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| Date: | 10/04/2025 | Port: | MARSDEN POINT | VOY. No: | 52 |
| **SHIP PARTICULARS** | | | | | |
| Name: | **KEN VISTA** | | | Call Sign: | **3EYL6** |
| Displacement: |  | DWT: |  | Year Built: | **2011** |
| LOA: | **184.75 m** | Beam: | **30.6 m** | Bulbous Bow: | **YES** |
| Draught FWD: | 10.06 | Draught AFT: | 10.44 | Draught MID: | 10.28 |
| Air Draught: | 33.57 | Port Anchor  Shackles: | **11** | STBD Anchor  Shackles: | **11** |
| (1 Shackle = 27.4 m / 15 Fathoms) | | | | | |
| A screenshot of a cell phone  Description automatically generated  **m**  **Parallel W/L Loaded: 113.3 m Ballast: 96.6 m**  **m**  **43.63 m**  **30.6 m m**  **26.45 m**  **158.75 m**   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | | **MAIN ENGINE** | | | | | | | | Type: | DIESEL ENGINE  HITACHI-MAN B&W 6S46MC-C | | Max Power: | 6780kW | Max Power: | HP | | RPM/Pitch | | Loaded  Speed (kts) | Ballast  Speed (kts) | | Full Ahead: | | | 80 (Rev) | | 11.1 (Kts) | 11.5 (Kts) | | Half Ahead: | | | 60 (Rev) | | 8.7 (Kts) | 9.1 (Kts) | | Slow Ahead: | | | 48 (Rev) | | 7.1 (Kts) | 7.4 (Kts) | | Dead Slow Ahead: | | | 36 (Rev) | | 5.5 (Kts) | 5.7 (Kts) | | Dead Slow Astern: | | | 36 (Rev) | |  |  | | Slow Astern: | | | 48 (Rev) | |  | | Half Astern: | | | 60 (Rev) | |  | | Full Astern: | | | 80 (Rev) | | 40% ahead Power | | | Engine Critical RPM: | | 63 - 75 | | Max. Number of Consecutive Engine Starts: | | 11 | | Time Limit  Astern: | | N/A | | Time from Full Ahead to Full Astern: | | 5’ – 20’ | | Minimum Steering Speed: | | | |  | | |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | | **STEERING** | | | | | | | Number of Propellers: | 1 | | Type: | | 4 Bladed Solid Aerofoil Section Keyless | | Propeller Arrangement: | **Midship** | | Direction of Turn: | | Left / **Right** | | Rudder Angle for Neutral Effects: | NIL | | Time Hard to Hard over: | | **24.3** | | Thrusters Position: | NIL | | Thruster Power: | | **NIL (kW / HP)** | | Controllable pitch: | Yes / **No** | |  | |  | | Number of Rudder: | 1 | | Maximum rudder angle: | | **35˚** | | **EQUIPMENT CHECKED AND READY FOR USE** | | | | | | | Anchors: |  | | | Cleared Away: (**YES** / NO) | | | Compass: |  | | |  | | | Compass Error: |  | | | | Speed Log: |  | | | Doppler: **Yes** / No  Speed: **Water**  / Ground  Axis: Single / **Dual** | | | Echo Sounder: |  | | |  | | | ECDIS: |  | | |  | | | X-Band Radar: |  | | | ARPA: **Yes** / No | | | S-Band Radar: |  | | | ARPA: **Yes** / No | | | VHF |  | | |  | | | Steering Gear: |  | | | Number of Power Units in use  : 01 | | | Engine Telegraphs: |  | | |  | | | Rudder/RPM/ROT  Indicators: |  | | |  | | | Mooring winches and Lines: |  | | |  | | | Navigation lights: |  | | |  | | | Whistles: |  | | |  | | | Flags: |  | | |  | | | Electronic position fixing equipment: |  | | |  | | | **Min. UKC during the Pilotage** | | | | | | | As per passage plan | | Pilot’s input/comments | | Actual reading | | |  | |  | |  | | | **EQUIPMENT OPERATIONAL DEFECTS** | | | | | | | NIL | | | | | | | **OTHER IMPORTANT DETAIL** | | | | | | | Note: If any variation observed between planned passage and pilot’s intention, master shall update the plan suitably. | | | | | | |  | | | | | |  |  |  |  | | --- | --- | --- | | Master Name & Signature: | LE QUOC AN | Date / Time: |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | **MASTER/PILOT INFORMATION CHANGE** | | | | | | | | | | | Name: | **KEN VISTA** | | Call sign: | **3EYL6** | | Flag: | | **PANAMA** | | | IMO Number: | 9527946 | | Year Built: | 2011 | | Ship type: | | BULK CARRIER | | | Contact name: |  | | | VHF Channel: | |  | | | | | Other mean of contact: | | |  | | | | | | | | **PILOT BOARDING INSTRUCTION** | | | | | | | | | | | ETA at P/Station: | |  | | Approach Course & Speed: | | |  | | | | Boarding Position: | |  | | Embarkation Side: | | | PORT / STBD / TBA | | | | Requested boarding arrangement: | |  | | | | | | | | | Safe Distance from  Pilot Vessel (e.g., CJK): | | Master & pilot agreement of safe distance from pilot vessel: | | | NM | | | | | | Note: Company CPA policy to be maintained minimum distance on her abeam: 0.2 nm. | | | | | | | | | **THE