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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. | | | | | | | | | | | |
| Arrival Port | **MARSDEN POINT** | | | | | Date | | 23.04.2025 | | | |
| **SHIP’S PARTICULARS** | | | | | | | | | | | |
| Name | **M.V IPANEMA BEACH** | | | | Call sign | | VRRD8 | | IMO No. | | 9663269 |
| Deadweight | **22015.74 T** | Year built | | 2014 | Length OA | | **179.97 M** | | Breadth | | **29.80 M** |
| Displacement | **30826.74 T** | Bulbous Bow | | | Yes/~~No~~ | | GRT/NRT | | | **23393 / 12197** | |
| Draught fwd | **6.65 M** | Draught aft | | **8.05 M** | Draught amidships | | | | **7.33 M** | | |
| Freeboard | **7.67 M** |  | |  |  | | | |  | | |
| Propeller Immersion Draught | | | 5.7 m | | Cargo /Quantity | | | | **18246 MT** | | |
| Port anchor | 12 Shackles | | | | Stbd anchor | | | | 12 Shackles | | |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet | | | | | | | | | | | |
|  | | | | | | | | | | | |

Air draft

36.41 m

Ft Inch 44.46m

26.38 M 153.59 M

( aft ) (fwd)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE** | | | | |
| Type of Engine | MAKITA-MITSUI-MAN B&W 6S46ME - B8.3 | EPL Implemented **\*** | NO | |
| Max. Continuous Power (CSR) | 6820 KW | Maximum Power after EPL | N/A KW | |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** | |
| Full ahead | 74 | 10.6 KT | 11.2 KT | |
| Half Ahead | 67 | 9.5 KT | 10.1 KT | |
| Slow ahead | 47 | 5.5 KT | 6.2 KT | |
| Dead Slow ahead | 39 | 3.4 KT | 4.1 KT | |
| **Astern power** |  | \_\_\_\_40\_\_\_\_\_\_\_ % of Ahead power | | |
| Dead Slow Astern | 39 | \*EPL can be overridden in 1-2 mins, when requested by Pilot.  NOT APPLICABLE | | |
| Slow Astern | 47 |
| Half Astern | 67 |
| Full Astern | 74 |
| Engine Critical RPM | 53 - 64 | Maximum Number of Consecutive engine Starts | | 12 |
| Time full ahead to full astern | 05 minutes | Time limit astern | N/A minutes | |
| Rudder Type | ELECTRO HYDRAULIC | Maximum Angle | 35 DEG | |
| Time from hard-over to hard-over: | **14 SEC** | Minimum Steering Speed: 04 KT | | |

**Equipment Checked and Ready for Use**

|  |  |
| --- | --- |
| Anchors: | Cleared away: YES/~~NO~~ |
| Compasses: | Compared |
| Compass error: | 0.2 L |
| Speed log: | ELECTRONIC LOG - YES/~~NO~~  Speed: Water/Ground |
| Echo Sounder | YES |
| GPS: | Type: DGPS1 & DGPS 2 - |
| ECDIS: (Assigned for pilot’s use ) | Make: TRANSAS Location/No.: STBD SIDE / NO.1 |
| ENC available and updated. ECDIS Alarm & Safety frame On.  Safety Depth\_12\_\_ m, Safety Contour \_12\_\_\_\_\_\_ m  ECDIS Display Mode: Custom / “All” Display |
| X-Band radar: | ARPA: YES/NO |
| S-Band radar: | ARPA: YES/NO |
| VHF (including handheld): | VHF 1, VHF 2, 3 PORTABLE WALKIE TALKIE |
| Steering gear: | Number of power units in use: |
| Engine telegraphs: | Found satisfactory |
| Rudder / RPM / ROT indicators: | Found satisfactory |
| Mooring winches and line: | Found satisfactory |
| Navigation lights | Found satisfactory |
| Whistle | Found satisfactory |

|  |  |  |  |  |
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| Equipment operational defects, ship handling and maneuvering limitations, if any: | | | | |
| 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  Position of AIS antenna – PORT SIDE / Position of GPS antenna – STARBOARD SIDE / Safe Working Load (SWL) of bollards – 64 TONNES / Tug push markings on hull – Aft of CH # 1 & Aft of CH # 4 / Ship Windage Area – 2286.988 m. sq | | | | |
| 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 175 M (LOADED) & 200 M (BALLAST) | Transfer 445 M (LOADED) & 480 M (BALLAST) | | Stopping Distance (F. Ahead to F. Astern) 1410 M (LOADED) & 730 M (BALLAST) | |
| Propeller | | Right / ~~Left~~ handed | Gyro Error : º High (+) / Low (-) | 0.2 Low |
| ***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: | CAPT. ELTON ROSARIO | Pilot : |