|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book. | | | | | | | | | | | |
| ***Arr***. / Dep Port | GISBORNE | | | | | Date | | 21/04/2024 | | | |
| **SHIP’S PARTICULARS** | | | | | | | | | | | |
| Name | PORT ANGELES | | | | Call sign | | VRCW8 | | IMO No. | | 9367621 |
| Deadweight | 28448 | Year built | | 2007 | Length OA | | 169.26 | | Breadth | | 27.2 |
| Displacement | 14639 | Bulbous Bow | | | Yes | | GRT/NRT | | | 16951/10134 | |
| Draught fwd | 3.58 m | Draught aft | | 5.45 m | Draught amidships | | | | 4.55 m | | |
| Freeboard | 8.15 m |  | |  |  | | | |  | | |
| Propeller Immersion Draught | | | 5.2 m | | Cargo /Quantity | | | | Ballast condition | | |
| Port anchor | 11 Shackles | | | | Stbd anchor | | | | 11 Shackles | | |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet | | | | | | | | | | | |
|  | | | | | | | | | | | |

Air draft

34.62m ( aft )

ft Inch 40.07m

(fwd)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE** | | | | |
| Type of Engine | RIGHT HAND | EPL Implemented **\*** | YES | |
| Max. Continuous Power (CSR) | 4970 KW | Maximum Power after EPL | 4095 KW | |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** | |
| Full ahead | 95 | 11.5 | 11.9 | |
| Half Ahead | 80 | 9.7 | 9.9 | |
| Slow ahead | 58 | 7.0 | 7.3 | |
| Dead Slow ahead | 42 | 5.1 | 5.3 | |
| **Astern power** |  | \_\_\_\_\_\_\_70\_\_\_\_ % of Ahead power | | |
| Dead Slow Astern | 45 | \*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 | 6 minutes | Time limit astern | NIL | |
| Rudder Type | 1 /MITSUBISHI HEAVY | Maximum Angle | 35 | |
| Time from hard-over to hard-over: | 26sec | Minimum Steering Speed:26s | | |

**Equipment Checked and Ready for Use**

|  |  |
| --- | --- |
| Anchors: | Cleared away: YES/NO |
| Compasses: | Gyro + 3 repeaters |
| Compass error: | 0 |
| Speed log: | Doppler: YES Speed: Water/Ground |
| Echo Sounder | JFE-582 |
| GPS: | Type: JLR 7800/ JLR 7700MK2 |
| ECDIS: (Assigned for pilot’s use ) | Make: Location/No.: |
| ENC available and updated. ECDIS Alarm & Safety frame On.  Safety Depth\_\_\_\_\_\_\_ m, Safety Contour \_\_\_\_\_ m  ECDIS Display Mode: Custom / “All” Display |
| X-Band radar: | ARPA: YES |
| S-Band radar: | ARPA: YES |
| VHF (including handheld): | 2 + 3 IN NORMAL |
| Steering gear: | Number of power units in use:2 |
| Engine telegraphs: | yes |
| Rudder / RPM / ROT 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 \_\_406m\_\_\_ | Transfer \_230m\_\_\_\_\_ | | Stopping Distance (F. Ahead to F. Astern)\_\_2385m\_\_\_\_ | |
| Propeller 1set | | 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: Name / Sign | Pilot : Name / Sign |