

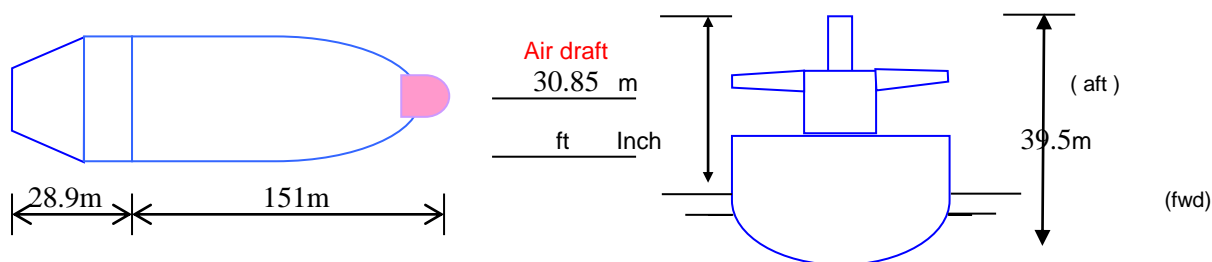
Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

Arr./Dep. Port	Marsden Point, NZ	Date	3-Apr-2026
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**SHIP'S PARTICULARS**

Name	DIAMOND HARBOUR			Call sign	VREI6	IMO No.	9377987
Deadweight	11499MT	Year built	2008	Length OA	179.9	Breadth	28.4
Displacement	31855MT	Bulbous Bow		Yes/No	GRT/NRT	20987/11648	
Draught fwd	7.3M	Draught aft	8.65M	Draught amidships		7.97M	
Freeboard	5.5M						
Propeller Immersion Draught		5.60 m		Cargo /Quantity		NIL	
Port anchor	11	Shackles		Stbd anchor		11	Shackles

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



<b>ENGINE</b>			
Type of Engine	STX MAN B&W 6S42MC	EPL Implemented *	<del>YES</del> / <b>NO</b>
Max. Continuous Power (CSR)	6480KW	Maximum Power after EPL	N/A KW
	<b>RPM</b>	<b>Loaded Speed</b>	<b>Ballast Speed</b>
Full ahead	110	11.5	12.0
Half Ahead	90	10	10.5
Slow ahead	75	7.5	7.8
Dead Slow ahead	50	5	5.2
<b>Astern power</b>		32.4 % of Ahead power	
Dead Slow Astern	50		
Slow Astern	75		
Half Astern	90		
Full Astern	95		
Engine Critical RPM	57-69	Maximum Number of Consecutive engine Starts	12
Time full ahead to full astern	3 minutes(emergency)	Time limit astern	30 minutes
Rudder Type	2/SEMI-BALANCED	Maximum Angle	35
Time from hard-over to hard-over:	s/1units: 24.8 s/2units:24.9 both:12.9	Minimum Steering Speed: 4.5	

**Equipment Checked and Ready for Use**

Anchors:	Cleared away: YES
Compasses:	Normal
Compass error:	0
Speed log:	Doppler: YES,      Speed: Water
Echo Sounder	Yes
GPS:	2 sets , FURUNO Type-GP-150
ECDIS: (Assigned for pilot's use )	Make: Maris      Location/No.: Bridge/3
	ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth_9.51____ m, Safety Contour _9.51__ m ECDIS Display Mode: Custom / "All" Display
X-Band radar:	ARPA: YES/NO
S-Band radar:	ARPA: YES/NO
VHF (including handheld):	2 sets and 3 set handheld GMDSS VHF Radio
Steering gear:	Number of power units in use:2
Engine telegraphs:	Normal
Rudder / RPM / ROT indicators:	Normal
Mooring winches and line:	2 winches ; F/4+2; A/4+2
Navigation lights	Normal
Whistle	Normal

Equipment operational defects, ship handling and maneuvering limitations, if any:

N/A

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

N/A

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 4.10cables	Transfer 1.1 cables	Stopping Distance (F. Ahead to F. Astern) 13.70 cables	
Propeller	Right handed	Gyro Error : ° High (+) / Low (-)	0.0E ° 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.

Duty Officer:	Master: LANG LIGANG	Pilot : Name / Sign
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