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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 | 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)

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| **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**

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| 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\_\_ mECDIS 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 |

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| 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 |
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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: Name / Sign | Master: Name / Sign | Pilot : Name / Sign |