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| Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book. |
| **DEP ./** Port | MARSDEN POINT ,NZ | Date  | 1-Feb-2025 |
| **SHIP’S PARTICULARS** |
| Name | Port Alberni | Call sign | VRDT3 | IMO No. | 9335886 |
| Deadweight | 17552 | Year built | 2006 | Length OA | 175.53 | Breadth | 29.4 |
| Displacement | 24993 | Bulbous Bow | Yes/~~No~~ | GRT/NRT | 19831/11677 |
| Draught fwd | 9.70 m | Draught aft | 10.09m | Draught amidships | 9.88 m |
| Freeboard | 3.82 m |  |  |  |  |
| Propeller Immersion Draught |  5.75 m | Cargo /Quantity  | 31813 mt |
| Port anchor  |  11 Shackles | Stbd anchor  |  11 Shackles |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet |
|  |

 Air draft

 31.91m ( aft )

 ft Inch 42m

 (fwd)

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| **ENGINE** |
| Type of Engine | MITISUBISHI - 6UEC52LA | EPL Implemented **\*** |  YES ~~/ NO~~ |
| Max. Continuous Power (CSR) | 6,840 KW  | Maximum Power after EPL | 4,676 KW  |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** |
| Full ahead | 97 | 10.7 | 11.1 |
| Half Ahead | 63 | 7.0 | 7.4 |
| Slow ahead | 52 | 5.7 | 6.0 |
| Dead Slow ahead | 42 | 4.6 | 4.8 |
| **Astern power**  |  | \_\_\_\_70\_\_\_\_\_\_\_ % of Ahead power  |
| Dead Slow Astern | 42 | \*EPL can be overridden in 1-2 mins, when requested by Pilot. |
| Slow Astern | 52 |  |
| Half Astern | 63 |  |
| Full Astern | 97 |  |
| Engine Critical RPM | 72-88 | Maximum Number of Consecutive engine Starts | 12 |
| Time full ahead to full astern | 7.7 minutes | Time limit astern | 30 minutes |
| Rudder Type | Balanced | Maximum Angle | 35 |
| Time from hard-over to hard-over: | 25Seconds | Minimum Steering Speed:4kts |

**Equipment Checked and Ready for Use**

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| Anchors: | Cleared away: YES/~~NO~~ |
| Compasses: | Yes |
| Compass error: | 0 |
| Speed log: | Doppler: YES/~~NO~~, Speed: Water/~~Ground~~  |
| Echo Sounder | Yes |
| GPS: | Type:JRC/JLR7800 |
| ECDIS: (Assigned for pilot’s use ) | Make: Transas Location/No.:NO.1or 2 |
| ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth\_11.02 m, Safety Contour \_11.02 \_ mECDIS Display Mode: ~~Custom~~ / “All” Display |
| X-Band radar: | ARPA: YES/~~NO~~ |
| S-Band radar: | ARPA: YES/~~NO~~ |
| VHF (including handheld): | Yes |
| Steering gear: | Number of power units in use: Both |
| Engine telegraphs: | Yes |
| Rudder / RPM / ROT indicators: | Yes |
| Mooring winches and line: | Yes |
| Navigation lights | Yes |
| Whistle | Yes |

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| Equipment operational defects, ship handling and maneuvering limitations, if any: Nil |
| OTHER IMPORTANT DETAILS (e.g. ship windage area, position of automatic Identification System (AIS) antenna, safe working load (SWL) of bollards), tug push markings on hullMax SWL 64T BOLLARD F&A: 64MT , MAIN DECK 52MT |
| Maneuvering Characteristics in Shallow Waters - Advance, transfer and stopping distance of the vessel will **considerably increase in shallow waters to > 2 times of the value in deep waters,** other external factors remaining constant,) |
| Advance \_1900ft\_\_ | Transfer\_900ft\_\_\_\_ | Stopping Distance (F. Ahead to F. Astern) 3750ft |
| Propeller  | Right / ~~Left~~ handed | Gyro Error : º High (+) / Low (-)  |  0 º H / L |
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| ***Manoeuvring on ships fitted with bridge control:***1. Operation may be done using Bridge control after risk assessment by Master and Chief Engineer except for JNS vessels.
2. C/Engineer shall ensure that the ME is tested on Bridge and ECR control both ahead and astern prior manoeuvring and then changed to Bridge or ECR control as appropriate.
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| Duty Officer: Name / Sign | Master: Name / Sign | Pilot : Name / Sign |