

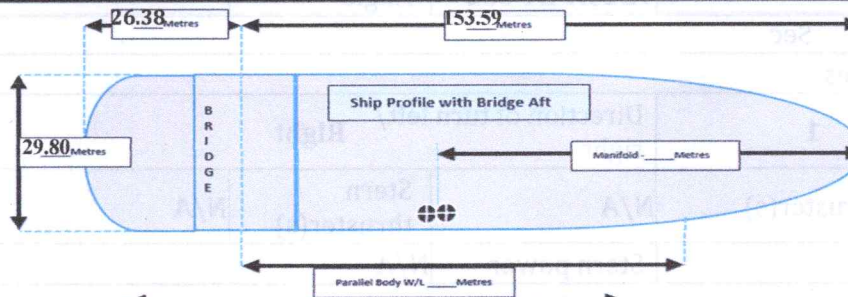
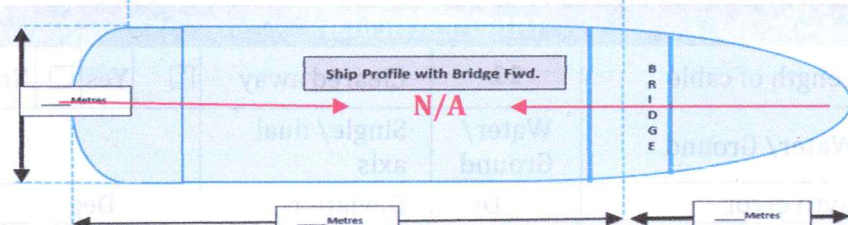
PILOT INFORMATION CARD

Vessel Name	M/V Bunun Dynasty	Date	18 SEPTEMBER 2025
Name of Port	MARSDEN POINT NEW ZEALAND	Arrival/Departure	
Agent	SOUTHERN MARITIME	Flag	Panama
IMO No.	9707821	Call Sign	3FYM3
Vessel Type	Bulk Carrier	Cargo Type	12 LOGS
Year Built	2014		

Fax	N/A	Telex	351994000	Other	VSAT (+) 1 505 302 23331
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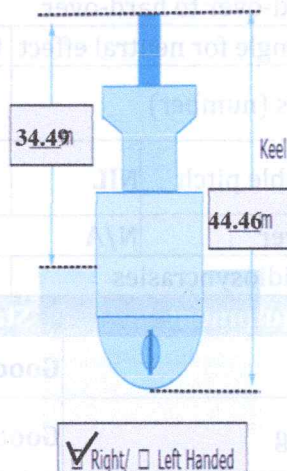
Displacement (tonnes)	47,307	Deadweight (tonnes)	38,788	Beam	29.80
Gross/ Net Tonnage	23281	Freeboard	4.22	Air draft	33.66
Port Anchor (shackles)	11	Stbd Anchor (shackles)	11	1 shackle = 27.4 m/15 fathoms	
Length OA (m)	179.97	Breadth (m)	29.80	Bulbous Bow	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Draught - Fwd. (m)	10.60	Draught - Aft (m)	10.90	Draught - Amidships(m)	10.78

Density of Sea Water = 1.025

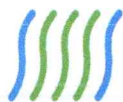
Loaded FWD m AFT m

Ballast FWD m AFT m



☒ Right/ ☐ Left Handed

The bow swing to port/ stbd on astern



UMMS

UCF - 504 - PILOT CARD

Revision No. 02

Revision Date 21 Oct 2024

Page 2 of 3

Engine Details

Type of Engine	<input checked="" type="checkbox"/> Motor	<input type="checkbox"/> Turbine	Other	_____
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Maximum Power (kW)	6820	Maximum Power (HP)	9,279
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If Engine Power Limiter (EPL) / Shaft Power Limiter (SHaPoLi) is installed: Engine Power Limiter (EPL)

Type of Limiter fitted:	Mechanical / Software Based	SOFTWARE BASED
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RPM/Load Limitation	Max Load 500 (KW)	Max RPM	X 900
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Does the pilot require the Limiter to be disabled prior to pilot boarding	Yes / No
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Time required to Disable Limiter	10 Mins
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Note: The use of a power reserve is only allowed for the purpose of securing the safety of a ship or saving life at sea, consistent with regulation 3.1 of MARPOL Annex VI (e.g. operating in adverse weather and ice infested waters, participation in search and rescue operations, avoidance of pirates and engine maintenance etc)

Manoeuvring Speeds	RPM/ Pitch	Loaded Speed	Ballast Speed
Full Ahead	74	10.6 Kts	11.2 Kts
Half Ahead	67	9.5 Kts	10.1 Kts
Slow Ahead	47	5.5 Kts	6.2 Kts
Dead Slow Ahead	39	3.4 Kts	4.1 Kts
Dead Slow Astern	3.4		
Slow Astern	5.5		
Half Astern	9.5		
Full Astern	10.6	Full Astern Power	30.4 % of Full Ahead Power
Min. Steering Speed	3.4	Engine Critical RPM	53-64
Maximum number of consecutive starts		9	
Time full ahead to full astern	366 Sec	Time Limit Astern	7 Min

Steering Details

Rudder Number		Type	KEIKI PR-9211A-E1-SS2	Maximum Angle	35 °Deg
Time hard-over to hard-over	24	Sec			
Rudder angle for neutral effect	0	°Degrees			
Propellers (number)	1	Direction of turn left/right	Right		
Controllable pitch	NIL	Bow thruster(s)	N/A	Stern thruster(s)	N/A
Bow power	N/A	Stern power	N/A		
Steering idiosyncrasies					

Equipment	Status	Other Particulars			
Anchors	Good	Length of cable	11	Cleared away	<input type="checkbox"/> Yes <input type="checkbox"/> No
Speed Log	Good	Water/ Ground	Water/ Ground	Single/ dual axis	
Gyro compass system	Good	Gyro error	Deg	Deviation	Deg
		Magnetic System			
Steering gear	Good	Number of power units in use	2		
X-Band radar	Good	ARPA	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/> No
S-Band radar	Good	ARPA	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/> No



UCF - 504 - PILOT CARD

Revision No. 02

Revision Date 21 Oct 2024

Page 3 of 3

Electronic position fixing		Type	GPS	VISUAL	RADAR
Whistle	Good				
Flags	Good				
Echo sounder	Good				
Rudder/ RPM/ ROT indicators	Good				
Engine telegraphs	Good				
VHF	Good				
Mooring winches and lines	Good				
Voyage Data Recorder	Good				
For Vessels Fitted with ECDIS approved as the primary means of Navigation.				<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
ECDIS Make	JRC	Model	JAN 901B / 9201	Type	JAN 901B / 9201
ENC's Available for the Port / Approaches	YES				
Updates Available and applied	YES				
ECDIS back-up procedures in use	YES				
Local Warnings held onboard	YES				
Any Non-Standard Configuration of ECDIS	NO				
ECDIS Management Card prominently displayed.	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	
SWL (Safe Work Load) bollard used for tug(s)					
Fwd1	638 KN	Fwd2		Fwd3	
Aft1	638 KN	Aft2		Aft3	
Equipment operational defects					
Details of vessel mooring arrangement/ pattern					
See as per mooring arrangement Plan					
Other important details					
Pilot familiarized with operational controls of navigational equipment				<input type="checkbox"/> Yes	<input type="checkbox"/> No
Location of Pilot's EEBD (Emergency Escape Breathing Device) and lifejacket					

Master's Name Capt. DESMOND JEAN B. CARO

Pilot's Name

Signature

Signature



This form shall be prepared for every Pilot Boarding and retained for a period of at least 3 years.

