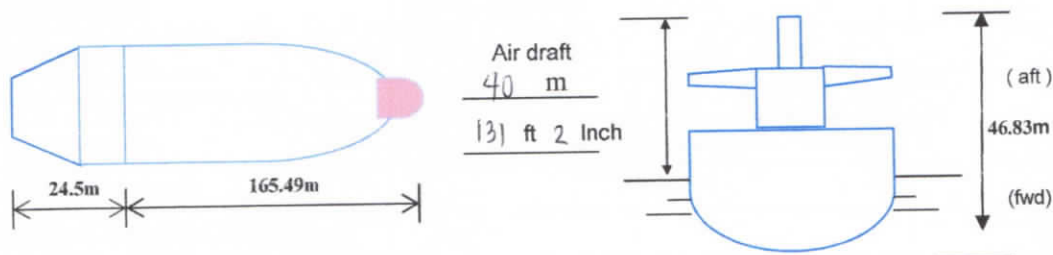


Complete with most up-to-date information and hand over to pilot by Master and make entry in bridge movement book.

Arr-Dep Port	WELLINGTON, NEW ZEALAND		Date	31 JULY 2025	
SHIP'S PARTICULARS					
Name	MV OTAGO BAY		Call sign	VRQK3	IMO No. 9782015
Deadweight	10311	Year built	2017	Length OA	189.99 Breadth 32.26
Displacement	26031	Bulbous Bow	Yes	GRT/NRT	31,863 / 18,639
Draught fwd	4.24 m	Draught aft	6.83 m	Draught amidships 5.53 m	
Freeboard	12.34m				
Propeller Immersion Draught	56 % m		Cargo /Quantity	1011 - BALLAST	
Port anchor	12 Shackles		Stbd anchor	12 Shackles	
1 shackles=27.4 m/15 fathoms One fathom = 6 feet					



ENGINE			
Type of Engine	MITSUBISHI 6UEC50LSE-Eco-B1	EPL Implemented *	YES
Max. Continuous Power (CSR)	7091 KW	Maximum Power after EPL	5211 KW
	RPM	Loaded Speed	Ballast Speed
Full ahead	78	10.7	11.3
Half Ahead	68	9.5	10.1
Slow ahead	47	6.4	7.0
Dead Slow ahead	34	4.4	5.0
Astern power		43 % of Ahead power	
Dead Slow Astern	34	*EPL can be overridden in 1-2 mins, when requested by Pilot.	
Slow Astern	47		
Half Astern	68		
Full Astern	78		
Engine Critical RPM	55 - 66	Maximum Number of Consecutive engine Starts	17
Time full ahead to full astern	2.1 minutes	Time limit astern	LIMITLESS minutes
Rudder Type	1 SEMI SPADE	Maximum Angle	35 DEGREES
Time from hard-over to hard-over:	24 SECS	Minimum Steering Speed: 3 KTS	

Equipment Checked and Ready for Use

Anchors:	Cleared away: YES/NO
Compasses:	GOOD
Compass error:	GOOD 0.3 W
Speed log:	Doppler: YES/NO, Speed: Water/Ground
Echo Sounder	GOOD
GPS:	Type: DGPS GOOD
ECDIS: (Assigned for pilot's use)	Make: JRC Location/No.: PORT 9 STDB
	ENC available and updated. ECDIS Alarm & Safety frame On. Safety Depth 9 m, Safety Contour 9 m ECDIS Display Mode: Custom / "All" Display
X-Band radar:	ARPA: YES/NO GOOD
S-Band radar:	ARPA: YES/NO GOOD
VHF (including handheld):	GOOD CH 14 / 16
Steering gear:	Number of power units in use: 1 GOOD
Engine telegraphs:	GOOD
Rudder / RPM / ROT indicators:	GOOD
Mooring winches and line:	GOOD
Navigation lights	GOOD
Whistle	GOOD

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

None

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

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 611	Transfer 629	Stopping Distance (F. Ahead to F. Astern) 2463
Propeller	Right / Left handed	Gyro Error : ° High (+) / Low (-) 03 ° H / L

Manoeuvring on ships fitted with bridge control:

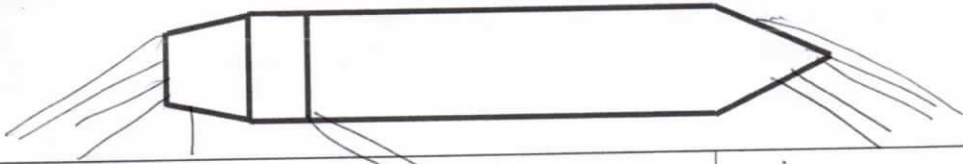
- 1) Operation may be done using Bridge control after risk assessment by Master and Chief Engineer except for JNS vessels.
- 2) C/Engineer shall ensure that the ME is tested on Bridge and ECR control both ahead and astern prior manoeuvring and then changed to Bridge or ECR control as appropriate.

