

# Pacific Basin

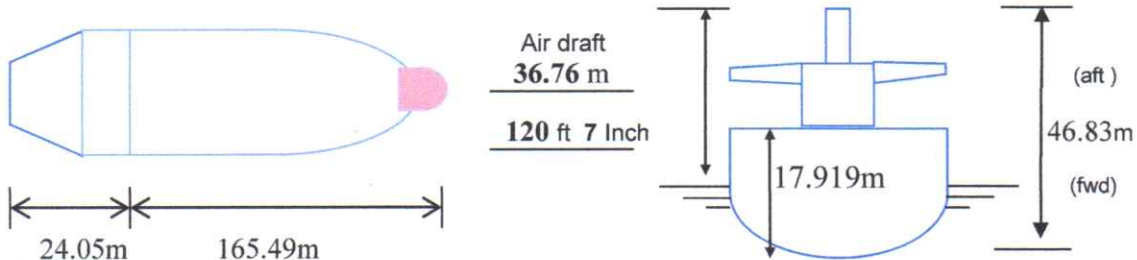
Pilot Card (BR-08A)

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

Arr. / Dep Port **Marsden Point, New Zealand** Date **21 Apr 2026**

### SHIP'S PARTICULARS

Name	<b>OLIVE BAY</b>			Call sign	<b>VRON5</b>	IMO No.	<b>9718624</b>
Deadweight	<b>39,943 MT</b>	Year built	<b>2015</b>	Length OA	<b>189.99m</b>	Breadth	<b>32.26m</b>
Displacement	<b>50,255 MT</b>	Bulbous Bow	Yes/No	GRT/NRT	<b>31,863 / 18,639</b>		
Draught fwd	<b>9.72 m</b>	Draught aft	<b>10.07 m</b>	Draught amidships		<b>9.89 m</b>	
Freeboard	<b>8.03 m</b>						
Propeller Immersion Draught	<b>107 %</b>			Cargo /Quantity	<b>LOGS / 36,723.92 MT</b>		
Port anchor	<b>12</b>	Shackles		Stbd anchor	<b>12</b>	Shackles	
1 shackles=27.4 m/15 fathoms One fathom = 6 feet							



ENGINE			
Type of Engine	MITSUBISHI UE	EPL Implemented *	<b>YES</b>
Max. Continuous Power (CSR)	<b>5719 KW</b>	Maximum Power after EPL	<b>7186 KW</b>
	<b>RPM</b>	<b>Loaded Speed</b>	<b>Ballast Speed</b>
Full ahead	<b>76</b>	<b>10.4 kts</b>	<b>11.3 kts</b>
Half Ahead	<b>68</b>	<b>9.2 kts</b>	<b>10.1 kts</b>
Slow ahead	<b>47</b>	<b>6.1 kts</b>	<b>7.0 kts</b>
Dead Slow ahead	<b>34</b>	<b>4.1 kts</b>	<b>5.0 kts</b>
<b>Astern power</b>		<b>43 % of Ahead power</b>	
Dead Slow Astern	<b>34</b>	*EPL can be overridden in 1-2 mins, when requested by Pilot. However, Maximum RPM can be given is 90 (5720 KW).	
Slow Astern	<b>47</b>		
Half Astern	<b>68</b>		
Full Astern	<b>76</b>		
Engine Critical RPM	<b>55-66</b>	Maximum Number of Consecutive engine Starts	<b>12</b>
Time full ahead to full astern	<b>4.85 minutes</b>	Time limit astern	<b>LIMITLESS</b>
Rudder Type	<b>MARINER TYPE</b>	Maximum Angle	<b>35 DEGREES</b>
Time from hard-over to hard-over:	<b>NO. 1 SECONDS</b> <b>NO. 2 SECONDS</b>	Minimum Steering Speed: <b>4.0 KTS</b>	

Equipment Checked and Ready for Use

Anchors:	Cleared away: YES/ <del>NO</del>
Compasses:	YES
Compass error:	YES
Speed log:	Doppler: YES/ <del>NO</del> Speed: Water/Ground
Echo Sounder	YES
GPS:	Type: DGPS
ECDIS: (Assigned for pilot's use)	Make: MARIS/ SIMRAD Location/No.: BRIDGE/ 3 ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth <u>11.40 m</u> , Safety Contour <u>11.40 m</u> ECDIS Display Mode: Custom / "All" Display
X-Band radar:	ARPA: YES
S-Band radar:	ARPA: YES
VHF (including handheld):	YES
Steering gear:	Number of power units in use: 1 Unit (No.2 Steering Motor Connected to Emergency Generator)
Engine telegraphs:	YES
Rudder / RPM / ROT indicators:	YES
Mooring winches and line:	YES
Navigation lights	YES
Whistle	YES

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

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.)

Full Sea Speed:	Advance:	Transfer:	Half Ahead Speed:	Advance:	Transfer:
	0.330 NM	0.330 NM		0.355 NM	0.520 NM

Stopping Distance (F. Ahead to F. Astern): 1.4NM

Propeller Right / Left handed Gyro Error : ° High (+) / Low (-) 0.4E R / 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.

