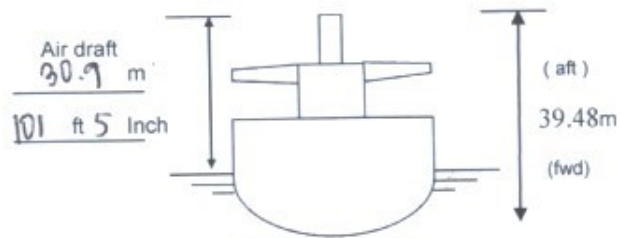
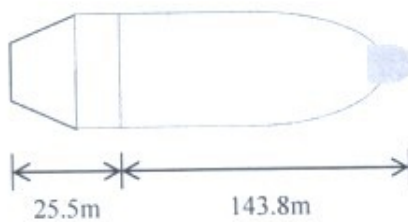


Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

Arr / Dep Port **MARSDEN POINT, NEW ZEALAND** Date **23 MAR 2026**

SHIP'S PARTICULARS

Name	KOOMBANA BAY		Call sign	VRHQ9	IMO No.	9515735	
Deadweight	12025	Year built	2009	Length OA	169.37	Breadth	27.2
Displacement	28,397	Bulbous Bow	Yes		GRT/NRT	17018/10108	
Draught fwd	7.78m	Draught aft	8.58 m	Draught amidships		8-19 m	
Freeboard	5.41 m						
Propeller Immersion Draught				Cargo /Quantity	LOCS / 19,558 mt		
Port anchor	12 Shackles		Stbd anchor	10 Shackles			
1 shackles=27.4 m/15 fathoms One fathom = 6 feet							




ENGINE			
Type of Engine	MAKITA MAN MITSUI	EPL Implemented *	YES / NO
Max. Continuous Power (CSR)	4973 KW	Maximum Power after EPL	3627 KW
	RPM	Loaded Speed	Ballast Speed
Full ahead	95	11.5	11.9
Half Ahead	80	9.7	9.9
Slow ahead	58	7.0	7.3
Dead Slow ahead	42	5.1	5.3
Astern power		62 % of Ahead power	
Dead Slow Astern	42	*EPL can be overridden in 1-2 mins., when requested by Pilot.	
Slow Astern	58		
Half Astern	80		
Full Astern	95		
Engine Critical RPM	63-76	Maximum Number of Consecutive engine Starts	12
Time full ahead to full astern	5.15 minutes	Time limit astern	30 minutes
Rudder Type	SEMI-BALANCED	Maximum Angle	35
Time from hard-over to hard-over:		Minimum Steering Speed: 3KTS	

Equipment Checked and Ready for Use

Anchors:	Cleared away: YES/NO	
Compasses:	GYRO / MAGNETIC	
Compass error:		
Speed log:	Doppler: YES,	Speed: Water/Ground
Echo Sounder	YES	
GPS:	Type: GPS / DGPS	
ECDIS: (Assigned for pilot's use)	Make: MARIS 900	Location/No.: PORT
	ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth _____ m, Safety Contour _____ m ECDIS Display Mode: Custom / "All" Display	
X-Band radar:	ARPA: YES/NO	
S-Band radar:	ARPA: YES/NO	
VHF (including handheld):	YES	
Steering gear:	Number of power units in use: 2	
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:		
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 SWL= 628 KN		
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 <u>500</u>	Transfer <u>255</u>	Stopping Distance (F. Ahead to F. Astern) <u>1760</u>
Propeller	Right handed	Gyro Error : ° High (+) / Low (-)
<u>Manoeuvring on ships fitted with bridge control:</u>		
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.		

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 (Delete one)	MARSDEN POINT, NEW	Date	23 MAR 2026
SHIP IDENTITY ZERLAND			
Name: Koombaña Bay	Call sign: VRHQ9	Flag: HONGKONG	
Agent: FERGUSON MARINE	Year built: 2009	IMO number: 9515735	
Cargo: LOGS	Ship type: LOG / BULK	Last port: TIMARU, 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)			
WEATHER AND SEA CONDITION (at boarding station and at berth)			
Harbour Wind Condition	Direction:		Speed: Knots
	Local Forecast:		Windage Force Tons
Tidal Information	State:	Ebb / Flood / Slack	Height & Time
	Estimated rate and direction*:		
	Expected changes in the direction during transit*:		
* River / Canal Passage - Effect of tidal steam on ships manoeuvring including direction and rate at each crucial junction or sharp turns.			
PASSAGE PLAN/ PILOTAGE PLAN			
Working common language agreed			
Route with main waypoints			
Pilot Emb. / Disemb. Position		<i>Note: Approach course & speed</i>	
Navigation Hazards		<i>Note: Navigational Warnings, Changes of Navigational Marks, or Charted Depths</i>	
Abort points & Contingency Anchorages			
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, decline it, except in emergency.</i>	
Speed requirements and Local Speed Restrictions		Local speed restriction is _____ at location / section _____	
Traffic status / Ship Movements			
VHF channel to be monitored			
Any Change of Pilot - Details & Boarding requirements			
Anchor / Lookout attendance			
Passing under Bridge/Power Cable	Yes / No	Overhead Clearances	
Lock Gate Transit	Yes/No	BM 11.7 & spare fenders standby	
Turning in Basin / Area planned	Yes / No	Depth and sea room	
	<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 15 minutes.			
f any port official boarding during manoeuvring and position			
Any other special considerations / deviations from plan		<i>Note: Special Lights / Shapes required</i>	

Under Keel Clearance						
Drafts: (Mtrs)	Fwd.	7.78	Aft	8.58	Mid	8.19
Net UKC Required	During Pilotage		30cms		At Berth	30cms
UKC Calculated	During Pilotage				At Berth	
REGULATIONS (VTS reporting, anchor/look-out attendance, maximum allowable draught)						
BERTH AND TUG DETAILS						
Intended Berth (Discuss approach to berth using a sketch)					Side Alongside	Port / Starboard
Estimated time to berth					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:			Tug Power Sufficient for Effect on Windage (Refer Bridge Manual 6.5.1)			Yes / No
Tug arrangement	No.	Rendezvous Position		Location	Name	Bollard Pull
Maximum berthing speed						
MOORING / UNMOORING PLAN						
Mooring lines			Final layout			
First line:	Heaving line / Boat	First line: FWD	Spring/Headline	First line: AFT	Spring/Stern line	
Unberthing seq.						
						
During port stay, time required to order pilot / tugs in emergency						

Recommended Harbour Maneuvering Approach Speed Limitations		Distance from berth	Recommended Lateral Berthing Speed	
Distance from Berth	Speed (Head or Sternway)	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	

L means overall length of vessel. *B* means vessel's breadth. Monitor rate of approach on the Doppler Log, if fitted

OTHER IMPORTANT DETAILS (including navigational hazards, ship movements, berthing, restrictions, manoeuvring peculiarities)			
Master		Time	
Pilot		Time	