

DEP. CHESAPEAKE, VA, USA  
23 SEPT 2019

## VESSEL / PILOT INFORMATION EXCHANGE

## SHIP'S PARTICULARS

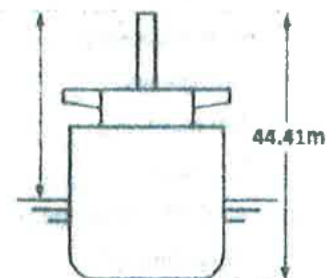
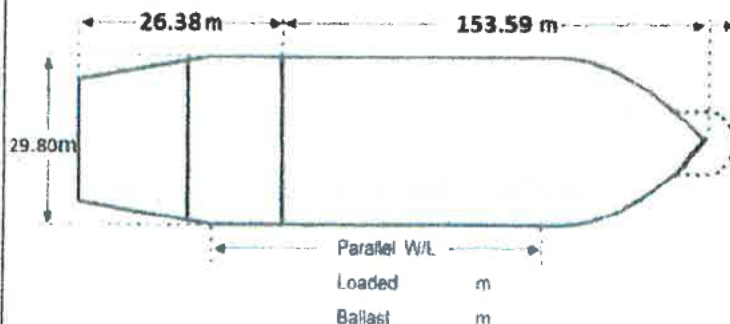
Name M.V. IJSSEL CONFIDENCE Call Sign CQIW8

Displacement 38,165.694 (tonnes) Deadweight 30,104.694 (tonnes) Year built 2012

Length OA 179.97 (m) Breadth 29.80 (m) Bulbous bow YES/NO

Draught fwd 7.96 (m) Draught aft 9.07 (m) Draught amidships 8.94 (m)

Port anchor 11.5 (shackles) Stbd anchor 11.5 (shackles) (1 shackle=27.4 m/15 fathoms)

Air Draught 34.54 m  
113.33 ft

## ENGINE

Type of engine DIESEL Maximum power 7860x129rpm (kW) 10,698 (HP)

	rpm/pitch	Loaded speed	Ballast speed
Full ahead	<u>95</u>	<u>11.6</u> (kts)	<u>12.3</u> (kts)
Half ahead	<u>75</u>	<u>9.2</u> (kts)	<u>9.8</u> (kts)
Slow ahead	<u>55</u>	<u>6.4</u> (kts)	<u>6.9</u> (kts)
Dead slow ahead	<u>40</u>	<u>4.1</u> (kts)	<u>4.5</u> (kts)
Dead slow astern	<u>40</u>		
Slow astern	<u>55</u>		
Half astern	<u>75</u>		
Full astern	<u>95</u>	<u>40</u> (% full of full ahead power)	

Engine critical rpm 57 - 70 Maximum number of consecutive starts 8Time full ahead to full astern 346 (sec) Time limit astern LIMITLESS (min)

## STEERING

Rudders 1 (number) (type) 35 ° (maximum angle)Time hard-over to hard-over 28.0 (sec)Rudder angle for neutral effect 0.5 °Propellers 1 (number) Direction of turn left rightControllable pitch YES/NO Thrusters NIL (number)Bow power NIL (kW/HP) Stern power NIL (kW/HP)

