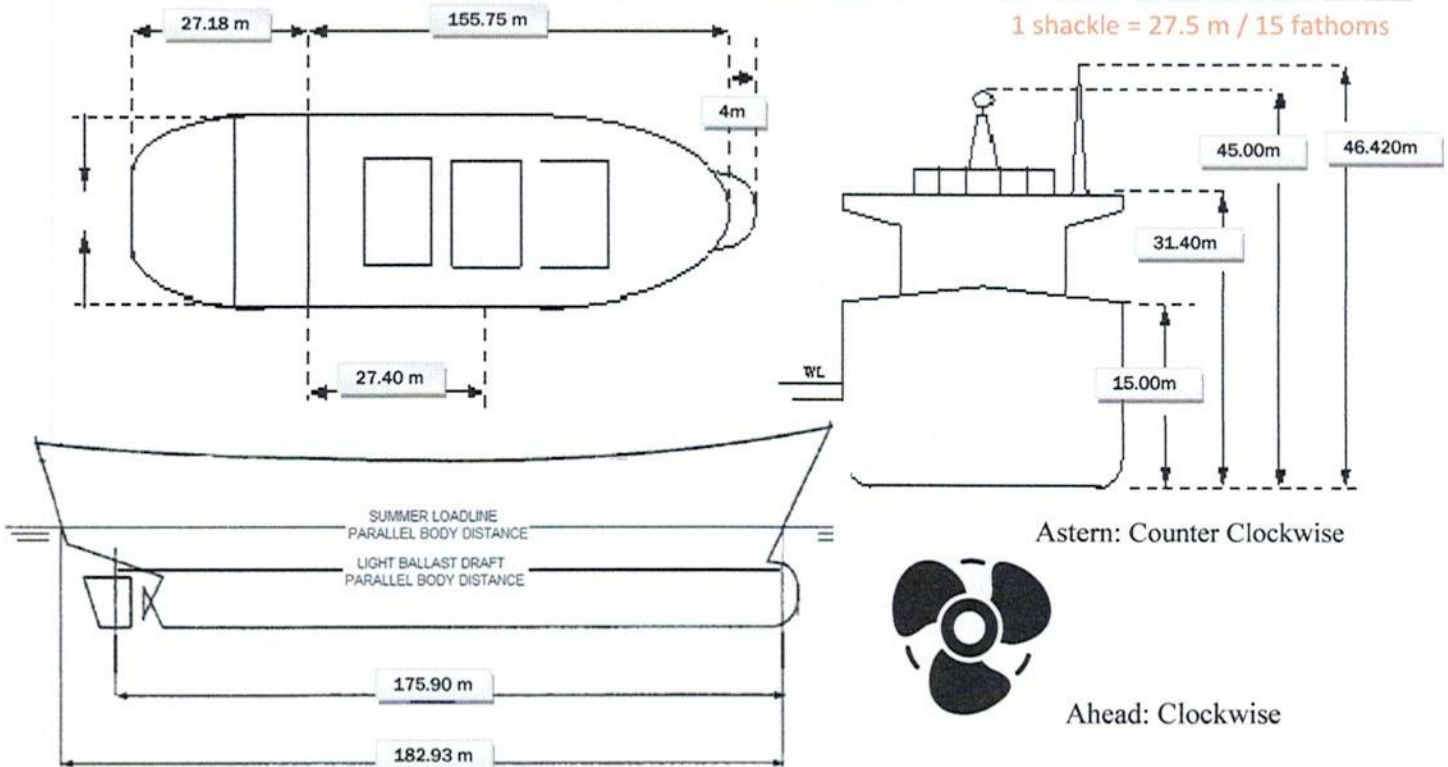


Arrival: <b>MARDEN POINT</b>	Shifting:	Departure:
<b>SHIP PARTICULARS</b>		
Name: MV NORSE OGIJIMA	Call Sign: 3E8737	
Displacement: 35,928.4	DWT: 26,841.4	Year Built: 2025
Length: 182.93 m	Beam:	Bulbous Bow: 4.00 m
<b>Draft FWD:</b> 7.00m	<b>Draft AFT:</b> 8.72m	<b>Draft Midships:</b> 7.86m
Freeboard: 7.14 m	Port Anchor	Stbd Anchor
Air Draft: 37.7m	shackle: 11	shackle: 11



<b>MAIN ENGINE</b>			
Type:	Max Power Kw:	Max Power HP:	
	RPM/Pitch	Loaded Speed (Kts)	Ballast Speed (Kts)
Full Ahead:	63 min - 1	10.50 kts	11.20 kts
Half Ahead:	55 min - 1	9.20 kts	9.70 kts
Slow Ahead:	38 min - 1	6.23 kts	6.70 kts
Dead Slow Ahead:	30 min - 1	5.00 kts	5.30 kts
Dead Slow Astern:	30 min - 1		
Slow Astern:	38 min - 1		
Half Astern:	55 min - 1		
Full Astern:	63 min - 1	Ahead power: 75 %	
Engine Critical RPM: 43-52 min-1	Max. No. of Consecutive Engine Start: 21 times	Time From full Ahead to full Astern: 6' 41"	
Time Limit Astern: 6' 41"	Min. Steering Speed: 24" seconds		

