|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Date: |  | | Port: |  | |
| Arrival: |  | | Departure: |  | |
| **Ship’s Particulars** | | | | | |
| **Vessel:** | **SILVER MUSE** | | **Call Sign:** | **C6DC5** | |
| **Flag:** | **BAHAMAS** | **Port of Registry:** | **NASSAU** | **IMO No.** | **9784350** |
| **Classification:** | **RINA** | **Class:** |  | **Stabilizers:** | **Fincantieri S.p.a** |
| **GT:** | **40791** | **NT:** | **14153** | **MMSI:** | **311000637** |
| **Displacement:** | **22389** | **Deadweight:** | **4050** | **Year Built:** | **2017** |
| **Length Over All:** | **212.8 m** | **Breadth:** | **27.0 m** | **Bulbous Bow:** | **YES** |
| **Port Anchor:** | **11 Shackle** | **Starboard Anchor:** | **12 Shackle** | *1 Shackle = 27,5 m / 15 fathoms* | |
| **No. and Power of Thrusters:** | **BOW THRUSTERS 2x1000 Kw (2x1359 HP)** | | **STERN THRUSTERS 1x1500 Kw (1x2038 HP)** | | |
| **Steering data:** | | | | | |
| **Number of Propellers:** | **2** | **Direction of Turn:** | **INWARD** | **Controllable Pitch:** | **FIXED PITCH** |
| **Maximum Speed:** | **21.6 Knots** | **Min Speed for Steering:** | **2.5 Knots** | **Rudder type:** | **FULL SPADE RUDDER** |
| **Max Rudder Angle:** | **35 °** | **Rudder Hard over to hard over time:** | **24.3 s one p.u.**  **13.3 s two p.u.** | **Rudder angle for neutral effect:** |  |
| **Stopping data:** | | | | | |
| **Turning Circle (ahead and abeam)** | **2’ 48”** | **Stopping Distance:** | **1295 m** | **Stopping time:** | **3’ 49”** |
| **Other:** | | | | | |
| **Gyro error:** |  |  |  | **Max. permissible bollard pull (for tugs):** |  |

27.0 m

145.1 m

77.4 m

54.5

47.8

| **Engine data:** | | | | |
| --- | --- | --- | --- | --- |
| **Type of Engine(s):** | **Diesel Electric** | **Number of Main Engine(s):** | **2 Main Electric** |  |
| **Manoeuvring / Engine Order** | **RPM:** | **Speed:** | **Main Engine Power:** |  |
| **Full Ahead:** | **99** | 15.5 | **Astern Power:** |  |
| **Half Ahead:** | **75** | 12.2 | **Max time astern:** |  |
| **Slow Ahead:** | **50** | 4.5 | **Min RPM:** | **22** |
| **Dead Slow Ahead:** | **33** | 1.2 | **Critical RPM range:** |  |
| **Dead Slow Astern:** | **-33 Rpm** | -1.2 Kts | **Max. No. Of consec. Starts:** | **3 (MAIN D/G, 9 cyl)** |
| **Slow Astern:** | **-57 Rpm** | -3.2 Kts |  |  |
| **Half Astern** | **-83 Rpm** | -6.7 Kts |  |  |
| **Full Astern** | **-99 Rpm** | -8.7 Kts |  |  |

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Drafts / Squat / Heel effects:** | | | | | | | | |
| **Actual Draught Forward:** | | **m** | | **Actual Draught Aft:** | | | **m** | |
| **Air Draft:** | | **47.8 m at Max Draught (6.7m)** | | | | | | |
| **\*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 (Deg)** | **Draft increase (Mtrs)** |
| **4 m** | | **2 Knots** | | **0.05 m** | **0.10 m** | | **2** | **0.5** |
| **4 m** | | **4 Knots** | | **0.19 m** | **0.38 m** | | **4** | **0.9** |
| **4 m** | | **8 Knots** | | **0.80 m** | **1.60 m** | | **8** | **1.9** |
| **8 m** | | **12 Knots** | | **0.16 m** | **0.69 m** | | **12** | **2.8** |
| **8 m** | | **16 Knots** | | **0.32 m** | **1.38 m** | | **16** | **3.7** |
|  | |  | |  |  | |  |  |
|  | |  | |  |  | |  |  |
|  | |  | |  |  | |  |  |
|  | |  | |  |  | |  |  |
|  | | | | | | | | |
| **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: Capt. ………………………………..** | | | | |
| **Signature:** | | | | **Signature:** | | | | |

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