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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. |
| Arr / ~~Dep~~ Port | Marsden point, New Zealand | Date  | 24-SEP-2024 |
| **SHIP’S PARTICULARS** |
| Name | M.V ESPERANCE BAY | Call sign | VRHM6 | IMO No. | 9580326 |
| Deadweight | 15957 | Year built | 29-OCT-2010 | Length OA | 169.37m | Breadth | 27.2m |
| Displacement | 22493 | Bulbous Bow | Yes/~~No~~ | GRT/NRT | 17019/10108 |
| Draught fwd | 6.48 m  | Draught aft | 6.79m  | Draught amidships | 6.64m |
| Freeboard 13.6 | 6.81 m |  |  |  |  |
| Propeller Immersion Draught |  5.25 m  | Cargo /Quantity  | Logs /14041mt |
| Port anchor  |  11 Shackles | Stbd anchor  |  11 Shackles |
| 1 shackles=27.4 m/15 fathoms One fathom = 6 feet |
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 Air draft 32.86 m ( aft )

 ft Inch 39.5m

 (fwd)

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| **ENGINE** |
| Type of Engine | Makita-Mitsui-MAN B&M | EPL Implemented **\*** |  YES /  ~~NO~~ |
| Max. Continuous Power (CSR) | 4970 KW  | Maximum Power after EPL | 4130 KW  |
|  | **RPM** | **Loaded Speed** | **Ballast Speed** |
| Full ahead | 90 | 10.9 | 11.3 |
| Half Ahead | 80 | 9.7 | 9.9 |
| Slow ahead | 58 | 7.0 | 7.3 |
| Dead Slow ahead | 42 | 5.1 | 5.342. |
| **Astern power**  |  | \_\_\_\_35\_\_\_\_\_\_\_ % of Ahead power  |
| Dead Slow Astern | 42 | \*EPL can be overridden in 1-2 mins, when requested by Pilot. |
| Slow Astern | 58 |  |
| Half Astern | 80 |  |
| Full Astern | 90 |  |
| Engine Critical RPM | 63-76 | Maximum Number of Consecutive engine Starts | 12 |
| Time full ahead to full astern | 5.8 minutes | Time limit astern | 4.2 minutes |
| Rudder Type | 1/BALANCED | Maximum Angle | 35 |
| Time from hard-over to hard-over: |  27 Seconds | Minimum Steering Speed: 4.5kts |

**Equipment Checked and Ready for Use**

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| Anchors: | Cleared away: YES/~~NO~~ |
| Compasses: | YES |
| Compass error: | OK |
| Speed log: | Doppler: YES/~~NO,~~ Speed: Water/~~Ground~~  |
| Echo Sounder | YES |
| GPS: | Type:JRC |
| ECDIS: (Assigned for pilot’s use ) | Make: TRANSAS Location/No.:S/NO.1 |
| ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth\_\_ 10.19\_\_\_\_\_ m, Safety Contour \_ 10.19\_\_\_ mECDIS Display Mode: Custom / “All” Display |
| X-Band radar: | ARPA: YES/~~NO~~ |
| S-Band radar: | ARPA: YES/~~NO~~ |
| VHF (including handheld): | YES 5PCS |
| Steering gear: | Number of power units in use: 2 Sets |
| 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 hullWindage area 1149.2m2, AIS antenna is on compass deck forward, SWL of bollards are 60mt |
| 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 \_\_465m\_ | Transfer 240 m\_\_\_\_ | Stopping Distance (F. Ahead to F. Astern) 2385m |
| Propeller | Right / ~~Left handed~~ | Gyro Error : º High (+) / Low (-)  |  0.3 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 |