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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 Port | **MARSDEN POINT, NZ** | Date  | **16-MAR-2025** |
| **SHIP’S PARTICULARS** |
| Name | JERVIS BAY | Call sign | VRMM6 | IMO No. | 9610688 |
| Deadweight **(Summer Timber)** | 37276 | Year built | 2012 | Length OA | 179.90m | Breadth | 30.00m |
| Displacement | 25560 | Bulbous Bow | Yes | GRT/NRT | 24428/12774 |
| **Draught fwd** |  **5.4M** | **Draught aft** |  **6.9M** | Draught amidships | 6.15 m |
| Freeboard |  8.65 m |  |  |  |  |
| Propeller Immersion Draught |  6.1 m | Cargo /Quantity  | 13570Mts of logs |
| Port anchor  |  11 Shackles | Stbd anchor  |  12 Shackles |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet |
|  |

 Air draft

 36.66 m 43.56 m afyaft )

 ft

 27.7m 152.2m (aft) (fwd)

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| **ENGINE** |
| Type of Engine | DIESEL ENGINE | EPL Implemented **\*** | NO |
| Max. Continuous Power (CSR) |  5889 KW  | Maximum Power after EPL | N/A KW  |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** |
| Full ahead | 88 | 10 | 11 |
| Half Ahead | 75 | 9.4 | 9.9 |
| Slow ahead | 63 | 7.9 | 8.0 |
| Dead Slow ahead | 42 | 5.2 | 5.9 |
| **Astern power**  |  | \_\_\_\_\_\_\_\_\_51\_\_ % of Ahead power  |
| Dead Slow Astern | 42 |  |
| Slow Astern | 63 |  |
| Half Astern | 75 |  |
| Full Astern | 88 |  |
| Engine Critical RPM | **42-55** | Maximum Number of Consecutive engine Starts | 12 |
| Time full ahead to full astern | 11 minutes | Time limit astern | 30 minutes |
| Rudder Type | SEMI-BALANCED SPADE MARINER TYPE | Maximum Angle | 35 |
| Time from hard-over to hard-over: |  15S | Minimum Steering Speed: 4.5Kn |

**Equipment Checked and Ready for Use**

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| Anchors: | Cleared away: YES~~/NO~~ |
| Compasses: | SAURA KEIKI SEISAKUSHO / SR-165M |
| Compass error: | 0 |
| Speed log: | Doppler: YES/~~NO~~, Speed: Water/~~Ground~~  |
| Echo Sounder | JRC JFE-380 |
| GPS: | Type: JRC JLR-7800 |
| ECDIS: (Assigned for pilot’s use ) | Make: JRC JAN-901B Location/No.:BRIDGE/NO1&NO2 |
| ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth 11m, Safety Contour 20mECDIS Display Mode: ~~Custom~~ / “All” Display |
| X-Band radar: | ARPA: YES/~~NO~~ |
| S-Band radar: | ARPA: YES/~~NO~~ |
| VHF (including handheld): | JRC JHS-770S |
| Steering gear: | Number of power units in use: #1 + #2 |
| Engine telegraphs: | NABTESCO |
| Rudder / RPM / ~~ROT~~ indicators: | YES |
| Mooring winches and line: | 4 / 12 |
| Navigation lights | YES |
| Whistle | YES |

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| Equipment operational defects, ship handling and maneuvering limitations, if any:NIL |
| 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 \_2.8 cable | Transfer \_ 2.6 cable \_ | Stopping Distance (F. Ahead to F. Astern) cable \_15.7 \_\_\_ |
| Propeller | Right / ~~Left~~ 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 |