# Pilot Card

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| Voy No.: 2502 | Port & Country: TURANGA, NZ | Date: 20-04-2025 |
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| **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: 6.71M** | **Draught Amidships: 7.07M** | **Draught Aft: 7.35M** |
| **Air Draught: 35.05M** | 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/LLoaded 97.5 mBallast 88.1 m |  |  |  |  |
| 32.0m |   | **Air draught****36.01m** |  | **42.4m** |
| þÿ**MAIN ENGINE** |
| Type: M.A.N. - B&W 6S50MCF.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 |

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| **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 |
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| **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’SBOLLARDPULL | 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.jpgWHEN 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** |
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| Completed by: Verified by : Acknowledged by: Name : Master PilotRank : Name : DUAN YOUHUA Date:  |