



Safety Management System

1. Master / Pilot Information Exchange (MPX)

SHIP IDENTITY

Vessel Name	BERGE ASAHIDAKE		<input checked="" type="checkbox"/> Arrival <input type="checkbox"/> Departure		
Berth	MARSDEN POINT MP2	Call Sign	2IY14	flag	ISLE OF MAN
Agent	FERGUSON MARINE	Year Built	2015	IMO No	9713181
Cargo	LOGS	Ship Type	GENERAL CARGO	Next Port	LANSHAN, CHINA

ADDITIONAL SHIP'S CONTACT INFORMATION

Telephone	Email	Others
+65 3159 1640	master.asahidake@bergevessel.com	

PILOT BOARDING INSTRUCTIONS

ETA at pilot station	Pilot ETA at boarding station	Approach course and speed
0100 LT 10-Mar-2026		
Embarkation side	Requested boarding arrangement	

BERTH AND TUG DETAILS

Intended berth and berthing plan		
Side alongside	Estimated transit time to berth	Tug rendezvous position:
Number of tugs	Tug arrangements	Total bollard pull
		64 T

Final Mooring / Unmooring Plan: Sketch for Line Arrangement

Fwd.:

Aft:

Remarks: (Mooring / Unmooring pattern)



Tugs – Names, Bollard Pull, Location operating

Has the Pilot confirmed that tug's messenger rope and other associated accessories of tug's line are in good working conditions, no signs of deterioration, verified and inspected prior use on Berge Bulk vessel? Yes No

Mooring Ropes / Wires

Number	Length	Diameter	Material	Breaking load	Date

Revision No. 9

Revision Date 30-12-2025

Approved by MM

Issued Date 21-07-2017

Issued by HSSEQ&M

“UNCONTROLLED WHEN PRINTED”

“FILING AND RETENTION AS PER 11 01 01 A1”



Safety Management System

12	200 -220 m	60- 64 mm	POLYESTER / POLYPROPYLENE	50.7-87.8 T	27/06/24 & 01/07/24
	m	mm			
Location Fairlead		SWL	Location Bitt		SWL
FWD Panama Leads		64 T	FWD Center Lead BITTS		64 T
FORCASTLE, Portside & Starboard Rollers		64 T	FORCASTLE, Portside & Starboard Bitts		64 T
FWD Main Deck Port & Starboard Rollers		49 T	FWD Main Deck Port & Starboard Bitts		52 T
AFT Main Deck Bridge-front corner, Portside & Starboard Side Rollers		49 T	AFT Main Deck Bridge-front corner, Portside & Starboard Side Bitts		52 T
AFT Quarters Portside & Starboard Side Rollers		49 T	AFT Quarter Portside & Starboard Side Bitts		52 T
			AFT Center Lead BITTS		64 T

WEATHER AND SEA CONDITIONS (at boarding station and at berth)

Tidal information (ht. and times)	
Expected currents	
Weather forecast	

PASSAGE PLAN

As per SMS form 07.01.02-04 complied.

REGULATIONS (VTS reporting, anchor/look-out attendance, maximum allowable draught)

VLT 24 11 x 16

OTHER IMPORTANT DETAILS (including navigation hazards, ship movements, berthing restrictions, manoeuvring peculiarities)

As per GENERAL NOTICE TO VESSELS, Agent, Pilots, e-NPs, ADPs, SAT-C, etc.

