|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **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**

|  |  |
| --- | --- |
| 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 20m  ECDIS 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 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 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 |
|  | | | | |
| ***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 |