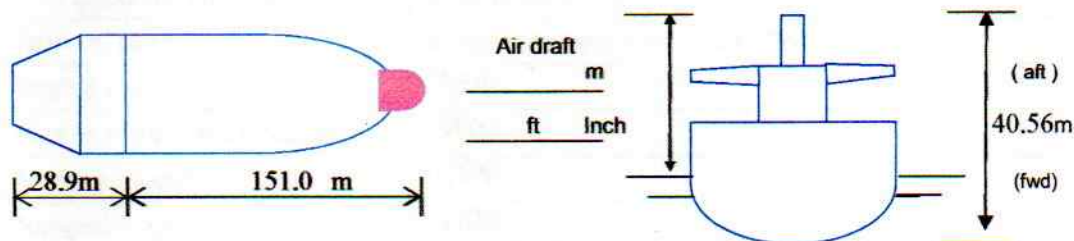


Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

Arr. Port	MANSDEN POINT		Date	22 June 2024	
SHIP'S PARTICULARS					
Name	MAIPO RIVER		Call sign	VREZ3	IMO No. 9379935
Deadweight	26 961	Year built	2009	Length OA	179.89
Displacement	35611	Bulbous Bow	Yes/No	GRT/NRT	20,987 / 11,681
Draught fwd	8.15	Draught aft	9.45	Draught amidships	8-80
Freeboard	5-30				
Propeller Immersion Draught	100 %		Cargo /Quantity	LOGS/ 25,061 mt	
Port anchor	11	Shackles	Stbd anchor	11	Shackles
1 shackles=27.4 m/15 fathoms One fathom = 6 feet					



ENGINE			
Type of Engine	STX-MAN B&W	EPL Implemented *	NO
Max. Continuous Power (CSR)	6480 KW	Maximum Power after EPL	NIL (max rpm: 131)
	RPM	Loaded Speed	Ballast Speed
Full ahead	117	12.5	12.8
Half Ahead	90	10.0	10.38
Slow ahead	75	7.5	7.6
Dead Slow ahead	50	5.0	6.2
Astern power		54 % of Ahead power	
Dead Slow Astern	50	*EPL can be overridden in 1-2 mins, when requested by Pilot.	
Slow Astern	75		
Half Astern	90		
Full Astern	95		
Engine Critical RPM	57-69	Maximum Number of Consecutive engine Starts	12
Time full ahead to full astern	6 minutes	Time limit astern	30 minutes
Rudder Type	SEMI BALANCED	Maximum Angle	35
Time from hard-over to hard-over:	seconds	Minimum Steering Speed: 4.5 KTS	

Equipment Checked and Ready for Use

Anchors:	Cleared away: YES/NO
Compasses:	CHECKED
Compass error:	
Speed log:	Doppler: YES/NO, Speed: Water/Ground
Echo Sounder	CHECKED/OPERATIONAL
GPS:	Type: FURUNO GPS-150
ECDIS: (Assigned for pilot's use)	Make: WARTSILA Location/No.: starboard side ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth _____ m, Safety Contour _____ m ECDIS Display Mode: Custom / "AII" Display
X-Band radar:	ARPA: YES/NO
S-Band radar:	ARPA: YES/NO
VHF (including handheld):	2 UNITS BOTH OPERATIONAL
Steering gear:	Number of power units in use: TWO
Engine telegraphs:	GOOD
Rudder / RPM / ROT indicators:	GOOD
Mooring winches and line:	GOOD
Navigation lights	GOOD
Whistle	GOOD

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

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 $L =$ 815.76m / B=721.21m	Transfer <u>520.41m</u>	Stopping Distance (F. Ahead to F. Astern) $L = 2778.0m$ / $B = 2481.7m$
Propeller	<u>Right</u> / Left handed	Gyro Error : ° High (+) / Low (-) 0.4° H/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.

Duty Officer: Name / Sign	Master: Name / Sign	Pilot : Name / Sign
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