|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book. | | | | | | | | | | | |
| ARR | GISBORNE | | | | | Date | | 12-SEP-2024 | | | |
| **SHIP’S PARTICULARS** | | | | | | | | | | | |
| Name | GOLD RIVER | | | | Call sign | | VRZI3 | | IMO No. | | 9251078 |
| Deadweight | 11845.1 | Year built | | 2002 | Length OA | | 177.0m | | Breadth | | 28.40m |
| Displacement | 18992.8 | Bulbous Bow | | | Yes/No | | GRT/NRT | | |  | |
| Draught fwd | 5.9 m | Draught aft | | 6.5m | Draught amidships | | | | 6.2m | | |
| Freeboard | 7.75m |  | |  |  | | | |  | | |
| Propeller Immersion Draught | | | 5.85 m | | Cargo /Quantity | | | | NIL | | |
| Port anchor | 11 Shackles | | | | Stbd anchor | | | | 11 Shackles | | |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet | | | | | | | | | | | |
|  | | | | | | | | | | | |

Air draft

35.10m ( aft )

ft Inch m

(fwd)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ENGINE** | | | | |
| Type of Engine | MITSUBISHI6UEC52LA1 | EPL Implemented **\*** | YES / ~~NO~~ | |
| Max. Continuous Power (CSR) | 6640 KW | Maximum Power after EPL | 4598 KW | |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** | |
| Full ahead | 95 | 11.5 kts | 12.0 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** |  | 85 % of Ahead power | | |
| Dead Slow Astern | 40 | \*EPL can be overridden in 1-2 mins, when requested by Pilot.  EPL is for over 110RPM not effect maneuver | | |
| Slow Astern | 55 |
| Half Astern | 85 |
| Full Astern | 90 |
| Engine Critical RPM | 60-78 | Maximum Number of Consecutive engine Starts | | 12 |
| Time full ahead to full astern | 2 minutes | Time limit astern | 2 minutes | |
| Rudder Type | 1 / SEMI BALANCE | Maximum Angle | 35 DEGREES | |
| Time from hard-over to hard-over: | 27 | Minimum Steering Speed: 4.3 kts | | |

**Equipment Checked and Ready for Use**

|  |  |
| --- | --- |
| Anchors: | Cleared away: YES |
| Compasses: | CHECKED IN ORDER |
| Compass error: | 0 |
| Speed log: | Doppler: YES Speed: Water |
| Echo Sounder | CHECKED IN ORDER |
| GPS: | Type: FURUNO GP-150 – No. 1 and No. 2 |
| ECDIS: (Assigned for pilot’s use ) | Make:TRANSAS Location/No.:2 |
| ENC available and updated. ECDIS Alarm & Safety frame On.  Safety Depth\_\_9.0\_\_ m, Safety Contour \_\_9.0\_\_ m  ECDIS Display Mode: Custom / “All” Display |
| X-Band radar: | ARPA: YES |
| S-Band radar: | ARPA: YES |
| VHF (including handheld): | ALL IN ORDER |
| Steering gear: | Number of power units in use: ONLY 1 UNIT USED. NO. 2 |
| Engine telegraphs: | ALL IN ORDER |
| Rudder / RPM / ROT indicators: | ALL IN ORDER |
| Mooring winches and line: | ALL IN ORDER |
| Navigation lights | ALL IN ORDER |
| Whistle | ALL IN ORDER |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 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 501 m | Transfer 283 m | | Stopping Distance (F. Ahead to F. Astern) 1050m | |
| 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 |