Pacific Basin

Pilot Card (BR-08A)

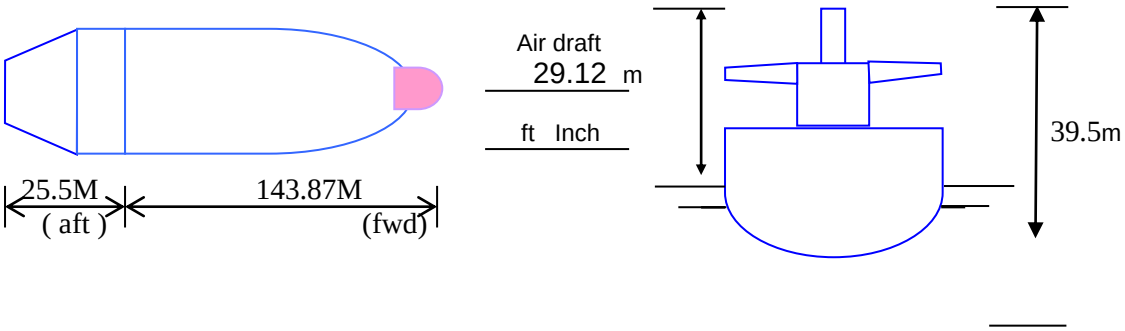
Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

Arrival Port	**MARSDEN POINT, NEW ZEALAND**	Date	**24 DECEMBER 2025**

SHIP'S PARTICULARS

Name	**MOUNT OWEN**			Call sign	**VRDU6**	IMO No.	**9444924**
Deadweight	**29502**	Year built	**2008**	Length OA	**169.37m**	Breadth	**27.20m**
Displacement	**35922**	Bulbous Bow		**Yes**	GRT/NRT	**17018 / 10104**	
Draught Fwd	**9.82 m**	Draught Amidships		**10.13 m**	Draught Aft	**10.38 m**	
Freeboard	**3.48 m**						
Propeller Immersion		**100%**		Cargo /Quantity		**LOGS / 28520MT**	
Port anchor	**11 Shackles**			Stbd anchor		**11 Shackles**	

1 shackles=27.4 m/15 fathoms One fathom = 6 feet



ENGINE

Type of Engine	6S42MC	EPL Implemented *	YES
Max. Continuous Power (CSR)	5850 KW / 7953 BHP	Maximum Power after EPL	OVERIDDEN FOR MANEUVERING CONDITION
	RPM	**Loaded Speed**	**Ballast Speed**
Full ahead	**95**	11.5 KTS	11.9 KTS
Half Ahead	**80**	9.7 KTS	9.9 KTS
Slow ahead	**58**	7.0 KTS	7.3 KTS
Dead Slow ahead	**42**	5.1 KTS	5.3 KTS
Astern power		30 % of Ahead power	
Dead Slow Astern	**42**	*EPL can be overridden in 1-2 mins., when requested by Pilot.	
Slow Astern	**58**		
Half Astern	**80**		
Full Astern	**95**		
Engine Critical RPM	**63 - 76**	Maximum Number of Consecutive engine Starts	**12**
Time full ahead to full astern	**3 minutes**	Time limit astern	**20 minutes**
Rudder Type	1 / Balance Rudder type	Maximum Angle	**35 degrees**
Time from hard-over to hard-over:	2 pumps / **26 sec**	Minimum Steering Speed: **3 kts – 4 kts**	

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Print the card after entering the static data. Dynamic data can be updated by hand and handed over to pilot

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Equipment Checked and Ready for Use

Anchors:	Cleared away:
Compasses:	Gyro and Magnetic Compass
Compass error:	0.8° W
Speed log:	Doppler: Yes Speed: Water Axis: Dual
Echo Sounder	Yes
GPS:	Type: **DGPS**
ECDIS: (Assigned for pilot's use)	Make: MARIS Location/No.:Conning-Port / Monitoring-Stbd Planning/Port beside GMDSS Equips
	ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth_10.5m, Safety Contour _10.5 m ECDIS Display Mode: "All" Display
X-Band radar:	ARPA: **Yes**
S-Band radar:	ARPA: **Yes with LCD issue**
VHF (including handheld):	**Yes**
Steering gear:	Number of power units in use: 1 and 2
Engine telegraphs:	**Yes**
Rudder / RPM indicators:	**Yes**
Mooring winches and line:	**Yes**
Navigation lights	**Yes**
Whistle	**Yes**

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: **(B-465m) (L-500m**	Transfer **(B-225m) / (L-255m)**	Stopping Distance **(F. Ahead to F. Astern) (B-1575m) / (L-2385m)**	
Propeller	**Right handed**	Gyro Error : º High (+) / Low (-)	**0.8° W**

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.

Duty Officer: Name / Sign	Master: Name / Sign	Pilot : Name / Sign
	Capt. Mojica, Eugene T.	