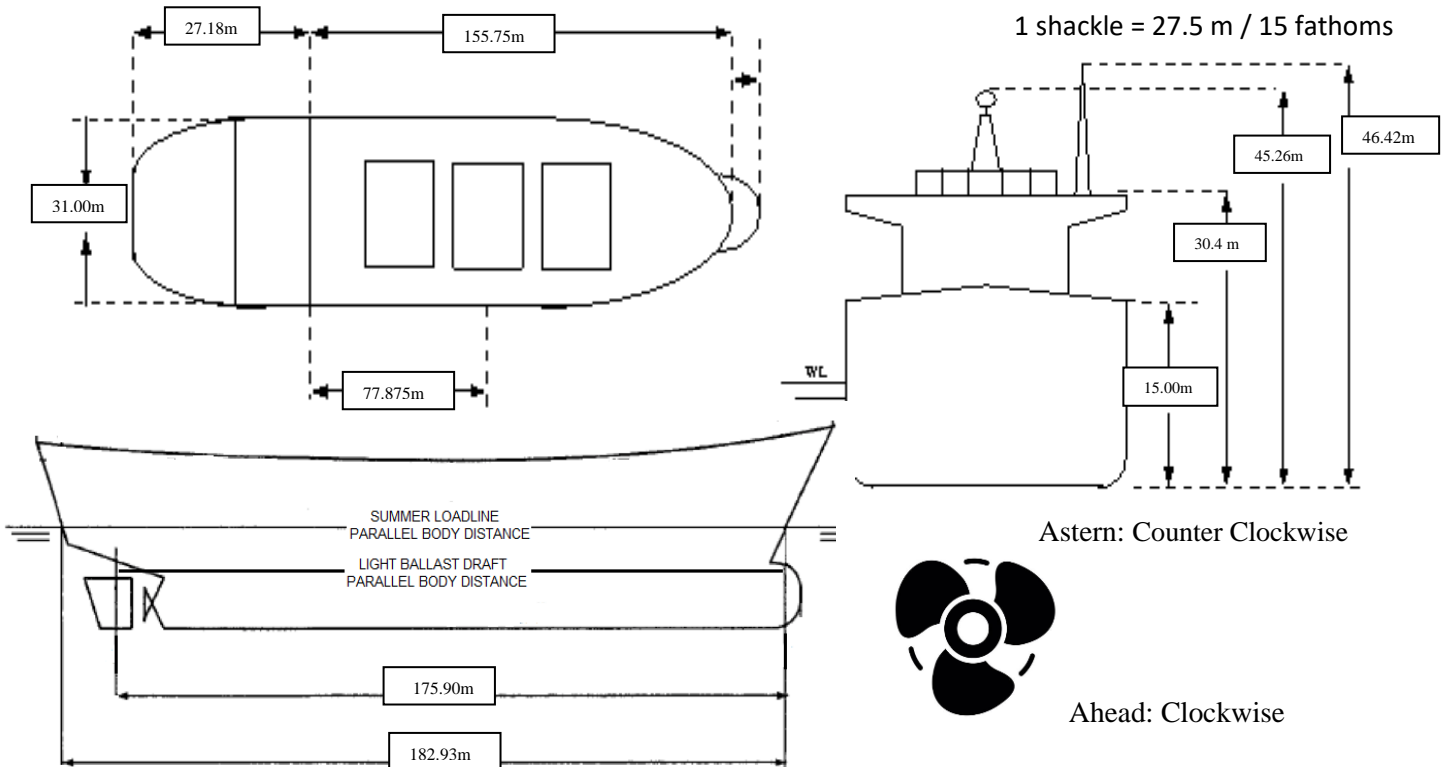


Arrival: Marsden Point	Shifting:	Departure:
SHIP PARTICULARS		
Name: M.V. BELLE NATURE		Call Sign: 3E8408
Displacement: 32,892.2 MT	DWT: 23,601.2 MT	Year Built: 2025
Length: 182.93m	Beam: 31.0m	Bulbous Bow: NO
Draft FWD: 6.60m	Draft AFT: 7.91m	Draft Midships: 7.25m
Freeboard: 7.75m	Port Anchor shackle: 11.5	Stbd Anchor shackle: 11.5
Air Draft: 38.51m		



