OF THE NGW DELHI EXPRESS FROM GIB. TO/AT NGW YORK DATE 15-04-06 LOGBOOK No. 3 OP 001

LOG	COURSE True	COURSE Gyro	COURSE Stand.	COMPASS ERROR Gyro	COMPASS ERROR Stand.	HAND STEERING TEST	REMARKS (LOCAL TIME G.M.T.+ -4 hr.)	WIND Direct	WIND Force	BAROMETER	TEMPS. Air	TEMPS. Sea	NAME OF LOOKOUT
	266.5	268'	284'				Compasses Compared Courses checked, v/c on auto pilot and hand						
	VARIOUS	CO.	& MD.	MADE			steering 0025 - One hours notice to E/Room (0130) - G.O.P. pos^n φ - 40°						
	MASTER'S	ORDERS	AND				27.1'(N)/λ - 073' 39.4'(W). 0210 - P.O.B. S. NAPHE 0216 - Master/Pilot						
	PILOT	INSTRUCTIONS					informations exchanged 0218 - v/c entering Ambrose channel Initials						
							0242 - Dock pilot O.B. F. BAIGS 0420 - v/c listed 10° stbd. at stop cy.						ON CHARGE - AB
5 - Tug "MIRIAM MORRI" fast fwd stbd. abreast bay 17.							Pos^n φ - 40° 38.54' (N) / λ - 074° 09.00' (W), slight sea - vis - poor (restricted)	N	2	1018	10/88		FREDDIE
s line 0415 - Tug "Catherine Turecamo" escorting v/c from							Stop/Vessel touched bottom ROBs HFO: 2031.00 mt / MDO: 159.5 mt 0421 - Fwd. reported Tug "Miriam						
d. quarter M/engine at "Dead Slow Ahead" 0420 -							Turecamo" assisting vessel from aft 0421 - Emergency alarm sounded/COLREG signals Initials						
orrin" slipped her line 0421 - A/t tug "Catherine							0435 - Master communicated the incident to Mr. David Kramer of Seaspan, Vancouver 0438 - Initial						
played 0423 - c/eng. reported NO.4(P) HFO tk. filling up							pollution 0443 - NO.3 (D.B.S.) deballasting started 0455 - Commenced lowering port anchor on power 0500 - Port anchor lowered						
t to US NRC by telephone regarding possibility of oil							0511 - Initial oil						
e shackle on deck 0500 - c/eng. reported NO.4 (S) HFO tank sounding steady at 3M 0510 - c/eng. reported NO.4(S) HFO tank sounding increasing - 5M,													
ill Notification sent to United States National Response Centre 0512 - Bosun reported no sign of oil in vicinity of own vessel, based on visual observation Initials													
	V/c	PORT	SIDE				Port & Company regulations complied with						
	ALONGSIDE		PORT	&	AFT		v/c maintained security level - 1						
	MADE	PAST	4 P 2	LARGE			gangway and moorings tended to Initials						G/WATCH - M/BOY JOSE
							Diving operations is in progress						
							safety deck rounds maintained frequently	- LT	AIR -	1015	22/20		
	V/c	AT	PASS	P/c	alongside	with	port & company regulations complied with. Gangway & Moorings tended Initials						
	M12	Moorings	'P'	&	'A'	@	continuously. v/c on security level 1. Security levels checks						GANGWAY: JERRY
	BNCT	Berth	NO. 59.				carried out. strict access control measures taken. frequent fire patrol /						D/WATCH: HELVIN
							security rounds carried out on deck & in accommodation. ISP Monitored						
							continuously. No cargo operations carried out. Initials						
							calm Harbour waters. Slight Tide & Good visi	LT.	AIR	1015	11/9		

ROUTINE CHECKS

Item	Time	Initials
SOUNDINGS CHECKED		
PRE-SAILING CHECKLIST – DECK		
PRE-ARRIVAL CHECKLIST – DECK		
4 Rounds Completed	0016	
4 Rounds Completed		

Time	Additional Remarks on Cargo Works or Other Occurrences	Inits.

NOON INFORMATION

POSITION BY OBS./E.N.A./ACC		STOPPAGE OR DELAYS
Lat.	Long.	
Co. MADE GOOD	STEAMING TIME: DAY / TOTAL	

CONSUMPTION		
Fresh Water	Fuel Oil	Diesel Oil

DISTANCES		
Observed	By Acc	Engine

REMAINING ON BOARD		
Fresh Water	Fuel Oil	Diesel Oil

TOTAL DISTANCES		
Observed	To Go	Engine

REMARKS on Currents, Drifts etc.

SLIP		
AVERAGE R.P.M.	Average	Total

SPEED	
Average	Average to Date

DRAUGHTS Loading/Discharging		
For'd	Aft	Time
For'd	Aft	Time

[redacted] MASTER [redacted] CHIEF OFFICER

ORIGINAL SIGNATURES ARE REQUIRED ON BOTH PAGES

Seaspan Ship Management Limited 2001