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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. |
| ***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)

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| **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**

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| 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 \_\_\_\_\_ mECDIS 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 |

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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 \_\_406m\_\_\_ | Transfer \_230m\_\_\_\_\_ | Stopping Distance (F. Ahead to F. Astern)\_\_2385m\_\_\_\_ |
| Propeller 1set | Right handed | Gyro Error : º High (+) / Low (-)  |  0 º H / L |
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| ***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 |