|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **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**

|  |  |
| --- | --- |
| 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 \_ m  ECDIS 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 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 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 hull  Max 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 |
|  | | | | |
| ***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. | | | | |

|  |  |  |
| --- | --- | --- |
| Duty Officer: Name / Sign | Master: Name / Sign | Pilot : Name / Sign |