# Pilot Card

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Voy No.: 2503 | Port & Country: TURANGA, NZ | | | | Date: 26-04-2025 | | |
|  | | | | | | | |
| **SHIP PARTICULARS** | | | | | | | |
| Name: GREAT VANGUARD | | | | | Call Sign: VRQB6 | | |
| Displacement: 30438.50MT | | DWT:19497MT | | | Year Built: 2018 | | |
| Length: **179.95M** | | Beam: **32.00M** | | | Bulbous Bow: NO | | |
| **Draught Fwd: 9.50M** | | **Draught Amidships: 9.85M** | | | **Draught Aft: 10.20M** | | |
| **Air Draught: 32.25M** | | Port Anchor: 11 Shackles | | | Starboard Anchor: 12 Shackles | | |
| Bow Blind distance:  **150 M** 1 shackle = 27.5 m/15 fathoms | | | | | | | |
| 30m | 149.95m    Manifold Parallel W/L  Loaded 97.5 m  Ballast 88.1 m | |  |  | |  |  |
| 32.0m |  | **Air draught**  **36.01m** | |  | **42.4m** |
| þÿ**MAIN ENGINE** | | | | | | | |
| Type: M.A.N. - B&W 6S50MC  F.P.P. Keyless (KIS), Diam:6000mm | | Max Power: | 4575 | kW | Max Power: 6225 | | HP |
| RPM/Pitch | | Loaded Speed (kts) | | Ballast Speed(kts) | |
| Full Ahead: | | 68 | | 9.7 | | 10.2 | |
| Half Ahead: | | 58 | | 8.0 | | 8.6 | |
| Slow Ahead: | | 40 | | 5.2 | | 5.8 | |
| Dead Slow Ahead: | | 33 | | 3.9 | | 4.5 | |
| Dead Slow Astern: | | 33 | |  | |  | |
| Slow Astern: | | 40 | |  | |
| Half Astern: | | 58 | |  | |
| Full Astern: | | 68 | | 77% ahead power | | | |
| Engine Critical RPM: 46-56 | | Maximum Number of Consecutive Engine Starts:12 | | | Time from Full Ahead to Full Astern: 392 s | | |
| Time Limit Astern: 30min | | | Minimum Steering Speed: 3.9kt | | | | |

*Cont.-*

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **STEERING** | | | | | | | | | | | |
| Number of Propellers: 1 | | Direction of Turn: Right Handed | | | | | Propeller Arrangement: CENTRE | | | | |
| Time from Hard-Over to Hard-Over: 17.58s | | | | Rudder Angle for Neutral Effects: 35 degrees | | | | | | | |
| Thrusters (Positions and Power): N/A | | | | Steering Characteristics: SEMI-SPADE | | | | | | | |
| **EQUIPMENT CHECKED AND READY FOR USE** | | | | | | | | | | | |
| Anchors: | YES | | | | | | | Cleared Away: YES/NO | | | |
| Compasses: | YES | | | | | | |  | | | |
| Compass Error: | YES | | | | | | |
| Speed Log: | YES | | | | | | | Doppler: YES/NO  Speed: Water/Ground  Axis: Single/Dual | | | |
| Echo Sounder: | YES | | | | | | |  | | | |
| GNSS: | YES | | | | | | | Type:GPS | | | |
| ECDIS: | YES | | | | | | |  | | | |
| X-Band Radar: | YES | | | | | | | ARPA: YES | | | |
| S-Band Radar: | YES | | | | | | | ARPA: YES | | | |
| VHF (Including Handheld): | YES | | | | | | |  | | | |
| Steering Gear: | YES | | | | | | | Number of Power Units In Use: 2 | | | |
| Engine Telegraphs: | YES | | | | | | |  | | | |
| Rudder/RPM/ROT Indicators: | YES | | | | | | |
| Mooring Winches and Lines: | YES | | | | | | |
| Navigation Lights: | YES | | | | | | |
| Whistles: | YES | | | | | | |
|  | | | | | | | | | | | |
| **MOORING CONFIGURATION**  (Indicate On Diagram Below) | **FWD** | | NBR | | | | | **AFT** | | NBR | |
| Head | | 44 | | | Astern |  |
| Breast | |  | | | Breast |  |
| Springs | |  | | | Springs |  |
|  | | | | | | | | (OBTAIN FROM PILOT) | | TONNES | TUG NAME |
| **MOORING DETALS/PLAN** |  | MOORING WINCHES | | 2+2 | | | | TUG’S  BOLLARD  PULL | NO.1 |  |  |
|  |  | MOORING BOLLARD | | **SWL** | | **628KN** | | NO.2 |  |  |
|  |  | CLOSED CHOCK | | **SWL** | | 628KN | | NO.3 |  |  |
|  |  | ROLLER FAIRLEAD | | **SWL** | | 628KN | |  | NO.4 |  |  |
| P:\2-CH-OFF\注意事项\甲板缆桩位置\附件3 -PILOT CARD\capture.jpg  WHEN BOLLARD PULL OF THE TUGS EXCEED THE SWL OF SHIPS MOORING BOLLARDS PILOT/TUGS SHOULD BE ADVISED. | | | | | | | | | | | |
| **EQUIPMENT OPERATIONAL DEFECTS / OTHER IMPORTANT DETAILS** | | | | | | | | | | | |
| Nil | | | | | | | | | | | |
| **OTHER IMPORTANT DETAILS** | | | | | | | | | | | |
|  | | | | | | | | | | | |
| Completed by: Verified by : Acknowledged by:    Name : Master Pilot  Rank : Name : DUAN YOUHUA  Date: | | | | | | | | | | | |