



FORMS & CHECKLISTS REGISTER

Pilot card

Doc. Code

NAV#21

Created by:

SQA Depart.

Approved by:

DPA

Issue Date:

01/06/2017

Issue No:

Initial

Last Rev. Date

11/10/2018

Revision No:

Initial

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Doc. Control

9463554

DEPARTURE: AVONDALE BERTH

SHIP'S PARTICULARS

Name:

NOMADIC MILDE

Call Sign

V7ZW7

Displacement

17526.8

(tonnes)

Deadweight

11951.31

(tonnes)

Year built

2011

Draught Fwd

7.95

(m)

Draught Aft

8.00

(m)

Draught Amidships

8.05

(m)

Port Anchor

10

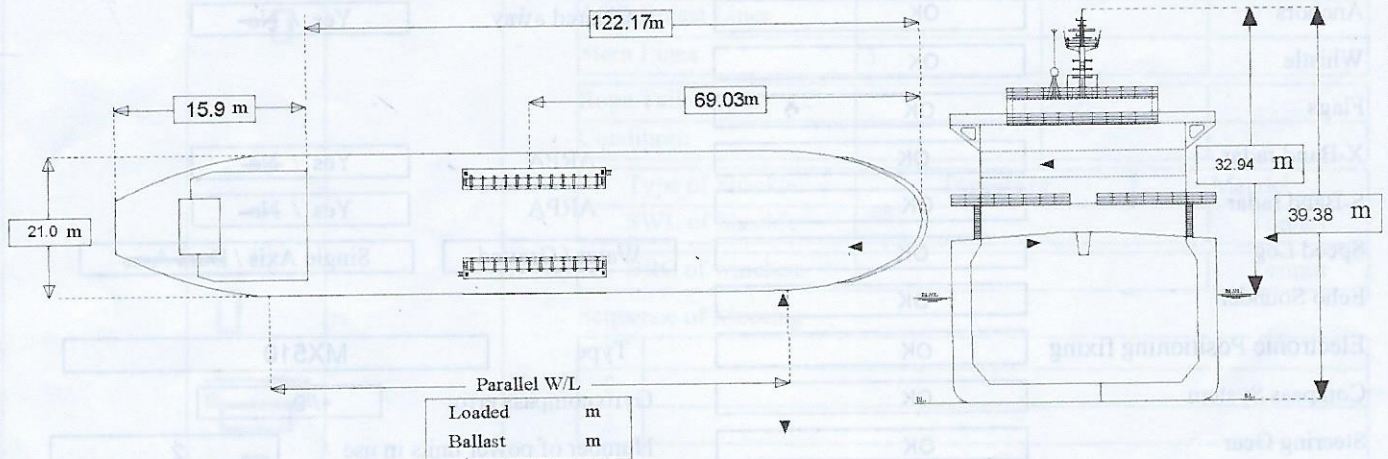
(shackles)

Stbd anchor

9

(shackles)

(1 shackle = 27.4m/ 15 fathoms)



ENGINE

Type of engine

MAK 6M43C

Maximum power

5400

(kW)

7241.5

(HP)

rpm/pitch

Loaded Speed

Ballast Speed

Full ahead

500/90

12.0

(kts)

14.0

(kts)

Half Ahead

500/60

10.0

(kts)

11.0

(kts)

Slow Ahead

500/40

7.0

(kts)

8.0

(kts)

Dead Slow Ahead

500/20

4.0

(kts)

5.0

(kts)

Dead Slow astern

500/20

Slow Astern

500/40

Slow Astern

500/40

Half Astern

500/60

Full Astern

500/90

Engine Critical rpm

0-350

Maximum number of Consecutive starts

8

Time full Ahead to full astern

46

(sec)

Time limit Astern

(min)

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STEERING

Rudders (number) (type) ° (maximum angle)

Time Hard-over to hard over (sec) Rudder angle for neutral effect °

Propellers (number) Direction of Turn Stern Power (kW/HP)

Steering idiosyncrasies

EQUIPMENT CHECKED AND READY FOR USE

Anchors	<input type="text" value="OK"/>	Cleared away	<input type="text" value="Yes / No"/>
Whistle	<input type="text" value="OK"/>		
Flags	<input type="text" value="OK"/>		
X-Band radar	<input type="text" value="OK"/>	ARPA	<input type="text" value="Yes / No"/>
S-Band radar	<input type="text" value="OK"/>	ARPA	<input type="text" value="Yes / No"/>
Speed Log	<input type="text" value="OK"/>	<input type="text" value="Water / Ground"/>	<input type="text" value="Single Axis / Dual Axis"/>
Echo Sounder	<input type="text" value="OK"/>		
Electronic Positioning fixing	<input type="text" value="OK"/>	Type	<input type="text" value="MX510"/>
Compass System	<input type="text" value="OK"/>	Gyro compass error	<input type="text" value="+/0"/> °
Steering Gear	<input type="text" value="OK"/>	Number of power units in use	<input type="text" value="2"/>
Rudder/RPM/ROT indicators	<input type="text" value="OK"/>	Engine Telegraphs	<input type="text" value="OK"/>
VHF	<input type="text" value="OK"/>	AIS	<input type="text" value="OK"/>
Mooring winches and lines	<input type="text" value="OK"/>		

EQUIPMENT OPERATIONAL DEFECTS

NO DEFECTS.

