Sunday

VESSEL NAME	M.T. YPAPANTI	Date (dd/mm/yy)	11.1.18.	1

Time	True Course /	Gryro compass reading	Magnetic compass reading	Sea state	Wind direction	Wind force	Air temp °C	Sea temp °C	Relative humidity %	Barometer Mbar	State of sky	EVENTS AND REMARKS (ship's position to be recorded at the end of each watch)
0318												DISCHARGING COMPLETED
0320												SURVEYOR ON BOARD
0324												COMMENCE COT INSPECTION
0342												COMPLETED COT INSPECTION
0355												COMMENCE CARGO HOSE DISCONNECTION
0400	@ BERTH			CALM	NE	2	12	12	48	1019	CLOUDY	VSL AT BERTH, SAFELY MOORED, MOORING LINES CHECKED, ADJUSTED APPROPRIATELY,
	PERTH CHARBOY											CALM SEA, GENTLE BREEZE
0406												COMMENCE CARGO ARM DISCONNECTION
0418												CARGO SURVEYOR AND CARGO REPRESENTATIVE OFF
0436												CARGO ARM DISCONNECTED
0448												SHORE GANGWAY OFF
0800	@ BERTH	PERTH AMBOY		CALM	NE	2	13	12	84	1019	CLOUDY	VSL AT BERTH. SAFELY MOORED ALL MOORING LINES CHECKED, AND ADJUSTED ACCORDINGLY. MAINTAINE SHORE
	NEW YORK, USA											READINESS TO UNMOOR.
0906												PILOT ON BOARD
0918												AGENT ON BOARD
0930												MASTER ON THE BRIDGE, TOOK THE CONN, BUS ZZ, FENDERS ON STAND BY, COMMENCE RAISE DRAFT ALONG
												AS PER OLL DP 1296, SOLAS CH V REG 26, CFR 33 PART 160, SECT 164.25
0935												STEERING GEAR TESTED, ENGINE TESTED HAND TO HAND WITH BOTH PUMPS
0940												ECHO SOUNDER RANGE AND ALARM TESTED, COMPARISON WITH ENC ACCURACY OK
0948												AGENT AND CHIEF OFFICER ARRANGING MANNING REQUIREMENT
0954												DOCKING PILOT ON BOARD
1000												RAISE DRAFT WITH COMPLETED, ENGINE TESTED AHEAD ASTERN PROPULSION.
1054												FWD TUG "JET MORAN" AFT TUG "WEBB MORAN" MADE FAST, COMMENCE UNMOORING
1112												COMPLETED UNMOORING, ALL LINES CLEAR, MANNING STANDING
1118												FWD TUG CAST OFF
1124												AFT TUG CAST OFF
1142												DOCKING PILOT OFF
1200	096	094	105	CALM	W	2	14	12	64	1022	CLOUDY	POSN: 40° 29.1'N 074° 14.6' W, VSL UNDER PILOTAGE, UKC WATER ON CH 12/13 VISIBILITY GOOD
												UP TO 10 NM, NO OBSERVATION DUE TO CLOUDY SKY, VSL SPEED INCREASED DUE TO
												STRONG CURRENT HEADING WITH THE VSL, SPEED MONITORED FOR THE SAFETY OF THE
												PASSAGE THROUGH THE FAIRWAY
1512	@ ANCHOR			CALM	N	2	15	14	68	1021	P'LY CLOUDY	VSL DROPPED PORT ANCHOR IN POSN: 40°36.9'N 074°03.3'W, 5 SHACKLES IN
STAPLETON 24												WATER, REPORTED NATURE - MUD, DEPTH - 22.6 M, UKC - 14.4 M, REPORTED ON
												VHF CH 12 TO NEW YORK TRAFFIC
1530												PILOT DISEMBARKED, MASTER LEFT THE BRIDGE, CONN IN CONG, FWE, BUS 5
1600	@ ANCHOR			CALM	N	2	15	14	67	1021	P'LY CLOUDY	VSL AT SAFE ANCHOR POSN. 40°36.5'N 074°03.3'W, NO SIGN OF DRAGGING, ANCHOR
												POSN. FREQUENTLY CHECKED, VIS. GOOD 710 NM, UKC 04 at 16/701 12
1800												VSL CALLED VESSEL TRAFFIC ON VHF CH. 12 FOR PERMISSION TO TEST BUNKER TANK OVERFILL ALARM, PERMISSION GRANTED.
2000	@ STAPLETON	ANCHORAGE		SLIGHT	W	3	13	14	72	1021	CLOUDY	LAT 40°37.0 N LONG 074°03.3 W, ANCHOR CHECKED, NO SIGN OF DRAGGING, GOOD VISIBILITY W 10 NM, VHF ON CH 12/16.
2230												BUNKER BARGE, RICHARDSON SEA" AND TUG BOAT, ELMER CHANGING "ANCHOR ALONGSIDE, COMMENCE
												MOORING WITH BUNKER BARGE.

NOON REPORT			
Latitude	40°39.3'N	ENGINE PERFORMANCE	
Longitude	074°14.6'W	Distance by Engine (NM)	—
Course	096°	Speed by Engine (KN)	—
Distance run	—	Average RPM	—
		Average Slip %	—
		Fuel oil consumed (MT)	14.5 MT LSMGO

O2% IN COT:	2.5%		
CHAIN LOCKERS (SOUNDING, CM)			
Port	ø		

VESSEL'S DRAFT (Meters)			
FORE		SEA WATER SALINITY	1012
AFT			
MID			
ACCOMMODATION'S INSPECTION CHECK LIST DP251 (weekly)			
TIME COMPLETED			
SEARCHED FOR STOWAYS BEFORE DEPARTURE			

NAVIGATION LIGHTS STATUS	
ON	
OFF	
EMERGENCY BATTERIES	
VOLTAGE	
GMDSS EQUIPMENT TESTED BEFORE DEPARTURE	
CONDITION	GOOD

ECA		
TIME ENTERED / EXIT		
POSITION	LAT	
	LON	
BALLAST EXCHANGE		
TIME COMMENCED		
POSITION	LAT	
	LON	