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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. |
| DEP/ Port | MARSDEN POINT, NEWZEALAND | Date  | 01-MAY-2025 |
| **SHIP’S PARTICULARS** |
| Name | MOUNT SEYMOUR | Call sign | VRPT4 | IMO No. | 9788629 |
| Deadweight | 37626 | Year built | 2016 | Length OA | 183.0M | Breadth | 29.5M |
| Displacement | 46572 | Bulbous Bow | Yes | GRT/NRT | 23882/11979 |
| Draught fwd | 10.34 | Draught aft | 10.63 | Draught amidships | 10.53 |
| Freeboard | 4.53 |  |  |  |  |
| Propeller Immersion Draught |  6.35M | Cargo /Quantity  | LOGS/36145MT |
| Port anchor  |  11 Shackles | Stbd anchor  |  11 Shackles |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet |
|  |

 Air draft

 32.29m ( aft )

 ft Inch 42.92m

 (fwd)

25.90m 158.10m

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| **ENGINE** |
| Type of Engine | UI-MAN B&W DIESEL ENGINE 5S50ME-B9.3 | EPL Implemented **\*** |  NO  |
| Max. Continuous Power (CSR) | 6370 KW  | Maximum Power after EPL |       KW  |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** |
| Full ahead | 77 | 11.6 | 12.0 |
| Half Ahead | 58 | 8.7 | 9.0 |
| Slow ahead | 45 | 6.8 | 7.0 |
| Dead Slow ahead | 33 | 5.0 | 5.2 |
| **Astern power**  |  | \_\_\_\_\_40\_\_\_\_\_\_ % of Ahead power  |
| Dead Slow Astern | -33 | \*EPL can be overridden in 1-2 mins, when requested by Pilot. |
| Slow Astern | -45 |  |
| Half Astern | -58 |  |
| Full Astern | -77 |  |
| Engine Critical RPM | 63-75 | Maximum Number of Consecutive engine Starts | 12 |
| Time full ahead to full astern | 13 minutes | Time limit astern | 5 minutes |
| Rudder Type | TOKYO KEIKI | Maximum Angle | 35 |
| Time from hard-over to hard-over: | 20 S | Minimum Steering Speed: 3 knots |

**Equipment Checked and Ready for Use**

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| Anchors: | Cleared away: YES |
| Compasses: | YES |
| Compass error: | 0.1° E |
| Speed log: | Doppler: YES Speed: Water/Ground  |
| Echo Sounder | YES |
| GPS: | Type: JRC |
| ECDIS: (Assigned for pilot’s use ) | Make: JRC Location/No.:2 |
| ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth 12m, Safety Contour 12 mECDIS Display Mode: Custom / “All” Display |
| X-Band radar: | ARPA: YES |
| S-Band radar: | ARPA: YES |
| VHF (including handheld): | YES |
| Steering gear: | Number of power units in use: NO.1& NO.2 |
| Engine telegraphs: | YES |
| Rudder / RPM / ROT indicators: | YES |
| Mooring winches and line: | YES |
| Navigation lights | YES |
| Whistle | YES |

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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 |
| 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 cables | Transfer cables | Stopping Distance (F. Ahead to F. Astern) cables |
| Propeller | Right handed | Gyro Error : º High (+) / Low (-)  |  0 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: Zhang Guojian | Pilot : Name / Sign |