|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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 | | | | | | | | | | | |
|  | | | | | | | | | | | |

Air draft

34.87 m ( aft )

ft Inch 43.75m

(fwd)

25.40m 145.30m

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **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**

|  |  |
| --- | --- |
| 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\_ m  ECDIS 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 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 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 |
|  | | | | |
| ***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 |