|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Vessel Name |  | | | | | | | | Agent name | | | | | | |  |
| Name Of Master |  | | | | | | | | Agent phone | | | | | | |  |
| Last Port |  | | | | | | | | Next Port (after Otago) | | | | | | |  |
|  | | | | | | | | | | | | | | | | |
|  | **Arrival @ Pilot station** | | | | | | **Estimated Departure** | | | | | | | | **Ships Particulars** | |
| DATE/TIME |  | | | | | |  | | | | | | | | LOA |  |
| FWD DRAFT |  | | | | | |  | | | | | | | | LBP |  |
| AFT DRAFT |  | | | | | |  | | | | | | | | BEAM |  |
| PROPELLER | Fixed | |  | | | | CPP | | | | |  | | | GRT |  |
| RUDDER | 35° |  | | | Becker |  | | 70° | | |  | | Distance Bridge to Bow | | |  |
| KEEL TO MAST HEAD DISTANCE | | | |  | | | | | | AIRDRAFT | | | |  | | |

**EQUIPMENT IN GOOD WORKING ORDER**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **YES** | **NO** | **N/A** |  |  | **YES** | **NO** | **N/A** |
| Main Engines |  |  |  |  | Engine Telegraph |  |  |  |
| Main Steering Gear |  |  |  |  | Engine RPM indicator |  |  |  |
| Anchor Gear |  |  |  |  | Rudder Angle Indicator |  |  |  |
| Bow Thruster |  |  |  |  | Rate of Turn Indicator |  |  |  |
| Stern Thruster |  |  |  |  | Magnetic Compass |  |  |  |
| Gyro Compass |  |  |  |  | Echo Sounder |  |  |  |
| Radar |  |  |  |  | VHF Radio |  |  |  |
| Speed Log |  |  |  |  | Ship’s Whistle |  |  |  |
| GPS |  |  |  |  |  |  |  |  |

**COMMENTS/REMARKS/DEFICIENCIES**

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Has vessel experienced main engine or auxiliary failure in the past 90 days? | | | | | | | YES |  | | NO | |  |
| Details of failure - |  | | | | | | | | | | | |
| Does the main engine burn low Sulphur Fuel (if NO fill out next line) | | | | |  | | | | | | | |
| What sort of scrubbers do you use? | | OPEN |  | CLOSED | |  | | | HYBRID | |  | |

**NOTE: MASTER AND BRIDGE TEAM ARE REQUIRED ON THE BRIDGE FOR BRM PILOT/MASTER EXCHANGE**

**OTAGO PASSAGE PLAN**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Confirm the Port Otago Ltd Passage plan has been downloaded and loaded on Vessels ECDIS | YES |  | NO |  |

**VESSEL DECK EQUIPMENT DETAILS**

|  |  |  |
| --- | --- | --- |
| Bollard Strengths SWL |  | |
| Is there a Forward Main Deck Lead available? |  | |
| Is the pilot ladder constructed and rigged to latest international standards | |  |

NB: - VESSEL MAIN ENGINES ARE NOT TO BE TURNED OVER WHEN MOORED AT THE BERTH WITHOUT THE EXPRESS PERMISSION OF THE PILOT OR HARBOUR CONTROL

This form must be sent by email at least **24** Hours before Arrival

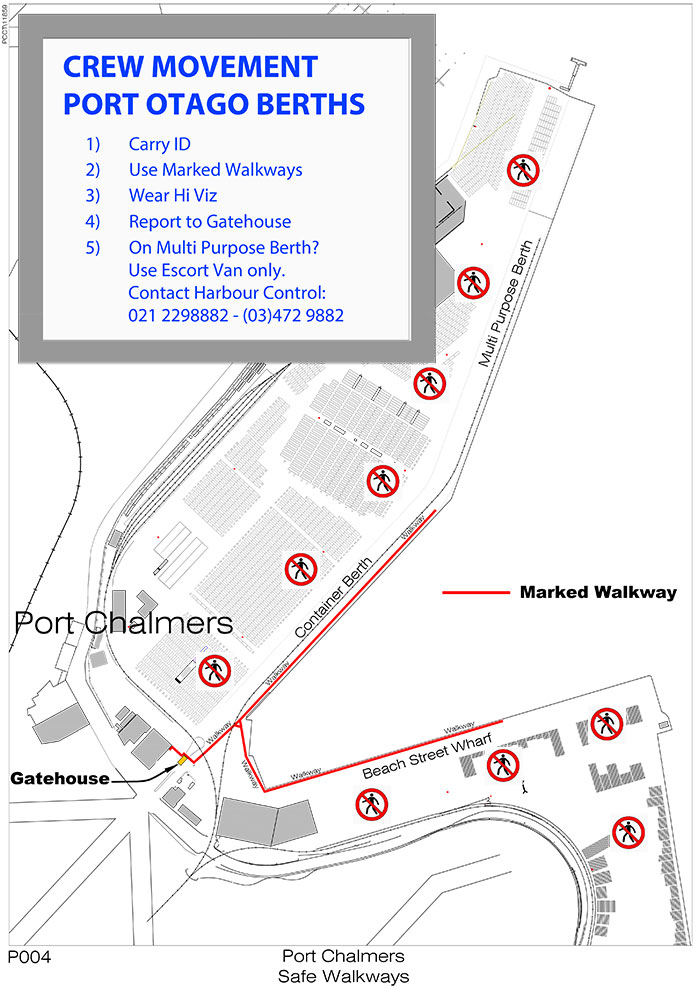
ETA to be transmitted by email **12** Hours before Arrival

ETA to be confirmed by VHF Channel 14 at least **3** Hours before Arrival

**ANY CHANGES MUST BE NOTIFIED IMMEDIATELY**

|  |  |
| --- | --- |
| **Phone** | **(+64) 3 4729883** |
| **Email** | **pilots@portotago.co.nz** |

**NOTE: VESSELS TRANSITING OR SHIFTING BERTH WITHIN OTAGO UPPER HARBOUR REQUIRE A MINIMUM STERN TRIM OF 0.5M (MAXIMUM 2.5M)**

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