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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 [x]  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:**

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| 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 |
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| **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**
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| 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 |  |