

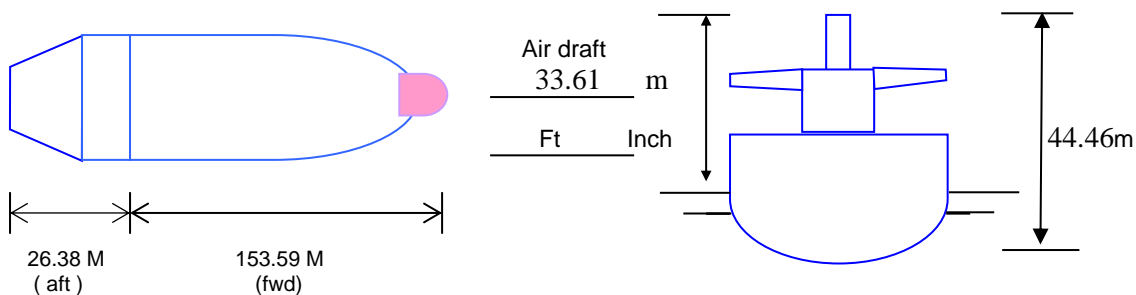
Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

Dep Port	<b>Marsden Point</b>	Date	21.08.2025
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**SHIP'S PARTICULARS**

Name	M.V IPANEMA BEACH			Call sign	VRRD8	IMO No.	9663269
Deadweight	38565.2 MT	Year built	2014	Length OA	179.97 M	Breadth	29.80 M
Displacement	47499.80MT	Bulbous Bow		Yes/No	GRT/NRT	23393 / 12197	
Draught fwd	10.69m	Draught aft	10.85m	Draught amidships		10.79m	
Freeboard	4.21m						
Propeller Immersion Draught		5.7 m		Cargo /Quantity			
Port anchor	12 Shackles			Stbd anchor		12 Shackles	
1 shackles=27.4 m/15 fathoms				One fathom = 6 feet			

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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 Starts12	
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

Anchors:	Cleared away: YES
Compasses:	1 GYRO AND 1 MAGNETIC COMPASS - Compared
Compass error:	<b>0.2 H</b>
Speed log:	ELECTRONIC LOG - YES      Speed: Water
Echo Sounder	YES ALAMRS CHECKED , PRINTER IS ON
GPS:	Type: DGPS1 & DGPS 2 – BOTH GPS POSITION COMPARED
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__13__ m, Safety Contour __13_ m ECDIS Display Mode: Custom / “ <b>All</b> ” Display
X-Band radar:	ARPA: YES
S-Band radar:	ARPA: YES
VHF (including handheld):	VHF 1, VHF 2, 3 PORTABLE WALKIE TALKIE
Steering gear:	Number of power units in use: 2
Engine telegraphs:	TESTED
Rudder / RPM / ROT indicators:	COMPARED
Mooring winches and line:	TRIED OUT
Navigation lights	TESTED
Whistle	TESTED

Equipment operational defects, ship handling and maneuvering limitations, if any: NIL

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

Position 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 – 1941.87      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) (LOADED) & 730 M (BALLAST)	1410 M
Propeller	Right / <del>Left</del> handed	Gyro Error : ° High (+) / Low (-)	0.2    H

**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.

Duty Officer:	CAPT. ELTON ROSARIO	Pilot :
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