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| **1. Master / Pilot Information Exchange (MPX)** |
| **SHIP IDENTITY** |
| Vessel Name | **BERGE RISHIRI** | **[ ]  Arrival** **[x]  Departure**  |
| Berth |  | Call Sign | **MADD2** | flag | **ISLE OF MAN** |
| Agent | **Nautilus Shipping Agency** | Year Built | **2016** | IMO No | **9713222** |
| Cargo | **logs** |  Ship Type | **Bulk carrier** | Last Port | **Gisborne** |
| **ADDITIONAL SHIP’S CONTACT INFORMATION** |
| Telephone | Email | Others |
| +870 773910921 | master.rishiri@bergevessel.com | +65 31258177 |
| **PILOT BOARDING INSTRUCTIONS** |
| ETA at pilot station | Pilot ETA at boarding station | Approach course and speed |
|  |  |  |
| Embarkation side | Requested boarding arrangement |
|  |  |
| **BERTH AND TUG DETAILS** |
| Intended berth and berthing plan |
|  |
| Side alongside | Estimated transit time to berth | Tug rendezvous position: |
|  |  |  |
| Number of tugs | Tug arrangements  | Total bollard pull |
|  |  |  |
| Final Mooring / Unmooring Plan: Sketch for Line ArrangementFwd.:Aft:Remarks: (Mooring / Unmooring pattern)  |
| Tugs – Names, Bollard Pull, Location operating |
| **Mooring Ropes / Wires** |
| Number | Length | Diameter | Material | Breaking load | Date |
| **12Pcs** | **220** m | **64** mm | **PLOYPROPYLENE** | **48Tons** |  |
|  |  m |  mm |  |       |  |
|  |  m |  mm |  |       |  |
|  |  m |  mm |  |       |  |
|  |  m |  mm |  |       |  |
|  |  m |  mm |  |       |  |
|  |  m |  mm |  |  |  |
|  |  m |  mm |  |  |  |
|  |  m |  mm |  |  |  |
|  |  m |  mm |  |  |  |
| Location Fairlead | SWL | Location Bitt | SWL |
| **F’deck** | **49**mt | **No,1CH deck** | **52**mt |
| **Poop deck** | **49**mt | **Forecastle** | **64**mt |
|  | mt | **Poop deck** | **64**mt |
|  | mt | **Accom** | **52**mt |
|  | mt |  | mt |
| **WEATHER AND SEA CONDITIONS (at boarding station and at berth)** |
| Tidal information (ht. and times) |  |
| Expected currents |  |
| Weather forecast |  |
| **PASSAGE PLAN** |
|  |
| **REGULATIONS (VTS reporting, anchor/look-out attendance, maximum allowable draught)** |
|  |
| **OTHER IMPORTANT DETAILS (including navigation hazards, ship movements, berthing****restrictions, manoeuvring peculiarities)** |
|  |
| **2. Pilot Card** |
| **SHIP PARTICULARS** |
| Name | **BERGE RISHIRI** | Call Sign | **MADD2** |
| Present Displacement  | **43826** | Present DWT | **35682** | Year built | **2017** |
| Length | **179.97 m** | Beam | **30 m** | Bulbous Bow | **Yes ~~/ No~~** |
| Draft Forward: | **9.65 m** | Draft Aft: | **10.38 m** | Draft Mid: | **10.06** m |
| Air draft | **30.58** m | Port anchorshackles | **11 shackles** | Stbd anchorshackles | **11 shackles** |
| Anchor Type | **STOCKLESS ANCHOR** | Anchor weight | 5.513 Tonnes |
| GT Intern. | **21530** | GT Suez | **21868.19** | GT Panama | **17954** |
| NT Intern. | **11534** | Summer DWT | **35172** mt | Light Ship | **8144** mt |
| (1 shackle = 27,5 m / 15 fathoms) |
|  |
| **Key Distances** |
| Bridge to Stern(A) | **26.419**m | **86.68**ft**14.45**in | LOA (F) | **179.97**m | **590**ft**98.3**in |
| Bridge to Bow (B) | **153.555**m | **503.78**ft**83.96**in | Height (G) | **40.88** m | **134.12**ft**1.45**in |
| Breadth (C) | **30**m | **98**ft**16.4**in | Air Draft (H) | **4.088**m | **134.12**ft**1.45**in |
| **MAIN ENGINE** |
| Type of Main Engine | **MITSUBISHI-6UEC45LSE-ECO-B2** | Number of Main Engine | **1** |
| Maximum Power per Shaft | **7681.5BHP** | Maximum Power per Shaft | **5690**KW |