2. Pilot Card

SHIP PARTICULARS

Revision No.	9	Revision Date	30-12-2025	Approved by	MM
		Issued Date	21-07-2017	Issued by	HSSEQ&M

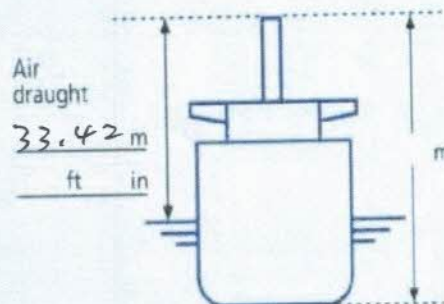
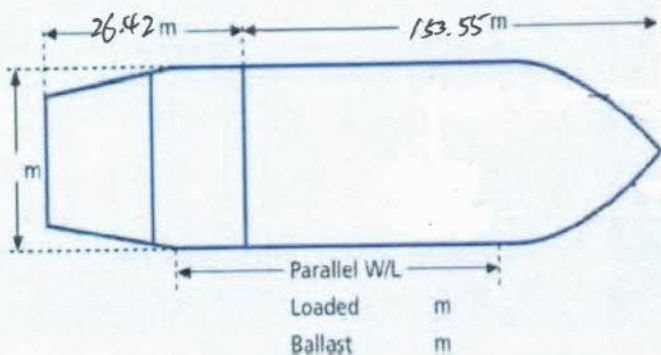
“UNCONTROLLED WHEN PRINTED”
“FILING AND RETENTION AS PER 11 01 01 A1”



Safety Management System

Name	BERGE ASAHIDAKE			Call Sign	2IYI4
Present Displacement	27900	Present DWT	19800	Year built	2015
Length	179.97 M	Beam	30.00 M	Bulbous Bow	Yes / No
Draft Forward:	5.85	Draft Aft:	7.46	Draft Mid:	6.74
Air draft	33.42	Port anchor shackles	11	Stbd anchor shackles	11
Anchor Type	STOCKLESS		Anchor weight	5.53 Tonnes	
GT Intern.	21530	GT Suez	21868.04	GT Panama	17954
NT Intern.	11203	Summer DWT	34545 mt	Light Ship	8111mt

(1 shackle = 27,5 m / 15 fathoms)



Key Distances

Bridge to Stern(A)	26.419m	ft	in	LOA (F)	179.97m	ft	in
Bridge to Bow (B)	153.555m	ft	in	Height (G)	40.88 m	ft	in
Breadth (C)	30.00m	ft	in	Air Draft (H)g	31.06m	ft	in

MAIN ENGINE

Type of Main Engine	MIT-6EUC45LSE-ECO-B2	Number of Main Engine	1
Maximum Power per Shaft	7630BHP	Maximum Power per Shaft	5690kW
Engine Order	RPM/Pitch	Loaded Speed	Ballast Speed
Full Ahead	79	10.77knots	12 knots
Half Ahead	55	7.5knots	8 knots
Slow Ahead	45	6.14knots	7 knots
Dead Slow Ahead	37	5.05 knots	6 knots
Dead Slow Astern	37	Engine Critical RPM	61-73 RPM

Revision No. 9

Revision Date 30-12-2025

Approved by

MM

Issued Date 21-07-2017

Issued by

HSSEQ&M

“UNCONTROLLED WHEN PRINTED”

“FILING AND RETENTION AS PER 11 01 01 A1”



Safety Management System

Slow Astern	45	Minimum RPM	37 RPM
Half Astern	55	Time Full Ahead to Full Astern	361 seconds
Full Astern	79	Time Limit Astern	2.6 min
Full Astern Power	80% of Full Ahead	Sea Speed	14 knots
Engine Order Delay	1 seconds	Minimum steering speed	3-4 knots
Maximum number of consecutive engines starts		12	
If EPL/ShaPoli Installed, max available power (EPL MCR Limit and RPM)	N/A	Time required for overriding the EPL (if Applicable)	N/A
		Other	N/A

STEERING

Number of Propellers	Direction of turn	Propeller arrangement
1	RIGHT	
Time from hard-over to hard-over:	Rudder angle for neutral effects:	Maximum angle
28 Seconds w/ 2 Steering Motors	0 degrees	35 degrees
Thrusters (positions and power):	Steering characteristics/rudder type:	
nil	RIGHT HANDED / SEMI-BALANCE SGCS-9000-E1SS2	
Turning Circle:	Advance	
S: 456m P: 451m	Normal Ballast Condition- (Full Sea) Strbrd. 472m, Port 468m (Harbour Half) Strbrd. 450m, Port 445m Normal Load Condition- (Full Sea) Strbrd. 480m, Port 475m (Harbour Half) Strbrd. 456m, Port 451m	
Transfer	Radius	
S: 190m P: 187m	350 m	

EQUIPMENT CHECKED AND READY FOR USE

Complete below section/s as applicable and boxes to be ticked out by hand. Insert appropriate remarks besides entries giving required details (if any).

