

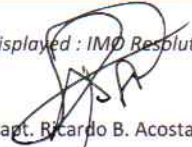
|  |   |  |
|--|---|--|
| <b>MARSDEN POINT, NEW ZEALAND</b>                    |   | Date : <b>23 APR. 2024</b>   |
| Arrival : X  | Shifting :  | Departure :  |
| <b>SHIP PARTICULARS</b>                              |   |  |
| Name : <b>MV PAIWAN WISDOM</b>                       |   | Call Sign : <b>3EWR5</b>   |
| Displacement : <b>26478 T</b>                        | DWT : <b>18895 T</b>                                    | Year Built : <b>2010</b>   |
| Length : <b>175.53 mtrs</b>                          | Beam : <b>29.4 mtrs</b>                                 | Bulbous Bow : <b>YES</b>   |
| Draught Fwd : <b>6.5 m</b>                           | Draught Aft : <b>7.2 m</b>                              | Draught Amidships : <b>6.85 m</b>  |
| Air Draught : <b>33.17 m</b>                         | Freeboard : <b>6.85 m</b>                               | Port Anchor : <b>11 (Shackles)</b>   |
|  |   | Stbd Anchor : <b>11 (Shackles)</b>   |
|  |   |  |
| <b>MAIN ENGINE</b>                                   |   |  |
| Type   | Max Power: 6840 KW                                      | Max Power : 9299 HP  |
|  | RPM / Pitch   | Loaded Speed (kts) Ballast Speed (kts)   |
| Full Ahead :   | 95  | 11.42 11.42  |
| Half Ahead :   | 84  | 10.1 10.1  |
| Slow Ahead :   | 59  | 7.09 7.7   |
| Dead Slow Ahead :                                    | 45  | 5.41 5.6   |
| Dead Slow Astern :                                   | 45  |  |
| Slow Astern :  | 59  |  |
| Half Astern :  | 84  |  |
| Full Astern :  | 95  | 80 % ahead power   |
| Engine Critical RPM : <b>66 - 79</b>                 | Maximum number of Consecutive Engine Starts : <b>12</b> | Time from Full Ahead to Full Astern : <b>15 sec.</b>                                 |
| Time Limit Astern : <b>30 mins</b>                   | Minimum Steering Speed : <b>4 knts</b>                  |  |
| Any effect on RPM due to use of Low Sulphur Fuel Oil |   |  |
| <b>PROPULSION / PROPELLER</b>                        |   |  |
| Number of Propellers: <b>1</b>                       | Direction of Turn: <b>CLOCKWISE</b>                     | Propeller Arrangement : <b>FPP(please strike which is NA) 5BLADES SOLID TYPE X 1</b> |
| Propeller immersion draft:                           | <b>84%</b>  |  |
| <b>BOWTHRUSTER</b>                                   |   |  |
| BOWTHRUSTER (BT) Power in KW and /or HP :            | <b>N/A</b>  |  |
| BT immersion draft:                                  | - m   | Speed at which 100% BT efficiency kts  |
| Makers recommended draft for 100% efficiency:        | m   | Speed at which 50% BT efficiency kts   |
| <b>STEERING</b>                                      |   |  |
| Time from hard-over to Hard-Over : <b>24 sec</b>     |   | Rudder Angle for Neutral Effects:  |
| Rudder (Number): <b>1</b>                            | (Type): <b>BALANCE</b>                                  | (Max angle): <b>35deg.</b>   |



|   |                      |   |
|---|----------------------|---|
| Thrusters (Positions and Power) : N/A                 |                      | Steering Characteristics : N/A  |
| <b>EQUIPMENT CHECKED AND READY FOR USE</b>            |                      |   |
| Anchors :   | YES                  | Cleared Away : YES / NO   |
| Compasses :   | YES                  |   |
| Compass Error :                                       | 0                    |   |
| Speed log :   | YES                  | Doppler : <b>Yes</b> / No<br>Speed : <b>Water</b> / Ground<br>Axis : <b>Single</b> / Dual |
| Echo Sounder :  | YES                  |   |
| GNSS : ( GPS ) U.S.                                   | YES                  | Type : EC-8600  |
| ECDIS :   | YES                  | Type : EC-8600<br>Make: TOKYO KEIKI   |
| X-Band Radar :  | YES                  | ARPA : <b>YES</b> /NO   |
| S-Band Radar :  | YES                  | ARPA : <b>YES</b> /NO   |
| VHF (Including Handheld) :                            | YES                  |   |
| Steering Gear :                                       | YES                  | No. of Power Units In Use : 2   |
| BoW Thrusters   | N/A                  |   |
| 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                | <u>Yes</u> / No / NA |   |
| If Yes, Complete the following Sections :             |                      |   |
| <b>a) Alarm set points and Safety Parameters</b>      |                      |   |
| YES   |                      |   |
| <b>b) Display Orientations / Type</b>                 |                      |   |
| YES   |                      |   |
| <b>c) Navigational Warnings affecting the transit</b> |                      |   |
|   |                      |   |

|   |
|---|
| <b>EQUIPMENT OPERATIONAL DEFECTS &amp; ECDIS BACK UP PROCEDURES IN USE</b>                                    |
| YES   |
| <b>OTHER DETAILS INCLUDING ECDIS TYPE , ENC's &amp; UPDATES AVAILABLE AND APPLIED TO PORTS AND APPROACHES</b> |
| TOKYO KEIKI - EC-8600   |

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

Master  Capt. Ricardo B. Acosta

Date 28.04.2024