|  |
| --- |
| 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 rpmIf 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 \_\_\_\_\_ mECDIS 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.
 |

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