|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **1. Master / Pilot Information Exchange (MPX)** | | | | | | | | | | | | | | |
| **SHIP IDENTITY** | | | | | | | | | | | | | | |
| Vessel Name | **BERGE RISHIRI** | | | | | | | | **Arrival**  **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](mailto: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 Arrangement  Fwd.:  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 anchor  shackles | | | | **11 shackles** | | | Stbd anchor  shackles | | **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).** | | | | | | | | | | | | | | |
| Anchors  Compasses  Compas error  Speed Log / Doppler Log  Echo Sounder  GNSS  ECDIS (with Alarm Settings)  X-Band Radar  S-Band Radar  VHF (including handheld)  Steering gear  Engine Telegraphs  Rudder/RPM/ ROT indicators  Mooring winches and lines  Navigation lights  Whistles  AIS / Pilot Plug  Engine & Deck machinery  Wipers / Clear View Screen  Binoculars  EPL Override (if applicable)  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:  Yes  No  GYRO Error: 0.10 / H / L)  Speed:  Water  Ground  Axis:  Single  Dual  Type:  RCDS mode:  Yes  No  ARPA:  Yes  No  ARPA:  Yes  No  Number: 2  Number of power units in use: 2  Override:  Yes  No | | | | | | | | |
| **EQUIPMENT OPERATIONAL DEFECTS** | | | | | | | | | | | | | | |
| NIL | | | | | | | | | | | | | | |
| **OTHER IMPORTANT DETAILS** (e.g. ship windage area, position of the Automatic Identification  System (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?  Yes No | | | | | | | | | | | | | | |
| **Have the SQUAT EFFECTS been accounted for?** 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.