

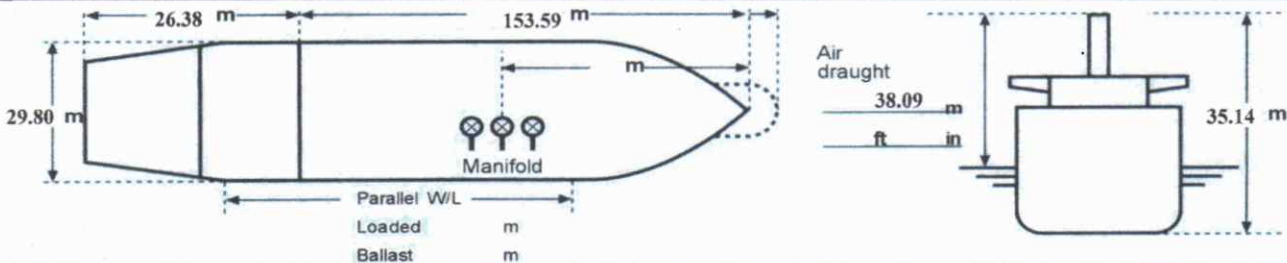
POS

PILOT CARD

| | |
|-----------------|------------|
| Form Number | NAV -04 |
| Revision Number | 08 |
| Revision Date | 2024.08.31 |

SHIP PARTICULAR

| | | | | | |
|-------------|--|---------------------|-------------------|--------------|---------------|
| Ship's Name | PAN OPTIMUM | Port | MARSDEN POINT, NZ | Date | 22 SEP 2025 |
| Call Sign | 3ETS8 | Displacement | 47,485.1 Tons | DWT | 38,875.1 Tons |
| L.O.A | 179.97 M | Breadth | 29.80 M | Bulbous bow: | Yes |
| Draft FWD | 10.61 M | Draft MID | 10.78 M | Draft AFT | 10.89 M |
| Freeboard | 4.11 M | Over Head Clearance | M | Year Built | 2020 |
| Anchor | (P) : 11.5 Shackles, (S) : 11.5 Shackles (1 Shackle = 27.5 m / 15 Fathoms) | | | | |



MAIN ENGINE

| | | | | |
|--------------------------------|---------------------|--------------------------------------|---------|------------|
| Type of Engine | MANB&W 6S46ME-8B8.5 | Max. Power | 5920 kw | (7935 HP) |
| Engine Critical RPM | 54 - 65 | Max. no of consecutive Engine starts | 19 | |
| Time from F/Ahead to F/Astern: | 425 Sec | Time Limit Astern: | 3 Min | |
| EPL Installation | Yes / No | MCRlim | kw | (HP) |
| EPL Release | Yes / No | Time required for releasing EPL | | Min |

| Manoeuvring Engine Order | RPM/Pitch | Speed(knots) | |
|--------------------------|-----------|---|---------|
| | | Laden | Ballast |
| Full Ahead | 74 | 10.9 | 11.9 |
| Half Ahead | 68 | 10.1 | 11.0 |
| Slow Ahead | 50 | 7.4 | 8.1 |
| Dead Slow Ahead | 39 | 5.8 | 6.3 |
| Dead Slow Astern | 39 | Minimum Steering Speed : 30 - 4.0 knots Minimum RPM : 39 / 5.6 knots | |
| Slow Astern | 50 | | |
| Half Astern | 68 | Astern Power: 72 % of Full Ahead | |
| Full Astern | 74 | | |

STEERING

| | | | |
|---------------------------------|--|------------------------|----------|
| No. of Propellers | 1 | Direction of turn | Right |
| Propeller Arrangement | CPP / FPP | Hard-over to Hard-over | 20 sec |
| Rudder Angle for Neutral Effect | Degrees | Controllable pitch | Yes / No |
| Thruster | Bow NIL kw (NIL HP), Stern NIL kw (NIL HP) | | |

EQUIPMENT CHECKED AND READY FOR USE

| | | | | UKC | |
|--|-------------------------------------|-----------------------------|-------------------------------------|------------------|-------------------------------------|
| Anchor | <input checked="" type="checkbox"/> | Compass incl. error | <input checked="" type="checkbox"/> | Nav. Lights | <input checked="" type="checkbox"/> |
| Echo Sounder | <input checked="" type="checkbox"/> | Compass Error | <input checked="" type="checkbox"/> | Min. UKC | 0.987 |
| Whistles* | <input checked="" type="checkbox"/> | VHF* | <input checked="" type="checkbox"/> | Speed | 6.0 kn |
| GPS | <input checked="" type="checkbox"/> | ROT/Pitch Indicator | <input checked="" type="checkbox"/> | Daylight Signal* | <input checked="" type="checkbox"/> |
| RPM Indicator | <input checked="" type="checkbox"/> | Rudder Indicator | <input checked="" type="checkbox"/> | Binoculars* | <input checked="" type="checkbox"/> |
| Steering Gear | <input checked="" type="checkbox"/> | No. of Power units in use : | | SQUAT | |
| X-Band Radar* | <input checked="" type="checkbox"/> | ARPA : Yes / No | S-Band Radar* | CB | 0.8057.4 |
| Engine Telegraphs : Set as ECR or Bridge(If required) control mode | | | | D/Ahead | 0.56 |
| Speed Log | <input checked="" type="checkbox"/> | Doppler : Yes / No | Speed : Water / Ground | S/Ahead | 0.91 |
| | | | Axis : Single / Dual | H/Ahead | 1.70 |
| | | | | F/Ahead | 1.99 |

EQUIPMENT OPERATIONAL DEFECTS

ALL IN GOOD CONDITION

- Pilot, Master and bridge personnel share a responsibility for good communications and mutual understanding of the other's role for the safe conduct of the vessel in pilotage water.
- Master and OOW must immediately take whatever action is necessary until the vessel is in a safe position or situation when in any doubt as to the pilot's action or intention for ensuring the safety of the ship.
- Reference: IMO Resolution A.601(15) Provision and Display of maneuvering Information on board ships.
- * These navigation equipments can be operated by the pilot.

Pilot Name & Signature

Master of PAN OPTIMUM