | If Doppler log: Water speed / Ground speed / Dual Axis | | |
| Radars operational and ready | 3 cm | Yes / No | Indicators-operational | RPM / Pitch | Yes / No |
| 10 cm | Yes / No |  | Rudder Angle | Yes / No |
| ARPA | Yes / No |  | Rate of Turn | Yes / No |
| Navigation light Operational | | Yes / No | Mooring winches and lines | | Yes / No |
| Manoeuvring Data made available to Pilot | | Yes / No | VHF operational and ready | | Yes / No |
| Squat Data made available to Pilot | | Yes / No | Whistle(s) Tested and Operational | | Yes / No |

**ENGINE:**

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Type of engine:\_\_MAN YMD 5S50ME-B9.2\_\_Maximum power: 6050 (kw) Power with EPL \_\_\_\_\_\_\_\_\_\_ (kw) | | | | | | | | | | | |
| **AHEAD** | | | | | **ASTERN** | | | | | | |
|  | RPM | LOADED SPEED (kts) | | BALLAST SPEED (kts) |  | | | RPM | | LOADED SPEED (kts) | BALLAST SPEED (kts) |
| Dead Slow | **25** | **3.50** | | **3.70** | Dead Slow | | | **25** | | - | - |
| Slow | **40** | **6.75** | | **6.91** | Slow | | | **40** | | - | - |
| Half | **62** | **9.97** | | **10.11** | Half | | | **65** | | - | - |
| Full | **72** | **11.45** | | **11.56** | Full | | | **70** | | - | - |
| Engine Critical rpm: 48.5 | | Min.steering speed 2.5 KTS | | | | | | Max. no. of consecutive starts: 12 | | | |
| Time full ahead to full astern: \_335 (sec) | | | | | | | Time limit astern: 20 (min) | | | | |
| Bridge control / ER control | | | Engine telegraphs operational Yes /No | | | | | | Engines tested Ahead/Astern: Yes/No | | |
|  | | | | | | | | | | | |
| **MASTER PILOT INFORMATION EXCHANGE** | | | | | | | | | | | |
| 1. EQUIPMENT OPERATIONAL DETAILS / DEFECTS AFFECTING MANOEUVRABILITY: | | | | | | | | | | | |
| 1. EPL / SHAPoli DETAILS (IF APPLICABLE) & OTHER IMPORTANT INFORMATION | | | | | | | | | | | |
| Is the vessel equipped with an engine or shaft power limiter? YES / NO *(tick one)* | | | | | | | | | | | |
| Type of EPL system (Mechanical or software based): N/A | | | | | | | | | | | |
| Power with EPL: kW | | | | | | Power without EPL: kW | | | | | |
| Time required to override EPL: | | | | | | | | | | | |
| **Other important information (Windage Area, Location of AIS antenna, SWL of Bollards etc):** | | | | | | | | | | | |
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**(PILOTS ARE REQUESTED TO FILL IN / ADVISE THIS INFORMATION TO MASTER)**

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| 1. **WEATHER CONDITIONS** |
| 1. Wind conditions in harbour: Direction \_\_\_\_\_\_\_\_\_ Speed \_\_\_\_ knots |
| 1. Tide: state - EBB / Flood / Slack\* Height of tide: above chart datum \_\_\_\_\_\_ \_\_\_\_\_\_ |
| 1. Local forecast: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. **LOCAL REGULATIONS** |
| 1. Max. Allowable Draft: \_\_\_\_\_\_\_\_\_\_\_\_\_ mtrs. |
| 1. Min UKC required: on passage \_\_\_\_\_\_ at berth \_\_\_ mtrs. \_\_\_\_\_\_\_ |
| 1. VHF Channel: River \_\_\_\_\_\_\_\_\_ Harbour\_\_\_\_\_\_ Port Control\_\_\_\_\_\_\_\_ Tugs\_\_\_\_\_\_\_\_\_ |
| 1. VTS Reporting Points: \_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Speed Restrictions (if any): \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. **PASSAGE PLAN** |
| 1. Route to follow giving main Waypoints: A/P PASSAGE PLAN |
| 1. Abort points and Contingency Anchorages: MARKED ON ECDIS |
| 1. Speed requirements at different legs: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Traffic status: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. If anchor stations to be called. Yes/No\*.   If ‘Yes’ approx. position anchor stations required: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Special lights / shapes to be exhibited by the vessel: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Navigational Hazards, Navigational Warnings, Recent changes of Navigational Marks or charted   depths: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Passage plan, ECDIS setting and Squat Effect discussed with Pilot. Yes/No |
| 1. **BERTH AND TUG DETAILS** |
| 1. Intended berth \_\_\_ \_\_\_\_\_\_\_\_. Side alongside: \_\_\_\_\_\_\_\_\_\_\_ |
| 1. Estimated transit time: \_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Does pilot require to check any documents? Yes / No\* |
| 1. Tug Rendezvous Position \_\_\_\_\_ \_\_\_\_\_\_\_. Number of Tugs \_\_\_\_\_\_\_\_\_.   Tug securing arrangement: (F) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (A) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Bollard Pull of Tug: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| 1. Ship’s gangway/shore gangway\*. If ship’s gangway can be rigged prior berthing? Yes / No\* |
| 1. Berthing Plan:   First Line (FWD) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (AFT) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  Final Tie Up (FWD) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (AFT) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  First Line ashore by heaving line / mooring boat\* |
| 1. **CHANGE OF PILOT BOARDING INSTRUCTIONS** |
| 1. Position where pilot expected to change: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  2. If Pilot ladder or Accom. Ladder required: \_\_\_\_\_\_\_\_\_\_\_\_\_ Side required \_\_\_\_\_\_\_\_\_\_\_\_.  Height above waterline: \_\_\_\_\_\_\_\_. Manropes required: Yes / No.  3. Approach Course and Speed at Boarding Station: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  4. If any port official boarding while manoeuvring? Yes/No\*. If ‘Yes’ position where expected to  board: **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |

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| **MASTER** | | **PILOT** | |
| NAME | CAPT. JHASON L. DE CASTRO | NAME |  |
| SIGNATURE | **1** | SIGNATURE |  |
| DATE | **12 APRIL 2025** | DATE |  |