<sup>2</sup> Duty Officer: Name / Sign	CAPT. V. V. <b>HONG BAY</b> HONG KONG	Pilot: Name / Sign
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Present the CL BR/08A "Pilot card" to the Pilot.			
Master must exchange information with pilot by requesting the information as per this checklist			
ARR/ DEP Port	Marsden Point, New Zealand	Date	21 APR 2026
<b>SHIP IDENTITY</b>			
Name: OLIVE BAY	Call sign: VRON5	Flag: HONG KONG SAR, CHINA	
Agent: Ferguson Marine Vessel Agents Limited	Year built: 2015	IMO number: 9718624	
Cargo: LOGS	Ship type: LOG/BULK CARRIER	Last port: Wellington, New Zealand	
SHIP PARTICULARS/ ANCHORS (length of cable available)/ MANOEUVRING DETAILS AT CURRENT CONDITION / MAIN ENGINE DETAILS - Refer to the ship particulars in the pilot card (Checklist BR-08A)			
<b>WEATHER AND SEA CONDITION (at boarding station and at berth)</b>			
Harbour Wind Condition	Direction :	S	Speed : 16 Knots
	Local Forecast :	S/4	Windage Force 5.4 Tons
Tidal Information	State :	Ebb / <u>Flood</u> / Slack	Height & Time 2.7 M / 2200LT
	Estimated rate and direction*:	2.25 kn / 297°	
	Expected changes in the direction during transit*:	NO CHANGES	
* River / Canal Passage - Effect of tidal steam on ships manoeuvring including direction and rate at each crucial junction or sharp turns.			
<b>PASSAGE PLAN/ PILOTAGE PLAN</b>			
Working common language agreed	ENGLISH		
Route with main waypoints	MARKED ON ECDIS		
Pilot Emb. / Disemb. position	φ-35°54'.29 S λ-174°34'.60 E / MP 2 BOUTH		
Navigation Hazards	MARKED ON ECDIS		
Abort points & Contingency Anchorages	MARKED ON ECDIS		
Anchoring Procedure	Company procedure - In deep waters (water depth >40 m): walk back anchor to its desired scope & at zero speed over ground. <i>Note: If Pilot advises to drop anchor by gravity or with vessel making way over ground, <u>decline it, except in emergency.</u></i>		
Speed requirements and Local Speed Restrictions	Local speed restriction is <u>NIL</u> at location / section N/A		
Traffic status / Ship Movements	Light Traffic		
VHF channel to be monitored	11 / 16		
Any Change of Pilot - Details & Boarding requirements	NIL		
Anchor / Lookout attendance	SMN 2 AND BOSUN		
Passing under Bridge/Power Cable	Yes / No	Overhead Clearances	N/A
Lock Gate Transit	Yes/ No	BM 11.7 & spare fenders standby	N/A
Turning in Basin / Area planned	Yes / No	Depth and sea room	N/A
	<i>Note: Turning basins / areas are susceptible to increased shoaling due to their location in wider section of navigable channels.</i>		
Engine Power Limitation (EPL) details discussed and inform Pilot that EPL can be by-pass within 1-2 minutes.	Yes, Discussed w/ Pilot		
If any port official boarding during manoeuvring and position	Nil		

Any other special considerations / deviations from plan		<i>Note: Special Lights / Shapes required</i>					
<b>Under Keel Clearance</b>							
Drafts: (Mtrs)	Fwd.	9.72 m	Aft	10.07 m	Mid	9.89 m	Air Draft 36.76 m
Net UKC Required	During Pilotage		30cms		At Berth		30cms
UKC Calculated	During Pilotage		6.40 M		At Berth		5.70 M
<b>REGULATIONS (VTS reporting, anchor/look-out attendance, maximum allowable draught)</b>							
<b>BERTH AND TUG DETAILS</b>							
Intended Berth (Discuss approach to berth using a sketch)			Side Alongside			Port / Starboard	
Estimated time to berth		1 HR			Gangway		Ship / Shore
If permitted to rig ship gangway prior berthing?						Yes / No	
Berth limitations, if any		Such as maximum / minimum size of vessel, number of bollards, fender capacity					
Berth features requiring any attention		Such as position of mobile obstructions, fore & aft clearances, fenders, bollards and mooring arrangements					
Any obstruction at berth that may damage the propeller (floating logs, ice)			Discuss the removal of floating hazards before commencing the manoeuvre				
Number of tugs:		2		Tug Power Sufficient for Effect on Windage (Refer Bridge Manual 6.5.1)		Yes / No	
Tug arrangement	No.	Rendezvous Position		Location		Name	
	1	BY NO. 7		FWD		TAKAHUAI	
	2	BY NO. 7		AFT		HAUAKI	
Maximum berthing speed							
<b>MOORING / UNMOORING PLAN</b>							
Mooring lines		Final layout		4+2 FWD & AFT			
First line:	Heaving line / Boat	First line: FWD	Spring/Headline	First line: AFT	Spring/Stern line		
Unberthing seq.		N/A					
							
During port stay, time required to order pilot / tugs in emergency							
<b>Recommended Harbour Maneuvering Approach Speed Limitations</b>			<b>Distance from berth</b>		<b>Recommended Lateral Berthing Speed</b>		
<b>Distance from Berth</b>		<b>Speed (Head or Sternway)</b>		100 m		15cm/sec	0.3 knot
1000m to the Berth		Less than 4 knots		2 x B		10cm/sec	0.2 knot
2 X L to the Berth		Less than 2 knots		30 m		5cm/sec	0.1 knot
In front of the Berth (Parallel clearance to Berth is at least 2 x B)		Zero Speed (NIL)		Before coming alongside the berth		Practically Stopped and parallel to berth as far as possible	
<i>L" means overall length of vessel. "B" means vessel's breadth. Monitor rate of approach on the Doppler Log, if fitted</i>							
<b>OTHER IMPORTANT DETAILS (including navigational hazards, ship movements, berthing, restrictions, manoeuvring peculiarities)</b>							
Master		Name / Sign YURIY IVASHCHENKO				Time	
Pilot		Name / Sign				Time	