

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** Date **10-AUG-2024**

SHIP'S PARTICULARS

Name	COOK STRAIT			Call sign	VRAE5	IMO No.	9267089
Deadweight	10477	Year built	2004	Length OA	175.53m	Breadth	29.4m
Displacement	17820 ≥8644	Bulbous Bow		YES	GRT/NRT	19779/11625	
Draught fwd	6.5 m	Draught aft	7.8 m	Draught amidships		7.2 m	
Freeboard	6.5 m						
Propeller Immersion Draught		5.75 m		Cargo /Quantity		LOG / 14516MT	
Port anchor	11	Shackles		Stbd anchor		11	Shackles
1 shackles=27.4 m/15 fathoms One fathom = 6 feet							

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**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 requested by Pilot.	
Slow Astern	53			
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: <u>BOTH ANCHOR</u>
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 <u>12</u> m, Safety Contour <u>12</u> 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 maneuvering limitations, if any:

N/C

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 <u>0.32 nm</u>	Transfer <u>0.36 nm</u>	Stopping Distance (F. Ahead to F. Astern) <u>2731m</u>
Propeller	Right / Left handed	Gyro Error : ° High (+) / Low (-) 0 ° 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.

Chief Officer Name / Sign	Master Name / Sign	Pilot Name / Sign
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