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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. | | | | | | | | | | | | |
| Arrival Port | | Marsden Point/ Nz | | | | | Date | | 26.08.2024 | | | |
| SHIP’S PARTICULARS | | | | | | | | | | | | |
| Name | Mount Rainier | | | | | Call sign | | VRBG6 | | IMO No. | | 9336799 |
| Deadweight | 27907 MT | | Year built | | 2005 | Length OA | | 177 m | | Breadth | | 28.40 m |
| Displacement | 34747 MT | | Bulbous Bow | | | Yes/~~No~~ | | GRT/NRT | | | 19,877 / 11,140 | |
| Draught fwd | 8.9M | | Draught aft | | 8.9M | Draught amidships | | | | 9.1 M | | |
| Freeboard | 5.33 M | |  | |  |  | | | |  | | |
| Propeller Immersion Draught | | | | 6.18 m | | Cargo /Quantity | | | | BALLAST / 3550MT | | |
| Port anchor | | 11 Shackles | | | | Stbd anchor | | | | 11 Shackles | | |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet | | | | | | | | | | | | |
|  | | | | | | | | | | | | |

Air draft

31.59 M ( aft )

ft Inch m

27.2 M 149.8 M 40.58 M (fwd)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE** | | | | |
| Type of Engine | B&W 6S46MC-CX | EPL Implemented **\*** | YES / ~~NO~~ | |
| Max. Continuous Power (CSR) | 5627 KW =118 rpm  If to remove EPL | Maximum Power before EPL | 4495 KW =109 RPM | |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** | |
| Full ahead | 95 | 11.5 KTS | 12.5 KTS | |
| Half Ahead | 85 | 10.5 KTS | 11.0 KTS | |
| Slow ahead | 55 | 7.0 KTS | 7.3 KTS | |
| Dead Slow ahead | 40 | 4.5 KTS | 5.0 KTS | |
| **Astern power** |  | 95 % of Ahead power in maneuvering mode | | |
| Dead Slow Astern | 40 | \*EPL can be overridden in 1-2 minus, when requested by Pilot. | | |
| Slow Astern | 50 |  | | |
| Half Astern | 80 |  | | |
| Full Astern | 90 |  | | |
| Engine Critical RPM | 58-71 | Maximum Number of Consecutive engine Starts | | 12 |
| Time full ahead to full astern | 1 minute (in Emergency situation);  7.5min F/ah to Stop | Time limit astern | 8.5 minutes | |
| Rudder Type | Semi Balanced | Maximum Angle | 35 deg | |
| Time from hard-over to hard-over: | 24 sec | Minimum Steering Speed: 4.0 kts | | |

**Equipment Checked and Ready for Use**

|  |  |
| --- | --- |
| Anchors: | Cleared away: YES/NO |
| Compasses: | Yes |
| Compass error: |  |
| Speed log: | Doppler: YES Speed: Water |
| Echo Sounder | Operational/Good |
| GPS:2 | Type: FURUNO GP-150, GP-170 |
| ECDIS: (Assigned for pilot’s use ) | Make: TRANSAS Location/No.: Port/Stbd (3 in total) |
| 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): | Operational/Good |
| Steering gear: | Number of power units in use:1 (STG no.2 connected to EDG) |
| Engine telegraphs: | Operational/Good |
| Rudder / RPM / ~~ROT indicators~~: | Operational/Good |
| Mooring winches and line: | Operational/Good |
| Navigation lights | Operational/Good |
| Whistle | Operational/Good |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 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  P = 533m S= 490m | Transfer  P= 327m S=290m | | Stopping Distance (F. Ahead to F. Astern)  1563 m | |
| Propeller | | Right / ~~Left~~ handed | Gyro Error : º High (+) / Low (-) |  |
|  | | | | |
| ***Maneuvering 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 maneuvering and then changed to Bridge or ECR control as appropriate. | | | | |

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| Duty Officer: Name / Sign | Master: Name / Sign | Pilot : Name / Sign |