MAIN ENGINE			
Type:	Max Power Kw: 5,060	Max Power HP: 6,879.67	
	RPM/Pitch	Loaded Speed (Kts)	Ballast Speed (Kts)
Full Ahead:	63	10.5	11.2
Half Ahead:	55	9.2	9.7
Slow Ahead:	38	6.3	6.7
Dead Slow Ahead:	30	5.0	5.3
Dead Slow Astern:	30		
Slow Astern:	38		
Half Astern:	55		
Full Astern:	63	71% Ahead power	
Engine Critical RPM: 43-52	Max. No. of Consecutive Engine Start: 12	Time From full Ahead to full Astern: 6.03 mins	
Time Limit Astern: 20 MIN			

Propulsion / Propeller		
Type of Propeller: Fixed	Number of Propeller blade: 5 Blade	
Fixed Pitch: Yes	Single Screw: NO	
STEERING		
Time from Hard-Over to hard-Over: 25 SECONDS	Rudder angle for neutral effects: 0	
Rudder Number: 1	Rudder Type: convent	Max angle: 35 DEGRESS
Thruster: Bow, kw/ph: NIL	Steering Characteristics: RIGHT HANDED	
Has the Maneuvering Characteristics / Turning Circles discuss?		
<u>The following must be discussed with the Pilot</u>		
In Accordance with Client Alert 20-2023 of ECM Maritime Service referring to (MSIB) Maritime Safety Information Bulletin on the Use of Software or Mechanical-based Engine or Shaft-Power limiter.		
	YES	NO
1. Vessel fitted with Shaft Power Limiters and Engine Power Limiters?	√	
2. If Yes – Indicate the time required for overriding or disabling the ship's power limiter or governor, to access the power reserve and utilize unlimited (design) power.	5 minutes	
3. Ships Maximum unlimited (design) power	MCR-5,060KW X 89.0MM ⁻¹	
4. Main Engine Power Limitation by (EEXI)	3,795KW	
5. Limited power under their EPL/governor setting	3,795KW	

NOTE:

- All specific details must be completely filled-up by the OOW. [\(Ref. SMS 6.4.3.i\)](#)
- Completion Time of Master / Pilot information exchange must be recorded in bell book and deck log book by OOW. [\(Ref. SMS 6.4.3.iii\)](#)
- In every after completion of operations, this file shall be sent to office/manager for further verification.

EQUIPMENT CHECKED AND READY FOR USE

Windlass	√	Compass Error	√
Anchors	√	Echo Sounder	√
Gyro Compass	√	ECDIS	√
Magnetic Compass	√	Steering gear	√
Water Speed Log	√	Bow Thruster (if fitted)	N/A
GNSS / GPS	√	Rudder / RPM/ROT Indicators	√
Radar No. 1-S Band	√	Mooring winch & Lines	√
Radar No. 2-X Band	√	Mooring ropes	√
VHF Handheld	√	Air Whistle	√
Engine Telegraphs	√	Telephone to ECR	√
Navigational Lights	√	Public Address	√
VHF Portable Transceiver	√	Anemometer (Wind Indicator)	√
UHF Portable Transceiver to FWD Station	√	Daylight Signaling Light	√
UHF Portable Transceiver to AFT Station	√		

CAPT. ALEJANDRO II O. APOSTOL

MASTER NAME

PILOT (Full Name)

MASTER Sign with Ship Stamp



Signature

Date/Time:
(Local) _____

Date/Time
(Local): _____

Date/Time
(UTC): _____

Date/Time
(UTC): _____

Note:

For Bridge File. Shall send to the Company only if requested. and refer to KOWA CH 6.1.1.iv All necessary entries are to be made in logbooks by OOW and should be verified by Master as per 'Pre-Departure/Pre-Arrival Check List' (CSMI-SM-2-16-A&D) on the bridge.

Requirements to enter Lower Mississippi River

Masters are reminded that before embarking a Pilot, the main propulsion machinery must be available to immediately respond to the full range of maneuvering commands and that software or mechanical base limiters be capable of being overridden immediately upon request by the attending Pilot. The Pilot shall be provided information on the type of M/E Remo-con limiter or governor, as well as its effect on the ship's maneuverability. In concurrence with the Master, Pilots shall be provided access to the vessels power reserves (i.e. unlimited design power) that is sufficient for the conditions along the planned transit route.