OTHER IMPORTANT DETAILS

Master's Name Date

Received by Pilot (Signature)

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Mooring Plan

Pre-mooring briefing must be carried out prior approach to berth by the whole bridge & mooring team

Vessel:	NOMADIC MILDE	Port / Terminal:	NEW ORLEANS L.A. USA	Date:	08 MAY 2020
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Ship Specific Mooring Schematic Diagram



- * Indicate as much as detail as possible
- ** Mark Tug Push Points with /
- *** Tug must be indicated as made fast on long /short line

Wires	No.	Length	SWL
Head Lines	3		
Forward Breast Lines	2		
Forward Spring Lines	2		
After Spring Lines	3		
After Breast Lines			
Stern Lines	3		

Rope Tail - type:			
Condition:			

Type of Shackle:	Tonesberg	Mandel
SWL of Shackle:		Tonnes
BRC of winches:		Tonnes

Sequence of Mooring

1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

FOLLOWING EQUIPMENT CHECKED AND READY FOR USE:

- Primary ECDIS: YES
- Secondary means of Navigation:
- ECDIS Management Card and settings Received and acknowledged by pilot:

Details (Tug Bollard Pull, Side Alongside, Wind/Tide Shadow, Line boats, Approach to Berth):

CAPT. MARKOWSKI, TAMPUSZ
Master Signature

Pilot's / Mooring Master's Signature

C/O KOWALSKI,
Chief Officer

2/O IAN JAKE TAMPUS
2nd / 3rd Officer's Signature

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FORMS & CHECKLISTS REGISTER

Ship-To-Shore Master – Pilot Exchange

Doc. Code

NAV#22

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SHIP IDENTITY

Name: **NOMADIC MILDE** Call Sign **V7ZW7** Flag **MARSHALL ISLAND**
Ship's agent **Celtic International Shipping Agency** Year Built **2011** IMO No **9463554**
Cargo Type **LEAD CONCENTRATE** Ship Type **GENERAL CARGO** Last Port **PUERTO CABELLO**

ADDITIONAL COMMUNICATION INFORMATION

Fax **NIL** Telex **453844647** Other **TEL: +35797871138**

PILOT BOARDING

Date /ETA **06-MAY-20 / 13:30 LT** (UTC/LT) Freeboard **3.0**
Boarding Station (if there is more than one)

SHIP PARTICULARS

Draught Fwd **7.95** (m) Draught Aft **8.0** (m) Draught Amidships **8.05** (m) (salt water)
Air Draught **31.33** (m) Length **138.07** (m) Beam **21** (m)
Displacement **17526.8** Dwt **11951.31** Gross **9530** Net **4398**
Max Squad **3.56**

ANCHOR

Port Anchor **10 SHACKLES** Sbd Anchor **9 SHACKLES** (length of cable available)

MANOEUVRING DETAILS AT CURRENT CONDITION

Full Speed **14** Half Speed **11**
Slow Speed **8** Min. Steering Speed **5**
Propeller direction of turn **RIGHT** Controllable pitch **YES**
Number of propellers **1** Number of fwd thrusters **1** Number of aft thrusters **NIL**

MAIN ENGINE DETAILS

Type of Engine **Motor / turbine / other**
Max. number of engine starts **8** Time from full ahead to full astern **46 SEC.**

EQUIPMENT DEFECTS RELEVANT TO SAFE NAVIGATION

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OTHER IMPORTANT DETAILS e.g. berthing restrictions, manoeuvring peculiarities

SHIP REQUESTING PILOTAGE DETAILS

Ship Name: NOMADIC MILDE

Call Sign: V7ZW7

ORIGINATING AUTHORITY

Contact Name: CRESCENT RIVER PORT PILOTS

VHF channel: 09 / 67

Other means of contact: NEW ORLEANS TRAFFIC VHF CH 12

PILOT BOARDING INSTRUCTIONS

Date/arrival time at pilot boarding station: 08 MAY-2020 13:30 LT

Position pilot will board: PORT SIDE GANGWAY

Embarkation side: PORT

Approach course and speed

Requested boarding arrangement

BERTH & TUG DETAILS

Intended berth and berthing prospects

Side alongside: PORT

Estimated transit time to berth

Tug rendezvous position

Number of tugs

Tug arrangement

Total bollard pull

Depth at lowest low water

Maximum sailing draft based on depths at the berth including required UKC

Is the berth affected by tidal Changes? Yes No Is the berth affected by seasonal river depth changes? Yes No

LOCAL WEATHER AND SEA CONDITIONS at pilot boarding station on arrival

Tidal information

Heights/times

Expected currents

Forecast weather

DETAILS OF THE PASSAGE PLAN including abort points/emergency plans

SEE MARKED ON ECDIS

REGULATIONS including VTS reporting, anchor/lookout attendance, max. allowable draught