

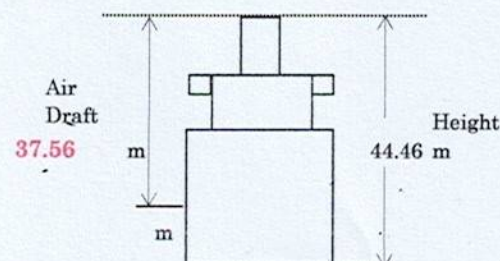
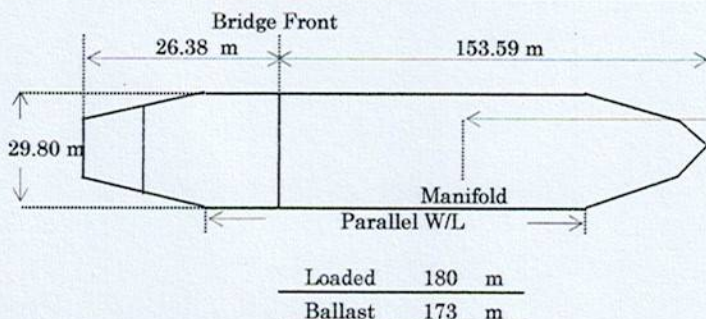
PILOT CARD

No.: _____
Date: ____/____/____
PIC: MASTER

ARR Marsden Point, New Zealand

| | | | |
|--------------|---------------------------------|------------|-----------|
| Ship's name | : MV IRIS K | Call sign | : 3FTI2 |
| Official No. | : 47523-16-A | IMO No. | : 9748435 |
| Deadweight | : 15,941 M/T | Year built | : 2016 |
| Draft | : Fore 4.97 Aft 6.90 Mid 5.90 m | | |
| Displacement | : 24,449 M/T | Trim | : 1.93 m |

| SHIP'S PARTICULARS | | | |
|--------------------|------------|---------------|-----------------------------|
| LOA | : 179.97 m | Anchor chain: | Port 11 Shackles (302.5 m) |
| Breadth | : 29.8 m | Starb'd | 11 Shackles (302.5 m) |
| Bulbous bow | : No | | (1 Shackle = 27.5 m) |



| Type of engine | : MAKITA-MITSUI-MAN B&W6S46ME B-8.3 | Max power | : 6,820 kw (9,146 HP) |
|---------------------------------|-------------------------------------|---|---------------------------|
| EPL (Engine Power Limiters) N/A | | | |
| Maneuvering engine order | RPM / pitch | Speed (knot) | |
| | | Loaded | Ballast |
| FULL ahead | 74/4308.7 mm | 10.6 | 11.2 |
| HALF ahead | 67/4308.7 mm | 9.5 | 10.1 |
| SLOW ahead | 47/4308.7 mm | 5.5 | 6.2 |
| D.SLOW ahead | 39/4308.7 mm | 3.4 | 4.1 |
| D.SLOW astern | 39/4308.7 mm | Time limit astern : NIL min. | |
| SLOW astern | 47/4308.7 mm | Full ah'd to Full ast. : 6 mins 52 secs | |
| HALF astern | 67/4308.7 mm | Max. No. of consecutive starts : 12 | |
| FULL astern | 74/4308.7 mm | Minimum RPM | 36 (5.0 knots) |
| Critical Revolution | 53~64 RPM | Astern power: | 100 % of full ahead power |

| STEERING PARTICULARS | | | |
|--|----------------|------------------------------|--|
| Type of Rudder | : MARINER TYPE | Max. angle | : 35.0 ° |
| | | Hard to Hard | : 25 sec. |
| Rudder angle for neutral effect : 0.00 ° | | | |
| Thruster : Bow N/A | | | |
| Are there any influence on maneuvering characteristics using Low Sulphur fuel Oil ? (If "Yes" please provide the information by another sheet.) | | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

| CHECKED IF ABOARD AND READY | | | |
|--|---|--|--|
| Anchors <input checked="" type="checkbox"/> | Whistle <input checked="" type="checkbox"/> | X-Band radar <input checked="" type="checkbox"/> : ARPA (Yes / No) | S-Band radar <input checked="" type="checkbox"/> : ARPA (Yes / No) |
| Speed Log: <input checked="" type="checkbox"/> | Doppler: Yes / No | Water / Ground Speed | Dual / Single-AXIS |
| Steering gear | Number of power units in use: <u>1</u> | | VHF <input checked="" type="checkbox"/> |
| Indicators: | Rudder <input checked="" type="checkbox"/> | RPM / Pitch <input checked="" type="checkbox"/> | Rate of turn <input checked="" type="checkbox"/> |
| Electronic position-fixing system | <input checked="" type="checkbox"/> | Type JRC(JAN.9201) | |
| Compass system | <input checked="" type="checkbox"/> | Gyro error: <u>+/- 0.1 L</u> | * Gyro error = (True bearing) - (Gyro bearing) |
| Maximum Bollard pull | : 628 kN | LSA nearby Pilot Ladder | : ✓ |

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Other information: Unusual ship-handling (Machinery difficulties / Nav. equip. problem / If any troubles)

| EPL (Engine Power Limiters) | |
|---|---|
| • Is the vessel is equipped with shaft power limiter or Engine Power Limiter (EPL)? | No |
| • Type of EPL | Mecanical-based limiters (governor) / Software programs |
| • Time required for Un-limiting the EPL | min |
| • The ship's maximum unlimited (design) power (MCR) | kw |
| • Limited power under EPL setting | kw |
| • Procedures and Methods for releasing the EPL | (Please refer to Onboard Management Manual for EPL) |
| • Procedures for the report on releasing of the EPL | (Please refer to Onboard Management Manual for EPL) |

 Ack by Pilot


 Capt. THEIN THAN
 MASTER OF M.V IRIS K

