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| Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book. |
| Arr. / Dep. Port | Marsden Point | Date  | 27-Apr-2024 |
| **SHIP’S PARTICULARS** |
| Name | Tampa Bay | Call sign | VRLQ9 | IMO No. | 9325104 |
| Deadweight | 23199mt | Year built | 2004 | Length OA | 170.7m | Breadth | 27.0m |
| Displacement | 29408mt | Bulbous Bow | Yes/~~No~~ | GRT/NRT | 17979/10748 |
| Draught fwd |  7.24 m  | Draught aft | 8.88 m | Draught amidships |  8.07 m |
| Freeboard |  4.70 m  |  |  |  |  |
| Propeller Immersion Draught |  5.30 m | Cargo /Quantity  | LOG 21,948MT |
| Port anchor  |  11 Shackles | Stbd anchor  |  11 Shackles |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet |
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 Air draft

 34.87 m ( aft )

 ft Inch 43.75m

 (fwd)

25.40m 145.30m

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| **ENGINE** |
| Type of Engine | ITSUI - MAN B &W, 6S42MC | EPL Implemented **\*** |  YES ~~/ NO~~ |
| Max. Continuous Power (CSR) | 5230 KW  | Maximum Power after EPL | 4254 KW  |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** |
| Full ahead | 100 | 10.8 | 11.78 |
| Half Ahead | 80 | 8.81 | 9.78 |
| Slow ahead | 50 | 5.62 | 6.34 |
| Dead Slow ahead | 40 | 4.62 | 5.10 |
| **Astern power**  |  | \_\_\_\_\_40\_\_\_ % of Ahead power  |
| Dead Slow Astern | 40 | \*EPL can be overridden in 1-2 mins, when requested by Pilot. |
| Slow Astern | 50 |  |
| Half Astern | 80 |  |
| Full Astern | 100 |  |
| Engine Critical RPM | 57-69 | Maximum Number of Consecutive engine Starts | 12 |
| Time full ahead to full astern | 5 minutes | Time limit astern | 30 minutes |
| Rudder Type | CONVENTIONAL BALANCED TYPE | Maximum Angle | 35º |
| Time from hard-over to hard-over: | 26.3 second | Minimum Steering Speed: 4.5 Knots |

**Equipment Checked and Ready for Use**

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| Anchors: | Cleared away: YES~~/NO~~ |
| Compasses: | YOKOGAWA PT SOO D-J-N2 |
| Compass error: | 0.1W |
| Speed log: | Doppler: YES~~/NO,~~ Speed: Water~~/Ground~~  |
| Echo Sounder | JRC JFE-S82 |
| GPS: | Type: JRC JLR-7700 MK II |
| ECDIS: (Assigned for pilot’s use ) | Make: Transas Location/No.: Bridge/2 sets |
| ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth\_14\_ m, Safety Contour \_14\_ mECDIS Display Mode: Custom / “All” Display |
| X-Band radar: | ARPA: YES~~/NO~~ |
| S-Band radar: | ARPA: YES~~/NO~~ |
| VHF (including handheld): | 2 Set normal |
| Steering gear: | Number of power units in use: 1 |
| Engine telegraphs: | Normal |
| Rudder / RPM / ROT indicators: | Normal |
| Mooring winches and line: | Normal |
| Navigation lights | Normal |
| Whistle | Normal |

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| Equipment operational defects, ship handling and maneuvering limitations, if any: NIL |
| OTHER IMPORTANT DETAILS (e.g. ship windage area, position of automatic Identification System (AIS) antenna, safe working load (SWL) of bollards), tug push markings on hull |
| Maneuvering Characteristics in Shallow Waters - Advance, transfer and stopping distance of the vessel will **considerably increase in shallow waters to > 2 times of the value in deep waters,** other external factors remaining constant,) |
| Advance \_542/522\_\_\_\_\_\_\_\_ | Transfer \_238/192\_\_\_\_\_\_\_ | Stopping Distance (F. Ahead to F. Astern)\_ **1537/1074**\_\_\_\_\_ |
| Propeller | Right ~~/ Left~~ handed | Gyro Error : º High (+) / Low (-)  |  0.1 º ~~H~~ / L |
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| ***Manoeuvring on ships fitted with bridge control:***1. Operation may be done using Bridge control after risk assessment by Master and Chief Engineer except for JNS vessels.
2. C/Engineer shall ensure that the ME is tested on Bridge and ECR control both ahead and astern prior manoeuvring and then changed to Bridge or ECR control as appropriate.
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| Duty Officer: Name / Sign | Master: Name / Sign | Pilot : Name / Sign |