| **Engine Order** | **RPM/Pitch** | **Loaded Speed**  | **Ballast Speed** |
| Full Ahead | **79** | 10.2 knots | **10.8 knots** |
| Half Ahead | **55** | 6.8 knots | **7.5 knots** |
| Slow Ahead | **45** | 5.4 knots | **6.1 knots** |
| Dead Slow Ahead | **37** | 4.4   knots | **5.1 knots** |
| Dead Slow Astern | **37** | Engine Critical RPM | **61-73 RPM** |
| Slow Astern | **45** | Minimum RPM | **27 RPM** |
| Half Astern | **55** | Time Full Ahead to Full Astern | **10.08min** |
| Full Astern | **79** | Time Limit Astern | **10.4 min** |
| Full Astern Power | **85 % of Full Ahead**  | Sea Speed | **13.5 knots** |
| Engine Order Delay | **1**seconds | Minimum steering speed | **3** **knots** |
| Maximum number of consecutive engines starts  | **13times** |
| If EPL/ShaPoli Installed, max available power (EPL MCR Limit and RPM) | **N/A** | Time required for overriding the EPL (If Applicable) | **NA** |
|  |  | Other |  |
| **STEERING** |
| Number of Propellers | Direction of turn | Propeller arrangement |
| **1** | **Right hand** |  |
| Time from hard-over to hard-over: | Rudder angle for neutral effects: | Maximum angle |
| **23 seconds** |  **0** degrees |  **35** degrees |
| Thrusters (positions and power): | Steering characteristics/rudder type: |
| **NA** | **Semi-balanced stream lined type of double plated cons** |
| Turning Circle: | Advance |
| S: **909**m P**: 909**m | 835 m |
| Transfer | Radius |
| S: 27**3**m P**: 273**m | 454 m |
| **EQUIPMENT CHECKED AND READY FOR USE** |
| **Complete below section/s as applicable and boxes to be ticket out by hand. Insert appropriate remarks besides entries giving required details (if any).**  |
| [x]  Anchors[x]  Compasses[x]  Compas error[x]  Speed Log / Doppler Log[x]  Echo Sounder[ ]  GNSS[x]  ECDIS (with Alarm Settings)[x]  X-Band Radar[x]  S-Band Radar[x]  VHF (including handheld)[x]  Steering gear[x]  Engine Telegraphs[x]  Rudder/RPM/ ROT indicators[x]  Mooring winches and lines[x]  Navigation lights[x]  Whistles[x]  AIS / Pilot Plug[x]  Engine & Deck machinery[x]  Wipers / Clear View Screen[x]  Binoculars[ ]  EPL Override (if applicable)[x]  Wind Propulsion System (If fitted) 1.CCTV, Integration between RADAR, ECDIS and conning systems, Navigational lights etc.2. Wind Propulsion Fact Sheet (If Wind Propulsion System is fitted) | Cleared Away: [x]  Yes [ ]  NoGYRO Error: 0.10 / H / L)Speed: [x]  Water [x]  Ground Axis: [x]  Single [ ]  DualType:      RCDS mode: [ ]  Yes [x]  NoARPA: [x]  Yes [ ]  NoARPA: [x]  Yes [ ]  NoNumber: 2Number of power units in use: 2Override: [ ]  Yes [ ]  No |
| **EQUIPMENT OPERATIONAL DEFECTS** |
|  NIL |
| **OTHER IMPORTANT DETAILS** (e.g. ship windage area, position of the Automatic IdentificationSystem (AIS) antenna, safe working load (SWL) of bollards, English Proficiency of Crew) |
|  **NIL** |
| Is any amendment done to pilotage passage plan and charts after discussing intended passage plan with Pilot? [x]  Yes [ ] No |
| **Have the SQUAT EFFECTS been accounted for?** **[x]** Yes [ ]  No |
| **Actual min UKC during pilotage**m | **Min. UKC required a****s per Company policy**m |
| **Master Pilot Info Exchange Completed** | Date      | Time      |
| Master’s signature | Pilot’s signature |

|  |  |  |
| --- | --- | --- |
| ***Commencement of Pilot’s advisory role for Courses and Speed***  | Date      | Time      |

|  |  |  |
| --- | --- | --- |
| ***Completion of Pilot’s advisory role / Master Assumes Conduct of Navigation*** | Date      | Time      |

**Note:** Ensure all above timings are entered in Port Logbook.