

Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

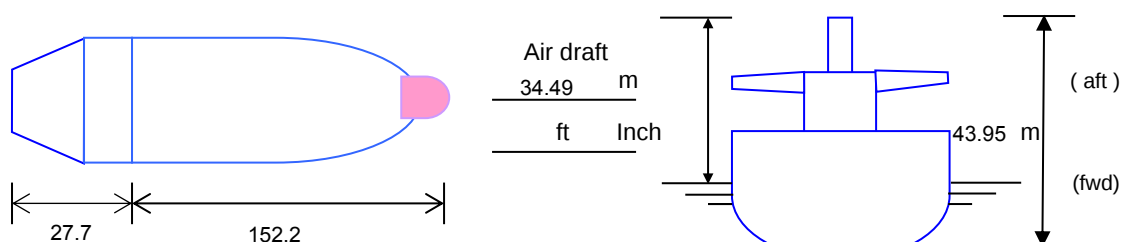
Arr. / ~~Dep~~ Port **MARSDEN POINT**

Date **20-SEP-2025**

SHIP'S PARTICULARS

Name	JIANGMEN TRADER			Call sign	VRLK2	IMO No.	9610664
Deadweight	26816	Year built	2012	Length OA	179.90	Breadth	30
Displacement	39570	Bulbous Bow		Yes/No	GRT/NRT	24428/12754	
Draught fwd	8.7 m	Draught aft	9.45 m	Draught amidships		8.98	m
Freeboard	5.35 m						
Propeller Immersion Draught		8.7 m		Cargo /Quantity		LOG/22107	
Port anchor	11	Shackles		Stbd anchor		12	Shackles
1 shackles=27.4 m/15 fathoms One fathom = 6 feet							

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ENGINE			
Type of Engine	YMD-MAN B&W6S46ME-B8.2	EPL Implemented *	YES / ☒ NO
Max. Continuous Power (CSR)	5889 KW	Maximum Power after EPL	N/A KW
	RPM	Loaded Speed	Ballast Speed
Full ahead	88	10	10.5
Half Ahead	75	9.4	9.9
Slow ahead	63	7.9	8.4
Dead Slow ahead	42	5.2	5.7
Astern power		70 % of Ahead power	
Dead Slow Astern	42	*EPL can be overridden in 1-2 mins, when requested by Pilot.	
Slow Astern	63		
Half Astern	75		
Full Astern	88		
Engine Critical RPM	44-55	Maximum Number of Consecutive engine Starts	12
Time full ahead to full astern	7.25 minutes	Time limit astern	35 minutes
Rudder Type	1/SEMI-BALANCED SPADE MARINER	Maximum Angle	35
Time from hard-over to hard-over:	12 seconds	Minimum Steering Speed: 4.5kns	

Equipment Checked and Ready for Use

Anchors:	Cleared away: YES /NO
Compasses:	YES
Compass error:	0.2E
Speed log:	Doppler: YES /NO, Speed: Water /Ground
Echo Sounder	JRC-380, ALARM 2.0M
GPS:	Type: JRC-7800
ECDIS: (Assigned for pilot's use)	Make: JRC901B Location/No.: S'side & No.2
	ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth <u>12</u> m, Safety Contour <u>12</u> m ECDIS Display Mode: Custom / "All" Display
X-Band radar:	ARPA: YES /NO
S-Band radar:	ARPA: YES /NO
VHF (including handheld):	CH16
Steering gear:	Number of power units in use: NO.2
Engine telegraphs:	YES
Rudder / RPM / ROT indicators:	ROT N/A
Mooring winches and line:	YES
Navigation lights	YES
Whistle	YES

Equipment operational defects, ship handling and maneuvering limitations, if any:

MF/HF FAILURE

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

Windage area: LOA*M'draft, Compass Deck S'side; 64t&50t

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 <u>2.8Cable</u>	Transfer <u>2.6Cable</u>	Stopping Distance (F. Ahead to F. Astern) <u>8.0Cable</u>	
Propeller	Right / Left handed	Gyro Error : ° High (+) / Low (-)	0.1 ° 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 LI HAI	Pilot : Name / Sign
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