Duty Officer: 	Capt. Aleksei Dudarev	 Pilot : Name / Sign
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Pacific Basin

Master Pilot Information Exchange (BR-08B)

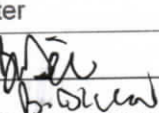
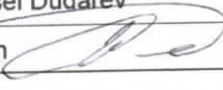
Present the CL BR/08A "Pilot card" to the Pilot.			
Master must exchange information with pilot by requesting the information as per this checklist			
ARR / DEP Port (Delete one)	WELLINGTON, NEW ZEALAND	Date	31 JULY 2025
SHIP IDENTITY			
Name: OTAGO BAY	Call sign: VRQK3	Flag:	HONG KONG
Agent: ARANDI SHIPPING	Year built: 2017	IMO number:	9782015
Cargo: NIL - BALLAST	Ship type: LOG/BULK CARRIER	Last port:	BRISBANE
SHIP PARTICULARS/ ANCHORS (length of cable available)/ MANOEUVRING DETAILS AT CURRENT CONDITION / MAIN ENGINE DETAILS - Refer to the ship particulars in the pilot card (Checklist BR-08A)			
WEATHER AND SEA CONDITION (at boarding station and at berth)			
Harbour Wind Condition	Direction:	S	Speed: 18.0 Knots
	Local Forecast:		Windage Force 7.45 Tons
Tidal Information	State:	Ebb / Flood / Slack	Height & Time 0.7m / 0500
	Estimated rate and direction*:		
	Expected changes in the direction during transit*:		
* River / Canal Passage - Effect of tidal steam on ships manoeuvring including direction and rate at each crucial junction or sharp turns.			
PASSAGE PLAN/ PILOTAGE PLAN			
Working common language agreed	ENGLISH		
Route with main waypoints	AS PER ECDIS / VOY. PLAN		
Pilot Emb. / Disemb. Position	AS PER ECDIS / VOY. PLAN		
Navigation Hazards	AS PER ECDIS / VOY. PLAN		
Abort points & Contingency Anchorages	AS PER ECDIS / VOY. PLAN		
Anchoring Procedure	Company procedure - In deep waters (water depth >40 m): walk back anchor to its desired scope & at zero speed over ground. Note: If Pilot advises to drop anchor by gravity or with vessel making way over ground, <u>decline it, except in emergency.</u>		
Speed requirements and Local Speed Restrictions	Local speed restriction is <u>NL</u> at location / section <u>NL</u>		
Traffic status / Ship Movements	1 VSL outwards		
VHF channel to be monitored	16 / 14		
Any Change of Pilot - Details & Boarding requirements	NL		
Anchor / Lookout attendance	YES		
Passing under Bridge/Power Cable	Yes / <u>No</u>	Overhead Clearances	N/A
Lock Gate Transit	Yes/ <u>No</u>	BM 11.7 & spare fenders standby	N/A
Turning in Basin / Area planned	Yes / <u>No</u>	Depth and sea room	N/A
Engine Power Limitation (EPL) details discussed and inform Pilot that EPL can be by-pass within 1-2 minutes.		YES	
Any port official boarding during manoeuvring and position	NIL		
Any other special considerations / deviations from plan	Note: Special Lights / Signals required NL		

Under Keel Clearance						
Drafts: (Mtrs)	Fwd.	4.24	Aft	6.83	Mid	5.53
Net UKC Required	During Pilotage	30cms			At Berth	30cms
UKC Calculated	During Pilotage	3.2m			At Berth	5.7m
REGULATIONS (VTS reporting, anchor/look-out attendance, maximum allowable draught)						
BERTH AND TUG DETAILS						
Intended Berth (Discuss approach to berth using a sketch)	YES / BERTH NO.1			Side Alongside	Port / <u>Starboard</u>	
Estimated time to berth	1 Hr 30 mins			Gangway	<u>Ship</u> / Shore	
If permitted to rig ship gangway prior berthing?						<u>Yes</u> / No
Berth limitations, if any	Such as maximum / minimum size of vessel, number of bollards, fender capacity					
Berth features requiring any attention	Such as position of mobile obstructions, fore & aft clearances, fenders, bollards, and mooring arrangements					
Any obstruction at berth that may damage the propeller (floating logs, ice)				Discuss the removal of floating hazards before commencing the manoeuvre		
Number of tugs:		2		Tug Power Sufficient for Effect on Windage (Refer Bridge Manual 6.5.1)		<u>Yes</u> / No
Tug arrangement	No.	Rendezvous Position	Location	Name	Bollard Pull	
	①	1	PORT BOW	TAPUHI		
	②		PORT QUARTER	TINKS		
Maximum berthing speed		1 kt				
MOORING / UNMOORING PLAN						
Mooring lines		5/2		Final layout	5/2 FWD EAPT	
First line:	<u>Heaving line</u> / Boat	First line: FWD	<u>Spring/Headline</u>	First line: AFT	<u>Spring/Stern line</u>	
Unberthing seq.						
						
During port stay, time required to order pilot / tugs in emergency						

Recommended Harbour Maneuvering Approach Speed Limitations		Distance from berth	Recommended Lateral Berthing Speed	
Distance from Berth	Speed (Head or Sternway)	100 m	15cm/sec	0.3 knot
1000m to the Berth	Less than 4 knots	2 x B	10cm/sec	0.2 knot
2 X L to the Berth	Less than 2 knots	30 m	5cm/sec	0.1 knot
In front of the Berth (Parallel clearance to Berth is at least 2 x B)	Zero Speed (NIL)	Before coming alongside the berth	Practically Stopped and parallel to berth as far as possible	

L" means overall length of vessel. "B" means vessel's breadth. Monitor rate of approach on the Doppler Log, if fitted

OTHER IMPORTANT DETAILS (including navigational hazards, ship movements, berthing, restrictions, manoeuvring peculiarities)

Master	Capt. Aleksei Dudarev	Time	0505
Pilot 	Name / Sign 	Time	0505