

Attachment Investigation of Environmental Conditions

Category / Item		Result
Channel/Turning basin		
1	Channel length / Width	1500m/ 300m
2	Channel depth (Lowest Astronomical Tide or Chart Datum Level : C.D.L)	22.8 m (L.A.T.)
3	Minimum required UKC (Under Keel Clearance)	15% of ships draft
4	Permitted max draft in the channel	22.8m + tide - 15% UKC of draft
5	Location of Turning basin / Diameter	IN FRONT OF BERTH / 850m
6	Depth of Turning basin	22.8m
7	Number and Location of Buoys and /or Beacon in the channel	7 buoys and 2Racon
8	Beam distance between Buoys and/or Beacon	0.5-1.1mile
9	Advance distance between Buoys and/or Beacon	1.0 mile
10	E ectiveness of Transit line	2Transit line, For entrance channel, For Inner channel
11	Character of seabed	stone, rock
12	Specific Gravity	1.022-1.023
Anchorage for Quarantine and waiting for berth		
1	Location in Latitude and Longitude	32-13-34N, 130-21-34E
2	Depth of Anchorage	about 30m
3	Character of seabed	Mud and sand
4	Area size of anchorage	about 5 notical miles in diameter
Berth / JETTY		
1	Berth name	ABC Terminal No.1 berth
2	length of berth / Jetty	450m
3	Depth beside berth (Lowest Astronomical Tide or Chart Datum Level : C.D.L)	23m(L.A.T.)
4	Minimum required UKC (Under Keel Clearance)	2.85m
5	Character of seabed	stone, rock
6	Designed strength	designed for 60,000DWT vessel
7	Max draft at Berth	23.0m + tide - 2.85mUKC
8	Specification of the largest vessels (Name/DWT/LOA/ Beam/Draft)	ABC /21,1320DW/321m/42m/MSD18.27m EFG Maru/181,884DW/290m/38m/MSD19.1m
9	Specification of mooring bit (Type/Strength/Interval/ Number)	Cross bit type/2500KN/34.5m/ 12pcs
10	Specification of Fender (Type/Reaction Load Energy Absorption/ Interval/Number)	V type fender Sumitomo SUC2250H(RO) 1x2/ 494tf· m/34.5m/ 12 pcs
11	Specific Gravity	1.022-1.023

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Cargo Work Facility		
1	Cargo handling equipment (Type, Number travelling range)	Mobile loader with rail, 2loader, travelling 230m (Gantry Crane w/ grab bucket, 3crane, 300m)
2	Out Reach from Fender face	20m
3	Acceptable Air Draft (Cargo Handling Equipment) (m)	16m at any tide, 18m at MLWN
4	Berth height from Highest Astronomical Tide)	3.0m from HAT
5	Loading / Discharging rate by each unit (MT/H)	700MT/H EACH, 2loader 1400MT/H (200MT/H EACH, 3crane 600MT/H)
6	Max acceptable wind velocity (m/sec) at Berthing/Un-berthing	12m/sec
7	Max acceptable wind velocity (m/sec) at Cargo Work	15m/sec
8	Working hour	24h (incl. 2hour stevedore meal time noon and MN)
9	Normal Disch./Loading sequence (for 6hold Bulker)	3-5-1-6-2(75%) 4(100%) 3-5-1-6-2(100%) each hole using bulldozer for trimming compaction, from start loading to finish loading.
10	Bulldozer & Other shore machine	2 bulldozer and 1compacter
11	Rope shift	No
12	Other Cargo Work Information	Using Shore Hopper for Disch.
Others		
1	Location of Pilot station in Lat./Long.	38-52N / 121-56E
2	Tugboats (Horse power/Type of propeller)	8tugs (3200hp x 1, 3600hp x 1, 3760hp x 1, 4200hp x 1, 4800hp x 2 , 5400hp x 1, 5500hp x 1, all Z peller)
3	Any restriction for entering/leaving berth (Night/Weather/Visibility/ Ballast condition/Propeller immersion/ Max.stern trim/etc)	Daytime only / Wind speed should be less than 15m / Visibility shall be more than 1mile, wind less than 15m/Sea Swell less than 1.5m
4	Tide (HAT/CDL/MHWS/MHWN/MSL/MLWN/MLWS/LAT)	3.68/1.68/1.33/0.70/0.23/-0.16/-0.30
5	Other Info. (Any Expansion plan for the larger size vessel than above, Port Map etc.)	150KDWT transfer berth is under construction, which would be completed by the end of 2006 (depth 18.5m, 1800t/h loader x 1, 1800t/h unloader x 2)

PILOT CARD

Ship's Name ; _____ Port ; _____ Date ; _____
 Call Sign ; _____ Year Built ; _____
 Draught Aft ; _____ m(_____ ft _____ in) Fore ; _____ m(_____ ft _____ in)
 Gross Ton. ; _____ G/T Dead Weight (Summer) ; _____ tons
 Displacement ; _____ tons

Ship's Particular

Length Over All _____ m Anchor Chain Port _____ shackles
 Breadth _____ m Starboard _____ shackles
 Bulbous Bow Yes / No _____ Stern _____ shackles
 (One Shackle ; _____ m)

Stern to Bridge ; _____ m Bow to Bridge ; _____ m
 Breadth ; _____ m
 Parallel Body _____ m
 Laden _____ m
 Ballast _____ m
 Los ; _____ m
 Max Air Draft (_____ ft _____ in)
 Keel to Top _____ m

Type of Engine ; _____	Maximum Power ; _____ kw(_____ HP)		
Maneuvering Eng. Order	rpm / pitch	Speed(Knots)	
		Laden	Ballast
Full Ahead		_____ kts	_____ kts
Half Ahead		_____ kts	_____ kts
Slow Ahead		_____ kts	_____ kts
D.Slow Ahead		_____ kts	_____ kts
D.Slow Ast.	Time Limit Ast.	_____ min.	
Slow Ast.	Full Ahead to Full Ast.	_____ sec.	
Half Ast.	Max. No. of consec. Start	_____ time	
Full Ast.	Minimum rpm/speed	_____ rpm	_____ kts
Crash Ast.	Astern Power	_____ % of Ahead	

Steering Information		Bow Thruster Information	
Type of Rudder		Bow	kw (_____ HP)
Max. Rudder Angle	_____ degree	Stern	kw (_____ HP)
Hard over to Hard over	_____ sec.	Run	On / Off
Rudder Angle for Neutral effect		Time required for Running	_____ min.

Checked and Condition

Whistle
 Radar 3cm
 Radar 10cm
 ARPA
 Eng. Telegraph
 GPS
 Echo Sounder
 ECDIS
 Type/Maker _____
 AIS
 Anchor

Steering Gear
 No. of Power units units operating
Indicators
 Rudder
 rpm / pitch _____
 Turn Rate
 Wind Indicator
 VHF

Gyro Compass
 Gyro Err. deg

Other Information
 Name of Master _____
 Capt. _____

Capt. Takuzo Okada
 Master Mariner
 General Manager
 Loss Prevention and Ship Inspection Dept.
 The Japan Ship Owners' Mutual Protection
 & Indemnity Association



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日本船主責任相互保険組合

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