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| --- | --- | --- | --- | --- | --- | --- |
| Date: |  | | Port: |  | | |
| Arrival: |  | | Departure: |  | | |
| **Ship’s Particulars** | | | | | | |
| **Vessel:** |  | | **Call Sign:** |  | | |
| **Flag:** |  | **Port of Registry:** |  | **IMO No.** | |  |
| **Classification:** |  | **Class:** |  | **Stabilizers:** | |  |
| **GT:** |  | **NT:** |  | **MMSI:** | |  |
| **Displacement:** |  | **Deadweight:** |  | **Year Built:** | |  |
| **Length Over All:** |  | **Breadth:** |  | **Bulbous Bow:** | |  |
| **Port Anchor:** |  | **Starboard Anchor:** |  | *1 Shackle = 27,5 m / 15 fathoms* | | |
| **No. and Power of Thrusters:** |  | |  | | | |
| **Steering data:** | | | | | | |
| **Number of Propellers:** |  | **Direction of Turn:** |  | **Controllable Pitch:** |  | |
| **Maximum Speed:** |  | **Min Speed for Steering:** |  | **Rudder type and size:** | *[i.e. spade, flap, mariner, etc]* | |
| **Rudder configuration and control:** | *[single or twin]*  *[if twin, individually controllable or not]* | |
| **Max Rudder Angle:** |  | **Rudder Hard over to hard over time:** |  | **Rudder angle for neutral effect and angles of operation:** |  | |
| **Stopping data:** | | | | | | |
| **Turning Circle (ahead and abeam)** |  | **Stopping Distance:** |  | **Stopping time:** | |  |
| **Other:** | | | | | | |
| **Gyro error:** |  |  |  | **Max. permissible bollard pull (for tugs):** | |  |

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m

| **Engine data:** | | | | |
| --- | --- | --- | --- | --- |
| **Type of Engine(s):** |  | **Number of Main Engine(s):** |  |  |
| **Manoeuvring / Engine Order** | **RPM/Pitch:** | **Speed:** | **Main Engine Power:** |  |
| **Full Ahead:** |  |  | **Astern Power:** |  |
| **Half Ahead:** |  |  | **Max time astern:** |  |
| **Slow Ahead:** |  |  | **Min RPM:** |  |
| **Dead Slow Ahead:** |  |  | **Critical RPM range:** |  |
| **Dead Slow Astern:** |  |  | **Max. No. Of consec. Starts:** |  |
| **Slow Astern:** |  |  | **Any torque limits and ability to override them IF agreed by Master** |  |
| **Half Astern** |  |  | **Above if applicable agreed with Master?** |  |
| **Full Astern** |  |  |  |  |

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| **Drafts / Squat / Heel effects:** | | | | | | | | |
| **Actual Draught Forward:** | |  | | **Actual Draught Aft:** | | |  | |
| **Air Draft:** | |  | | | | | | |
| **\*UKC requirements: At Sea (BOSP) = 50% of static draft; restricted waters, port approaches, harbour transit (SBE) = 10% of static draft; alongside = the greater of 0.30m or 1.5% of B** | | | | | | | | |
| **Under keel clearance (UKC)\*:** | | **Ship’s speed:** | | **Max Squat Stern:** | | | **Heel effect:** | |
| **open/ deep** | **narrow /shallow** | | **angle** | **draft increase** |
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| **Master <-> Pilot Exchange Info:** | | | | | | | | |
| **Passage Plan (incl. speed and critical stages0:** |  | | **Manoeuvring Briefing:** | | |  | | |
| **Navigational Aids:** |  | | **Reporting requirements:** | | |  | | |
| **Traffic:** |  | | **Tugs (numbers, pushing (area) / pulling, bollards, lines):** | | |  | | |
| **Standby arrangements** |  | | **Steering / rates of turn:** | | |  | | |
| **Mooring / Unmooring:** |  | | **Tide / Current / Weather:** | | |  | | |
| **Gangway:** |  | | **Pilot disembarkation:** | | |  | | |
| **Machinery or Equipment Operational Defects:** | | | |  | | | | |
| **Pilot’s Name:** | | | | **Master’s Name:** | | | | |
| **Signature:** | | | | **Signature:** | | | | |

The Pilot’s Card is to be delivered to the Pilot upon boarding. Entry is to be made in the Log Book.