|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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, New Zealand | | | | | Date | | 12 July 2024 | | | |
| **SHIP’S PARTICULARS** | | | | | | | | | | | |
| Name | **MV OTAGO BAY** | | | | Call sign | | **VRQK3** | | IMO No. | | **9782015** |
| Deadweight | 37585 | Year built | | **2017** | Length OA | | ***189.99*** | | Breadth | | **32.26** |
| Displacement | 47905 | Bulbous Bow | | | **Yes** | | GRT/NRT | | | **31,863 / 18,639** | |
| Draught fwd | 9.32m | Draught aft | | 9.84m | Draught amidships | | | | 9.66m | | |
| Freeboard | 7.96m |  | |  |  | | | |  | | |
| Propeller Immersion Draught | | | 105% 4.87m | | Cargo /Quantity | | | | Union Logs 36161 | | |
| Port anchor | **12 Shackles** | | | | Stbd anchor | | | | **12 Shackles** | | |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet | | | | | | | | | | | |
|  | | | | | | | | | | | |

Air draft

36.92m ( aft )

ft Inch **46.83m**

**24.5m** **165.49m** (fwd)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE** | | | | |
| Type of Engine | **MITSUBISHI 6UEC50LSE-Eco-B1** | EPL Implemented **\*** | **YES** | |
| Max. Continuous Power (CSR) | **7091 KW** | Maximum Power after EPL | **5211 KW** | |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** | |
| Full ahead | **78** | **10.7** | **11.3** | |
| Half Ahead | **68** | **9.5** | **10.1** | |
| Slow ahead | **47** | **6.4** | **7.0** | |
| Dead Slow ahead | **34** | **4.4** | **5.0** | |
| **Astern power** |  | **43** % of Ahead power | | |
| Dead Slow Astern | **34** | \*EPL can be overridden in 1-2 mins, when requested by Pilot. | | |
| Slow Astern | **47** |
| Half Astern | **68** |
| Full Astern | **78** |
| Engine Critical RPM | **55 - 66** | Maximum Number of Consecutive engine Starts | | **17** |
| Time full ahead to full astern | **2.1 minutes** | Time limit astern | **LIMITLESS** minutes | |
| Rudder Type | **1 SEMI SPADE** | Maximum Angle | **35 DEGREES** | |
| Time from hard-over to hard-over: | **\_\_24 \_ SECS** | Minimum Steering Speed: **3 KTS** | | |

**Equipment Checked and Ready for Use**

|  |  |
| --- | --- |
| Anchors: | Cleared away: YES/NO |
| Compasses: | *Checked,ok* |
| Compass error: | *Checked,ok* |
| Speed log: | Doppler: YES/~~NO~~, Speed: Water/~~Ground~~ |
| Echo Sounder | *Checked,ok* |
| GPS: | Type: DGPS *Checked,ok* |
| ECDIS: (Assigned for pilot’s use ) | Make: JRC 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/~~NO~~ |
| S-Band radar: | ARPA: YES/~~NO~~ |
| VHF (including handheld): | Checked,ok |
| Steering gear: | Number of power units in use: 1 |
| Engine telegraphs: | Checked,ok |
| Rudder / RPM / ROT indicators: | Checked,ok |
| Mooring winches and line: | Checked,ok |
| Navigation lights | Checked,ok |
| Whistle | Checked,ok |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Equipment operational defects, ship handling and maneuvering limitations, if any:  None | | | | |
| 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 \_611\_ | Transfer \_\_629\_ | | Stopping Distance (F. Ahead to F. Astern)\_2463\_ | |
| Propeller | | Right / ~~Left~~ handed | Gyro Error : º High (+) / Low (-) | 0.1 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 |