This card is to be completed by Master and handed to the Pilot upon boarding

Steering Idiosyncrasies ✓**EQUIPMENT CHECKED AND READY FOR USE**

Anchors ✓ Cleared away YES NO

Whistle ✓

Flags ✓

X-Band radar ✓ ARPA YES NO

S-Band radar ✓ ARPA YES NO

Speed log ✓ water/ground single axis/dual axis

Echo sounder ✓

Electronic position-fixing ✓ Type                     

Compass system ✓

Gyro compass error ✓ °

Steering gear ✓ Number of power units in use 1

Rudder/RPM/ROT indicators ✓

Engine telegraphs ✓

VHF ✓

Mooring winches and lines ✓

**EQUIPMENT OPERATIONAL DEFECTS****UNDERKEEL CLEARANCE****OPEN WATERS ((V2xCB)/100 in mtrs)**Speed: 11.4 - 12 knotsSQUAT: 1.03 m - 1.15 m m/ft**CONFINED WATERS (2x(V2xCB)/100 in mtrs)**Speed: 6.6 - 9 knotsSQUAT: 6.69 m - 1.29 m m/ft**OTHER IMPORTANT DETAILS**Master's Name: CAPT. BERNARDITO D. MACUNOPilot's Name: D. PerryMaster's Signature: [Redacted]Pilot's Signature: [Redacted]

This card is to be completed by Master and handed to the Pilot upon boarding

DEP. CHESAPEAKE, VA, USA  
23 SEPT 2019

## VESSEL / PILOT INFORMATION EXCHANGE

## SHIP'S PARTICULARS

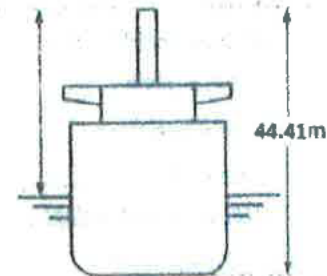
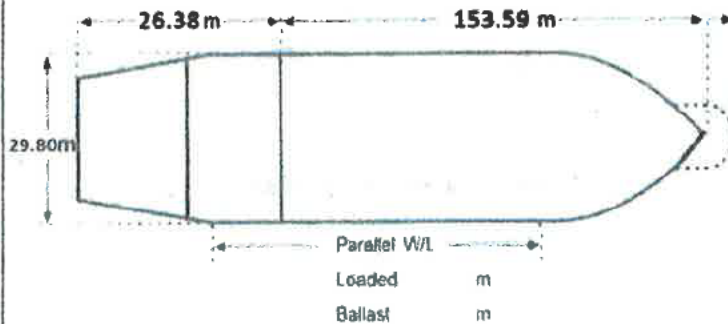
Name **M.V. USSEL CONFIDENCE** Call Sign **CQIW8**

Displacement **38,165.694** (tonnes) Deadweight **30,104.694** (tonnes) Year built **2012**

Length OA **179.97** (m) Breadth **29.80** (m) Bulbous bow **YES/NO**

Draught fwd **7.96** (m) Draught aft **9.87** (m) Draught amidships **8.94** (m)

Port anchor **11.5** (shackles) Stbd anchor **11.5** (shackles) (1 shackle=27.4 m/15 fathoms)



Air Draught **34.54** m  
**113.33** ft

## ENGINE

Type of engine **DIESEL** Maximum power **7860x129rpm** (kW) **10,698** (HP)

	rpm/pitch	Loaded speed	Ballast speed
Full ahead	<b>95</b>	<b>11.6</b> (kts)	<b>12.3</b> (kts)
Half ahead	<b>75</b>	<b>9.2</b> (kts)	<b>9.8</b> (kts)
Slow ahead	<b>55</b>	<b>6.4</b> (kts)	<b>6.9</b> (kts)
Dead slow ahead	<b>40</b>	<b>4.1</b> (kts)	<b>4.5</b> (kts)
Dead slow astern	<b>40</b>		
Slow astern	<b>55</b>		
Half astern	<b>75</b>		
Full astern	<b>95</b>	<b>40</b> (% full of full ahead power)	

Engine critical rpm **57 - 70** Maximum number of consecutive starts **8**

Time full ahead to full astern **346** (sec) Time limit astern **LIMITLESS** (min)

## STEERING

Rudders **1** (number) (type) **35** ° (maximum angle)

Time hard-over to hard-over **28.0** (sec)

Rudder angle for neutral effect **0.5** °

Propellers **1** (number) Direction of turn **left** **right**

Controllable pitch **YES/NO** Thrusters **NIL** (number)

Bow power **NIL** (kW/HP) Stern power **NIL** (kW/HP)

