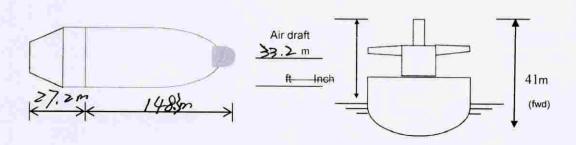
Complete with bridge movement	ent book.								5	
Arr. / Dep Port	MAR	MARSDEN POINT			1	Date 10		-AUG-2024		
SHIP'S PARTI	CULARS								*	
Name	COOK S	TRAIT	ſ		Call sign	V	RAE5	IMO No.	9267089	
Deadweight	10477	Year	built	2004	Length O	A 17	75.53m	Breadth	29.4m	
Displacement	₹8644	Bulbous Bow		YES.	G	RT/NRT	19779/	11625		
Draught fwd	6.5 m	Drau	ight aft	7.8 m	Draught a	midshi	ps	7.2	7.2 m	
Freeboard	6.5 m		MATERIAL DE HILLION							
Propeller Immersion Draug		ht	<b>5.75</b> m		Cargo /Quantity			209/	14516M	
Port anchor	1	1	Shad	kles	Stbd anch	anchor		11	14576M	



ENGINE					
Type of Engine	MITSUBISHI- 6UFC62LA	EPL Implemented *	YES		
Max. Continuous Power (CSR)	6840 KW	Maximum Power after EPL	9300 KW		
	RPM	Loaded Speed	Ballast Speed		
Full ahead	97	11	11.52		
Half Ahead	63	7.3	7.48		
Slow ahead	53	6.0	6.3		
Dead Slow ahead	40	4.2	4.75		
Astern power		70 % of	Ahead power		
Dead Slow Astern	40	*EPL can be overridden in 1-2 mins, when			
Slow Astern	53	requested by Pilot.			
Half Astern	63				
Full Astern	97				
Engine Critical RPM	72-86	Maximum Number of Consecutive engine Starts 12			
Time full ahead to full astern	12 minutes	Time limit astern	30 minutes		
Rudder Type	Semi-balanced stream	Maximum Angle	35 °		
Time from hard-over to hard-over:	25s	Minimum Steering Speed: 4Kts			

## **Equipment Checked and Ready for Use**

Anchors:	Cleared away: BOTH ANCHOR		
Compasses:	yes		
Compass error:	+0.1 °(E+/W-)		
Speed log:	Doppler: YES/NO, Speed: Water/Ground		
Echo Sounder	Yes		
GPS:	Type: GPS		
ECDIS: (Assigned for pilot's use )	Make: Transas Location/No.: /		
	ENC available and updated. ECDIS Alarm & Safety frame On Safety Depth_12_m, Safety Contour_12_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: 1# or 2# or 1#+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 maneu	vering limitations, if any:
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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 O.32 n m	Transfer o. Hom	Stopping Distance (F. Ahead to F. Astern) 2731m			
Propeller	Right / Left handed	Gyro Error : º High (+) / Low (-)	0°H/L		

## Manoeuvring on ships fitted with bridge control:

- Operation may be done using Bridge control after risk assessment by Master and Chief Engineer except for JNS vessels.
- C/Engineer shall ensure that the ME is tested on Bridge and ECR control both ahead and astern prior maneuvring and then changed to Bridge or ECR control as appropriate.

C/ty Office Pilot Name / Sign

Issued/Rev: 31.03.24/10

Print the card after entering the static data. Dynamic data can be updated by hand and handed over to pilot