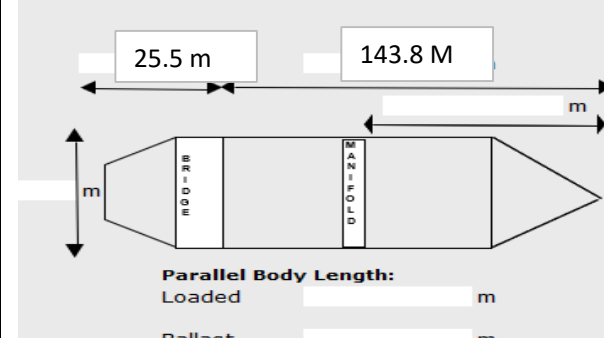
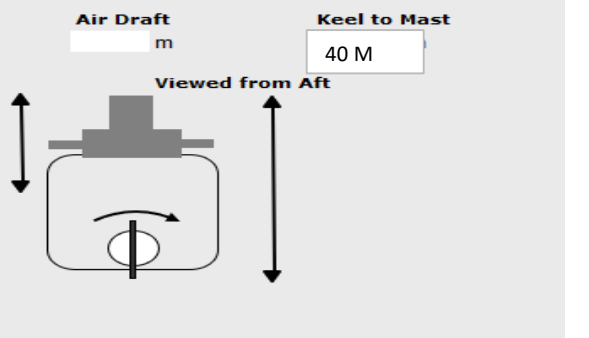


Port :MARSDEN POINT, NEW ZEALAND		Date : 10 APR 2025	
Arrival :		Shifting :	
		Departure : X	
SHIP PARTICULARS			
Name : POAVOSA WISDOM III		Call Sign : 3FLC5	
Displacement : 36,084.6		DWT: 29,550.6	
Length :169.37 m		Year Built : 14- April -2011	
Beam :27.2 m		Bulbous Bow :NA	
Draught Fwd :	10.06	Draught Aft :	10.17
		Draught Amidships :	10.115
Air Draught: 29.83	Freeboard: 3.46	Port Anchor : 11 (Shackles)	Stbd Anchor : 11 (Shackles)
			
MAIN ENGINE			
Type	Max Design Power: 4970 KW	Max Design Power : 6664.8 HP	
	RPM / Pitch	Loaded Speed (kts)	Ballast Speed (kts)
Full Ahead :	95	10.5	11
Half Ahead :	80	8.5	9
Slow Ahead :	58	6.5	7
Dead Slow Ahead :	42	5	5.5
Dead Slow Astern :	42	4	4
Slow Astern :	58	5	5
Half Astern	80	7.5	7.5
Full Astern : 8 KTS	95	46 % ahead power	
Engine Critical RPM : 67-76	Maximum number of Consecutive Engine Starts : 12 Nos.		Time from Full Ahead to Full Astern : 10
Time Limit Astern : 6 min 5 sec		Minimum Steering Speed : 5 kts	
Engine Power Limiters (EPL) Installed		YES	
Limited engine power as allowed by the EPL or governor installed.		Limited Power: 4850 KW Limited Power: 6503.9 HP	
Can the imposed Limitation be Overridden in case of an Emergency?		YES	
How much notice is required to override the EPL?		15 MIN	
Any effect on RPM due to use of Low Sulphur Fuel Oil		no	
PROPULSION / PROPELLER			
Number of Propellers: 1	Direction of Turn: RIGHT HAND	Propeller Arrangement : FPP	



PILOT CARD



Propeller immersion draft:	5.2 M
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PILOT CARD



BOWTHRUSTER			
BOWTHRUSTER (BT) Power in KW and /or HP :	NA		
BT immersion draft:	NA	Speed at which 100% BT efficiency	NA
Makers recommended draft for 100% efficiency:	NA	Speed at which 50% BT efficiency	NA
STEERING			
Time from hard-over to Hard-Over : Less than 28 Seconds		Rudder Angle for Neutral Effects:	
Rudder	(Number): 1	(Type): Semi Balanced Rudder	(Max angle): 35
Thrusters (Positions and Power) : NA		Steering Characteristics :	
EQUIPMENT CHECKED AND READY FOR USE			
Anchors :	YES	Cleared Away : YES / NO	
Compasses :	YES		
Compass Error :	NIL		
Speed log :	YES	Doppler : Yes / No Speed : Water / Ground Axis : Single / Dual	
Echo Sounder :	YES		
GPS:	YES	Make:FURUNO	
ECDIS :	YES	Make: Tokyo Keiki	
X-Band Radar :	YES	ARPA : YES	
S-Band Radar :	YES	ARPA : YES	
VHF (Including Handheld) :	YES	2 No.	
Steering Gear :	YES	No. of Power Units In Use : 2	
BoW Thrusters	NA		
Engine Telegraphs :	YES		
Rudder / RPM / ROT Indicators :	YES		
Mooring Winches and Lines :	YES		
Whistles :	YES		
Daylight Signal Light :	YES		
Navigation lights :	YES		
Is ECDIS a Primary means of Navigation		Yes	
If Yes, Complete the following Sections :			



PILOT CARD



a) Alarm set points and Safety Parameters

Look Ahead vector= 2 mins/50 M. Breadth - 4x. // Shallow Contour = 11 mtr, Safety Contour/safety depth =13 mtr. Deep contour=50 mtr

b) Display Orientations / Type

North Up / Scale size 1: 1250 / Harbor ENC

c) Navigational Warnings affecting the transit

NIL

EQUIPMENT OPERATIONAL DEFECTS & ECDIS BACK UP PROCEDURES IN USE

Equipment Defect- NIL, BACK UP 2nd ECDIS ON BOARD also back up - NAVTOR NAV STATION

OTHER DETAILS INCLUDING ECDIS TYPE , ENCs & UPDATES AVAILABLE AND APPLIED TO PORTS AND APPROACHES

TOKYO KEIKI - EC8600, ENC WEEKLY- 14/2025, AIO UPDATE- 14/2025

Refer to the displayed : IMO Resolution A.601(15) Provision and Display of Manoeuvring Information On Board Ships.

Master Capt. Amoro Alfie Flores
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Date 9th Apr. 2025
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