<input checked="" type="checkbox"/> Anchors	Cleared Away: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<input checked="" type="checkbox"/> Compasses	
<input checked="" type="checkbox"/> Compas error	GYRO Error: ⁰ / H / L)
<input checked="" type="checkbox"/> Speed Log / Doppler Log	Speed: <input checked="" type="checkbox"/> Water <input type="checkbox"/> Ground
	Axis: <input checked="" type="checkbox"/> Single <input type="checkbox"/> Dual
<input checked="" type="checkbox"/> Echo Sounder	
<input checked="" type="checkbox"/> GNSS	Type:
<input checked="" type="checkbox"/> ECDIS (with Alarm Settings)	RCDS mode: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
• Make / Model:	• Local Warnings updated: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
• ENC's updated: <input type="checkbox"/> Yes <input type="checkbox"/> No	• Any non-standard configuration of the ECDIS: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
• WK:	• Backup procedures (posted near ECDIS): <input type="checkbox"/> Yes <input type="checkbox"/> No
<input checked="" type="checkbox"/> X-Band Radar	ARPA: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Revision No. 9

Revision Date 30-12-2025

Approved by

MM

Issued Date 21-07-2017

Issued by

HSSEQ&M

"UNCONTROLLED WHEN PRINTED"

"FILING AND RETENTION AS PER 11 01 01 A1"



Safety Management System

- S-Band Radar
 - VHF (including handheld)
 - Steering gear
 - Engine Telegraphs
 - Rudder/RPM/ ROT indicators
 - Mooring winches and lines
 - Navigation lights
 - Whistles
 - AIS / Pilot Plug
 - Engine & Deck machinery
 - Wipers / Clear View Screen
 - Binoculars
 - EPL Override (if applicable)
 - Wind Propulsion System (If fitted)
 - 1. CCTV, Integration between RADAR, ECDIS and conning systems, Navigational lights etc.
 - 2. Wind Propulsion Fact Sheet (If Wind Propulsion System is fitted)
- ARPA: Yes No
 Number: 2
 Number of power units in use: 2
- Override: Yes No

EQUIPMENT OPERATIONAL DEFECTS

NIL

OTHER IMPORTANT DETAILS (e.g. ship windage area, position of the Automatic Identification System (AIS) antenna, safe working load (SWL) of bollards, English Proficiency of Crew)

SHIP WINDAGE AREA- Superstructure, Ship's Hull from Waterline & Main open deck.

AIS Antenna- Starboard Side Monkey Island

SWL Bollards- See Attached File

ENGLISH Proficiency- All Crew Speaks & Understand English

Is any amendment done to pilotage passage plan and charts after discussing intended passage plan with Pilot?
 Yes No

Have the **SQUAT EFFECTS** been accounted for? Yes No

Actual min UKC during pilotage 2 m Min. UKC required as per Company policy 0.77 m

Master Pilot Info Exchange Completed Date Time

Master's signature Pilot's signature

Commencement of Pilot's advisory role for Courses and Speed Date Time

Completion of Pilot's advisory role / Master Assumes Conduct of Navigation Date Time

Note: Ensure all above timings are entered in Port Logbook.

Revision No. 9 Revision Date 30-12-2025 Approved by MM
 Issued Date 21-07-2017 Issued by HSSEQ&M

"UNCONTROLLED WHEN PRINTED"
"FILING AND RETENTION AS PER 11 01 01 A1"