

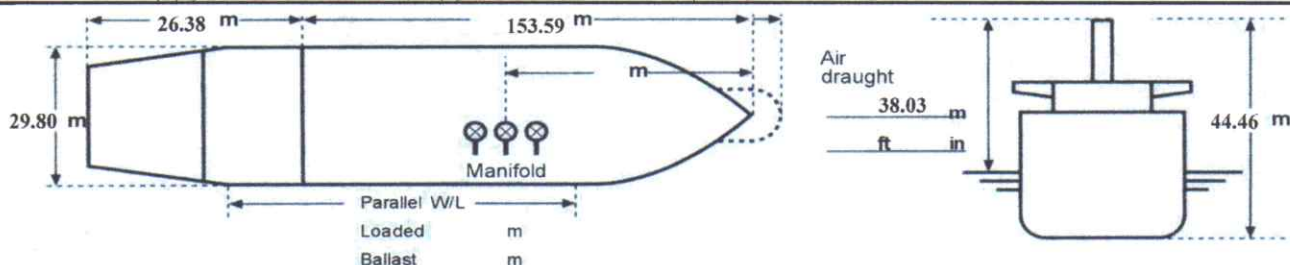
POS

## 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	19 SEP 2025
Call Sign	3ETS8	Displacement	38,647.1 Tons	DWT	30,037.1 Tons
L.O.A	179.97 M	Breadth	29.80 M	Bulbous bow:	Yes
Draft FWD	8.13 M	Draft MID	8.94 M	Draft AFT	9.96 M
Freeboard	5.45 M	Over Head Clearance		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	5,285 kw 102.1 RPM ( HP)
EPL Release	Yes / No	Time required for releasing EPL	1 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

Anchor	<input checked="" type="checkbox"/>	Compass incl. error	<input checked="" type="checkbox"/>	Nav. Lights	<input checked="" type="checkbox"/>	Min. UKC	0.975
Echo Sounder	<input checked="" type="checkbox"/>	Compass Error	<input checked="" type="checkbox"/>	ECDIS*	<input checked="" type="checkbox"/>	Speed	10.0
Whistles*	<input checked="" type="checkbox"/>	VHF*	<input checked="" type="checkbox"/>	Daylight Signal*	<input checked="" type="checkbox"/>	SQUAT	
GPS	<input checked="" type="checkbox"/>	ROT/Pitch Indicator	<input checked="" type="checkbox"/>	Binoculars*	<input checked="" type="checkbox"/>	CB	0.7998
RPM Indicator	<input checked="" type="checkbox"/>	Rudder Indicator	<input checked="" type="checkbox"/>			D/Ahead	0.55
Steering Gear	<input checked="" type="checkbox"/>	No. of Power units in use :				S/Ahead	0.90
X-Band Radar*	<input checked="" type="checkbox"/>	ARPA : Yes / No	S-Band Radar*	<input checked="" type="checkbox"/>	ARPA : Yes / No	H/Ahead	1.68
Engine Telegraphs : Set as ECR or Bridge(If required) control mode						F/Ahead	1.96
Speed Log	<input checked="" type="checkbox"/>	Doppler : Yes / No	Speed : Water / Ground	Axis : Single / Dual			

## EQUIPMENT OPEATIONAL 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 &amp; Signature

Master of PAN OPTIMUM