|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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, NEWZEALAND | | | | | Date | | 23-APR-2025 | | | |
| **SHIP’S PARTICULARS** | | | | | | | | | | | |
| Name | MOUNT SEYMOUR | | | | Call sign | | VRPT4 | | IMO No. | | 9788629 |
| Deadweight | 20890 | Year built | | 2016 | Length OA | | 183.0M | | Breadth | | 29.5M |
| Displacement | 29836 | Bulbous Bow | | | Yes | | GRT/NRT | | | 23882/11979 | |
| Draught fwd | 6.71 | Draught aft | | 7.24 | Draught amidships | | | | 6.98 | | |
| Freeboard | 35.68 |  | |  |  | | | |  | | |
| Propeller Immersion Draught | | | 6.35M | | Cargo /Quantity | | | | LOGS/8989MT | | |
| Port anchor | 11 Shackles | | | | Stbd anchor | | | | 11 Shackles | | |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet | | | | | | | | | | | |
|  | | | | | | | | | | | |

Air draft

35.68 m ( aft )

ft Inch 42.92m

(fwd)

25.90m 158.10m

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE** | | | | |
| Type of Engine | UI-MAN B&W DIESEL ENGINE 5S50ME-B9.3 | EPL Implemented **\*** | NO | |
| Max. Continuous Power (CSR) | 6370 KW | Maximum Power after EPL | KW | |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** | |
| Full ahead | 77 | 11.6 | 12.0 | |
| Half Ahead | 58 | 8.7 | 9.0 | |
| Slow ahead | 45 | 6.8 | 7.0 | |
| Dead Slow ahead | 33 | 5.0 | 5.2 | |
| **Astern power** |  | \_\_\_\_\_40\_\_\_\_\_\_ % of Ahead power | | |
| Dead Slow Astern | -33 | \*EPL can be overridden in 1-2 mins, when requested by Pilot. | | |
| Slow Astern | -45 |  | | |
| Half Astern | -58 |  | | |
| Full Astern | -77 |  | | |
| Engine Critical RPM | 63-75 | Maximum Number of Consecutive engine Starts | | 12 |
| Time full ahead to full astern | 13 minutes | Time limit astern | 5 minutes | |
| Rudder Type | TOKYO KEIKI | Maximum Angle | 35 | |
| Time from hard-over to hard-over: |  | Minimum Steering Speed: 3 knots | | |

**Equipment Checked and Ready for Use**

|  |  |
| --- | --- |
| Anchors: | Cleared away: YES |
| Compasses: | YES |
| Compass error: | 0.1° E |
| Speed log: | Doppler: YES Speed: Water/Ground |
| Echo Sounder | YES |
| GPS: | Type: JRC |
| ECDIS: (Assigned for pilot’s use ) | Make: JRC Location/No.:2 |
| 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 |
| S-Band radar: | ARPA: YES |
| VHF (including handheld): | YES |
| Steering gear: | Number of power units in use: NO.1& NO.2 |
| Engine telegraphs: | YES |
| Rudder / RPM / ROT indicators: | YES |
| Mooring winches and line: | YES |
| Navigation lights | YES |
| Whistle | YES |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 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 cables | Transfer cables | | Stopping Distance (F. Ahead to F. Astern) cables | |
| Propeller | | Right 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. | | | | |

|  |  |  |
| --- | --- | --- |
| Duty Officer: Name / Sign | Master: Zhang Guojian | Pilot : Name / Sign |