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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.~~ / Dep Port | **MARSDEN POINT** | Date  | 29.04.2025  |
| **SHIP’S PARTICULARS** |
| Name | **M.V IPANEMA BEACH** | Call sign | VRRD8 | IMO No. | 9663269 |
| Deadweight | **38565.2** | Year built | 2014 | Length OA | **179.97 M** | Breadth | **29.80 M** |
| Displacement | **47376.2** | Bulbous Bow | Yes/~~No~~ | GRT/NRT | **23393 / 12197** |
| Draught fwd | **10.57 M** | Draught aft | **11.05 M** | Draught amidships | **10.83 M** |
| Freeboard | **4.17 M** |  |  |  |  |
| Propeller Immersion Draught |  5.7 m | Cargo /Quantity  | **LOGS / 36067 MT** |
| Port anchor  |  12 Shackles | Stbd anchor  |  12 Shackles |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet |
|  |

 Air draft

 m

 Ft Inch 44.46m

 26.38 M 153.59 M

 ( aft ) (fwd)

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| **ENGINE** |
| Type of Engine | MAKITA-MITSUI-MAN B&W 6S46ME - B8.3 | EPL Implemented **\*** |  NO  |
| Max. Continuous Power (CSR) | 6820 KW  | Maximum Power after EPL | N/A KW  |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** |
| Full ahead | 74 | 10.6 KT | 11.2 KT |
| Half Ahead | 67 | 9.5 KT | 10.1 KT |
| Slow ahead | 47 | 5.5 KT | 6.2 KT |
| Dead Slow ahead | 39 | 3.4 KT | 4.1 KT |
| **Astern power**  |  | \_\_\_\_40\_\_\_\_\_\_\_ % of Ahead power  |
| Dead Slow Astern | 39 | \*EPL can be overridden in 1-2 mins, when requested by Pilot.NOT APPLICABLE |
| Slow Astern | 47 |
| Half Astern | 67 |
| Full Astern | 74 |
| Engine Critical RPM | 53 - 64 | Maximum Number of Consecutive engine Starts | 12 |
| Time full ahead to full astern | 05 minutes | Time limit astern | N/A minutes |
| Rudder Type | ELECTRO HYDRAULIC | Maximum Angle | 35 DEG |
| Time from hard-over to hard-over: |  **22 SEC** | Minimum Steering Speed: 04 KT |

**Equipment Checked and Ready for Use**

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| Anchors: | Cleared away: YES/~~NO~~ |
| Compasses: | IN ORDER |
| Compass error: | **0.2 L** |
| Speed log: | ELECTRONIC LOG - YES/~~NO~~  Speed: Water/Ground  |
| Echo Sounder | YES |
| GPS: | Type: DGPS1 & DGPS 2  |
| ECDIS: (Assigned for pilot’s use ) | Make: TRANSAS Location/No.: STBD SIDE / NO.1 |
| ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth\_\_17\_\_\_\_\_\_ m, Safety Contour \_17\_\_\_\_ mECDIS Display Mode: Custom / “~~All” Display~~ |
| X-Band radar: | ARPA: YES/~~NO~~ |
| S-Band radar: | ARPA: YES/~~NO~~ |
| VHF (including handheld): | VHF 1, VHF 2, 3 PORTABLE WALKIE TALKIE |
| Steering gear: | Number of power units in use: 2 |
| Engine telegraphs: | WORKING IN GOOD ORDER |
| Rudder / RPM / ~~ROT~~ indicators: | WORKING IN GOOD ORDER |
| Mooring winches and line: | WORKING IN GOOD ORDER |
| Navigation lights | WORKING IN GOOD ORDER |
| Whistle | WORKING IN GOOD ORDER |

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| 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 hullPosition of AIS antenna – PORT SIDE / Position of GPS antenna – STARBOARD SIDE / Safe Working Load (SWL) of bollards – 64 TONNES / Tug push markings on hull – Aft of CH # 1 & Aft of CH # 4 /Ship Windage Area – 2526.268 m. sq |
| 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 175 M (LOADED) & 200 M (BALLAST) | Transfer 445 M (LOADED) & 480 M (BALLAST) | Stopping Distance (F. Ahead to F. Astern) 1410 M (LOADED) & 730 M (BALLAST) |
| Propeller | Right / ~~Left~~ handed | Gyro Error : 0.2º Low (-)  |  0.2 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: | CAPT. ELTON ROSARIO | Pilot :  |