TRANSIT TO AND FROM THE BERTH** | | | | | | | | | | | Route agreed with waypoints and courses, adequate charts? | | | | | | | YES / NO | | | | Speed to be used for the transit? | | | | | | |  | | | | Vessel movements, any congestion off the berth? | | | | | | |  | | | | Local traffic regulations to be complied with? | | | | | | |  | | | | Depth limitations due to tide and/or squat? | | | | | | |  | | | | Minimum depth on passage? | | | | | | | meters | | | | Location of turning areas including those required for a berthing maneuver? | | | | | | | YES / NO | | | | Abort points? | | | | | | |  | | | | Emergency or standby anchorage areas? | | | | | | | YES / NO | | | | **BERTH AND TUG DETAILS** | | | | | | | | | | | Intended berth and berthing prospects? | | | | | | |  | | | | Any limitations such as the maximum/minimum size of vessel, number of bollards, fender capacity? | | | | | | |  | | | | Turning areas are of sufficient size? (Standard a circle of a diameter three times the length of the vessel) if not, need additional measure. With the help of sketch / diagram, have you discussed with the pilot? How much minimum safe distance, vessel will keep all the time while turning? | | | | | | |  | | | | Is the Momentum off the vessel minimum safe speed before turning in Basins? | | | | | | |  | | | | Any air draught restrictions? | | | | | | |  | | | | Any berthing aids to assist in determining speed when maneuvering? | | | | | | |  | | | | Any berthing speed limits | | | | | | | Knots | | | | Time required ordering pilot / tugs in an emergency? | | | | | | |  | | | | Departure procedures for letting go moorings? | | | | | | |  | | | | Which is first line ashore? | | | | | | |  | | | | Side Alongside: | | PORT / STBD | | Estimated transit time  to berth: | | |  | | | | Tug Rendezvous PSN: | |  | | Number of Tugs: | | |  | | | | Tug Arrangement: | |  | | Tug type and power: | | |  | | | | Total Bollard pull: | |  | | Line to be used: | | | Ship / Tug | | | | Ship bollard SWL  (Tug line) | | Fwd: / Aft: | | Review SWL of rope/wire to be used by tug (ship’s line or tug’s line), Chock SWL, tug bollard pull, ship’s bollard SWL, etc. | | | | | | | **LOCAL WEATHER AND SEA CONDITION** | | | | | | | | | | | Local Tidal Information  (Heights / Slack times) | | | |  | | |  | | | | Rate & Direction of any current? | | | |  | | | | | | | When direction of flow changes? | | | |  | | | | | | | Forecast weather | | | |  | | | | | | | Expected maximum wind speed | | | |  | | | | | | | **MOORING ARRANGEMENT / MOORING PLAN** | | | | | | | | | | | Number of lines | | Head/Stern: 04/04 | | Breast: | | | Spring: 02/02 | | | | Sequence of mooring line | | Head/Stern: | | Breast: | | | Spring: | | | | Maximum maneuvering speed while approaching terminal | | | | | | | knots | | | | Anchor usage | | PORT / STBD / No Use | | Line boat availability | | | Yes / No | | | | **REGULATIONS** including VTS reporting, anchor/look-out attendance, max allowable draught | | | | | | | | | | |  | | | | | | | | | | | **PILOTAGE CHECKLIST** | | | | | | | | | | | Appropriate scale charts and ENC available with route plotted | | | | | | | | |  | | Appropriate flags and navigation lights or shapes displayed | | | | | | | | |  | | Bridge appropriately manned to: | | | | | | | | |  | | - Maintain a proper look-out | | | | | | | | |  | | - Monitor the progress of the ship and navigational safety | | | | | | | | |  | | - Monitor communications between pilot, shore, tugs and mooring craft | | | | | | | | |  | | - Carry out orders and instructions given by the Master and Pilot | | | | | | | | |  | | Bridge watch and crew standby arrangements | | | | | | | | |  | | ECDIS terminals are setup correctly for navigation in pilotage water with route displayed | | | | | | | | |  | | Engine room and mooring stations regularly updated on pilotage progress | | | | | | | | |  | | Master/pilot exchange card and pilotage plan agreed | | | | | | | | |  | | Pilot briefed on the pilot card and wheelhouse poster concerning maneuvering characteristics | | | | | | | | |  | | Mooring stations informed of berthing arrangements | | | | | | | | |  | | Pilot informed of any propulsion or steering gear defects or limitations | | | | | | | | |  | | Pilot informed of ship’s heading, speed, engine setting and draught on arrival on the bridge | | | | | | | | |  | | Pilot informed of the location of life-saving appliances provided for their use | | | | | | | | |  | | Working language agreed | | | | | | | | |  | | Has the ECDIS parameters and settings for the Safety Guard Zone and Safety Depths been discussed with the Pilot. | | | | | | | | |  | | Orientation of the ECDIS presentation, including the data presentation has been  discussed and shown to the Pilot. | | | | | | | | |  | | Position cross checking methods discussed. | | | | | | | | |  | | **CONTINGENCY PLAN WHILE TRANSIT / BERTHING / UNBERTHING** | | | | | | | | | | | Has contingency plan or ship specific risk assessment been made which should be followed in the event of a malfunction or shipboard emergency, identifying possible abort points are safe grounding areas? | | | | | | | | |  | | Has the contingency plan ben discussed & agreed between pilot and master? | | | | | | | | |  | | Are both anchors ready for emergency use without any delay? | | | | | | | | |  | | Is Bow (Stern) thruster ready for operation all the times without any restriction? | | | | | | | | |  | | **OTHER IMPORTANT DETAILS** including navigation hazards, ships movements, Speed reduction prior to alteration and any object impeding safe passage while transiting channel | | | | | | | | | | |  | | | | | | | | | |  |  | | --- | | Attach approaching / berthing plan or sketch | | **NOTE : When approaching the berth at 2 x the breadth of the ship, the vessel should maintain less than 0.6 knots (SOG/GPS). When touching the fender the speed of the vessel should be at 0.2 knot or less (VLCC and VLGC should be at 0.1 knot or less)**  **Master should be explained by pilot “Speed Reduction Plan for Vessel Approaching Pier in Direction of Arrival”** |  |  |  |  | | --- | --- | --- | | Master Name & Sign: | LE QUOC AN | Date / Time: | | Pilot name & Sign: |  | Date / Time: |   **Remark:**  **1. Must take acknowledgement from the Pilot.**  **2. Any alteration from prepared passage plan should indicated by temporary correction on the original plan with a pen. Same is to be entered in the Deck Logbook also.**  **3. ECDIS safety settings as per NP056 Appendix A-3 to be shown to Pilot. 4. If the pilot refuses to sign, please leave a record in the designated field and make an entry in the Deck Logbook.** | | | | | |

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| **Master – Pilot information exchange reference flow chart** |

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| **To be provided by PILOT** |
| **Port Information**  Is the boarding arrangement provided and agreed upon?  Safe boarding arrangement is prepared and agreed with pilot  **Berthing Plan**  **Passage Plan**  Is the tug-boat assistance plan reviewed and discussed?  Is the detailed berthing operation plan including mooring operation plan reviewed and discussed?  1. Compare the suggested route with ship’s passage plan  2. Establish the passage route considering all safety measures  Is an approaching route from boarding point to the destination (Berth, Anchorage, SPM) fully reviewed and discussed?  Is there any obstruction/caution point in the route? (Dolphin Jetty, Submarine Obstruction, Shore construction, navigational warning etc.)  Safe circumstance for navigation  Are the Local weather and tidal information provided?  Is there any notable port regulation? |

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| **To be provided by MASTER** |
| Ship’s Particular  **Vessel Information**  **Passage Plan**  **Berthing Plan**  Berthing operation with safety tool box meeting and risk assessment  Share the detailed berthing plan with mooring station.  Standby for mooring stations  Condition of mooring equipment  Comply the all safety measures in all times  Navigational Warning and Safety measures  Position fixing and proper look-out for monitoring of passage plan  Ensure the All shipboard equipment and condition is good condition  Safety Policy (CPA, UKC, Safety Speed)  Maneuvering Character  Machinery Equipment Condition and Specification  Navigational Equipment Condition |