This card is to be completed by Master and handed to the Pilot upon boarding



Steering idiosyncrasies ☒**EQUIPMENT CHECKED AND READY FOR USE**Anchors ☒Cleared away ☒ YES ☐ NOWhistle ☒Flags ☒X-Band radar ☒ARPA ☒ YES ☐ NOS-Band radar ☒ARPA ☒ YES ☐ NOSpeed log ☒

water/ground

single axis/dual axis

Echo sounder ☒Electronic position-fixing ☒

Type

Compass system ☒Gyro compass error ☒Steering gear ☒Number of power units in use 1Rudder/RPM/ROT indicators ☒Engine telegraphs ☒VHF ☒Mooring winches and lines ☒**EQUIPMENT OPERATIONAL DEFECTS****UNDERKEEL CLEARANCE****OPEN WATERS ((V2xCB)/100 in mtrs)**Speed: 11.4 - 12 knotsSQUAT: 1.03 m - 1.15 m m/ft**CONFINED WATERS (2x(V2xCB)/100 in mtrs)**Speed: 6.6 - 9 knotsSQUAT: 0.69 m - 1.29 m m/ft**OTHER IMPORTANT DETAILS**Master's Name: CAPT. BERNARDITO D. MACUNOPilot's Name: NT Guedes

Master's Signature:

Pilot's Signature:

This card is to be signed by Master and handed to the Pilot upon boarding



VOY. #06

## BRIDGE CHECKLIST -2

## Preparation for sea

No.	Item Description	Y	N	N/A
1.	Has a passage plan for the intended voyage been prepared?	✓		
2.	Has the following equipment been checked and found ready for use?	✓		
2.1	Anchors	✓		
2.2	Bridge movement book/ course and engine movement recorder	✓		
2.3	Echo sounder	✓		
2.4	Electronic navigational position fixing systems	✓		
2.5	Gyro/ magnetic compass and repeaters	✓		
2.6	Passage plan entered into integrated bridge system	✓		
2.7	Radar (s)	✓		
2.8	Required AIS data inputs made, speed/ distance recorder	✓		
2.9	Clocks	✓		
3.	Has the following equipment been tested, synchronized and found ready for use?	✓		
3.1	Bridge and engine room telegraphs, including	✓		
3.1.1	Rpm indicators	✓		
3.1.2	Emergency engine stops	✓		
3.1.3	Thruster controls and indicators, if fitted			✓
3.1.4	Controllable pitch propeller controls and indicators, if fitted			✓
3.2	Communications facilities, including	✓		
3.2.1	Bridge to engine room/ mooring station communications	✓		
3.2.2	Portable radios	✓		
3.2.3	VHF radio communications with port authority	✓		
3.3	Navigation and signal lights, including	✓		
3.3.1	Searchlights	✓		
3.3.2	Signaling lamp	✓		
3.3.3	Morse light	✓		
3.4	Sound signaling apparatus, including	✓		
3.4.1	Whistles*	✓		
3.4.2	Fog bell and gong system	✓		
3.5	Steering gear, including manual, auto-pilot and emergency changeover arrangements and rudder indicators	✓		
3.6	Window wiper/ clear view screen arrangements	✓		
4.	Is the ship secure for sea?	✓		
4.1	Cargo and cargo handling equipment secure	✓		
4.2	All hull openings secure and watertight	✓		
4.3	Cargo/ passenger details available	✓		
4.4	Stability and draught information available	✓		
5.	Are all the crew on board and all shore personnel ashore?	✓		
6.	Are necessary personnel sufficiently rested?	✓		
7.	Have required security and stowaway searches been carried out?	✓		
8.	Are all pilot disembarkation arrangements in place?	✓		
9.	Other checks	✓		

Date:

23 SEPT. 2019

Nav. Officer:

MARCIANO F. POKANDES

Master:

CAPT. DEANERIO D. MARCINO

SHESPEAK, VIRGINIA USA