<b>Propulsion / Propeller</b>		
Type of Propeller: One Solid	Number of Propeller blade: ( 1 ) 5 blades	
Fixed Pitch: Right Handed	Single Screw: Single	
<b>STEERING</b>		
Time from Hard-Over to hard-Over: 24"	Rudder angle for neutral effects: Keyless	
Rudder Number: 1	Rudder Type: Semi-Balance	Max angle: 35 Degress P/S
Thruster: Bow, kw/ph: Nil	Steering Characteristics: RAM Type	
Has the Maneuvering Characteristics / Turning Circles discuss? Exchange Information by Master & Pilot		
<b>The following must be discussed with the Pilot</b>		
In Accordance with Client Alert 20-2023 of ECM Maritime Service referring to (MSIB) Maritime Safety Information Bulletin on the <b>Use of Software or Mechanical-based Engine or Shaft-Power limiter.</b>		
	YES	NO
1. Vessel fitted with Shaft Power Limiters and Engine Power Limiters?		√
2. If Yes – Indicate the time required for overriding or disabling the ship's power limiter or governor, to access the power reserve and utilize unlimited (design) power.	N/A	
3. Ships Maximum unlimited (design) power	5060 KW	
4. Main Engine Power Limitation by (EEXI)	N/A	
5. Limited power under their EPL/governor setting	N/A	

**NOTE:**

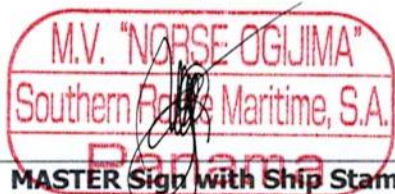
- All specific details must be completely filled-up by the OOW. ([Ref. SMS 6.4.3.ii](#))
- Completion Time of Master / Pilot information exchange must be recorded in bell book and deck log book by OOW. ([Ref. SMS 6.4.3.iii](#))
- In every after completion of operations, this file shall be sent to office/manager for further verification.

## EQUIPMENT CHECKED AND READY FOR USE

Windlass	<input checked="" type="checkbox"/>	Compass Error	<input checked="" type="checkbox"/>
Anchors	<input checked="" type="checkbox"/>	Echo Sounder	<input checked="" type="checkbox"/>
Gyro Compass	<input checked="" type="checkbox"/>	ECDIS	<input checked="" type="checkbox"/>
Magnetic Compass	<input checked="" type="checkbox"/>	Steering gear	<input checked="" type="checkbox"/>
Water Speed Log	<input checked="" type="checkbox"/>	Bow Thruster (if fitted)	N/A
GNSS / GPS	<input checked="" type="checkbox"/>	Rudder / RPM/ROT Indicators	<input checked="" type="checkbox"/>
Radar No. 1-S Band	<input checked="" type="checkbox"/>	Mooring winch & Lines	<input checked="" type="checkbox"/>
Radar No. 2-X Band	<input checked="" type="checkbox"/>	Mooring ropes	<input checked="" type="checkbox"/>
VHF Handheld	<input checked="" type="checkbox"/>	Air Whistle	<input checked="" type="checkbox"/>
Engine Telegraphs	<input checked="" type="checkbox"/>	Telephone to ECR	<input checked="" type="checkbox"/>
Navigational Lights	<input checked="" type="checkbox"/>	Public Address	<input checked="" type="checkbox"/>
VHF Portable Transceiver	<input checked="" type="checkbox"/>	Anemometer (Wind Indicator)	<input checked="" type="checkbox"/>
UHF Portable Transceiver to FWD Station	<input checked="" type="checkbox"/>	Daylight Signaling Light	<input checked="" type="checkbox"/>
UHF Portable Transceiver to AFT Station	<input checked="" type="checkbox"/>		

Capt. Alvin D. Meulio

**MASTER NAME**



**MASTER Sign with Ship Stamp**

\_\_\_\_\_  
**PILOT (Full Name)**

\_\_\_\_\_  
**Signature**

Date/Time: 13 DEC 2025 / 0515LT  
(Local)

Date/Time \_\_\_\_\_  
(Local):

Date/Time 12 DEC 2025 / 1615UTC  
(UTC):

Date/Time \_\_\_\_\_  
(UTC):

**Note:**

**For Bridge File. Shall send to the Company only if requested. and refer to KOWA CH 6.1.1.iv All necessary entries are to be made in logbooks by OOW and should be verified by Master as per 'Pre-Departure/Pre-Arrival Check List' (CSMI-SM-2-16-A&D) on the bridge.**

**Requirements to enter Lower Mississippi River**

**Masters are reminded that before embarking a Pilot, the main propulsion machinery must be available to immediately respond to the full range of maneuvering commands and that software or mechanical base limiters be capable of being overridden immediately upon request by the attending Pilot. The Pilot shall be provided information on the type of M/E Remo-con limiter or governor, as well as its effect on the ship's maneuverability. In concurrence with the Master, Pilots shall be provided access to the vessels power reserves (i.e. unlimited design power) that is sufficient for the conditions along the planned transit route.**