



**MAERSK
TANKERS**

AUTHORISED BY:
BNA018

SHIPNET FORM ID:
B09a

REVIEWED BY:
MKA137

REVISION NUMBER AND DATE:

PREPARED / EDITED BY:
KKR057

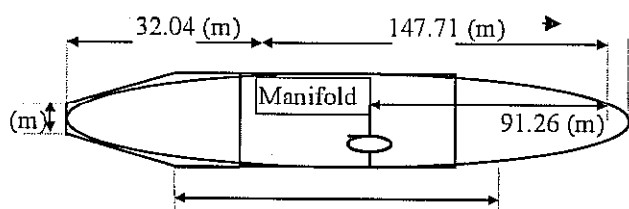
3 / 19 NOV. 2013

SUBJECT:

Pilot Card

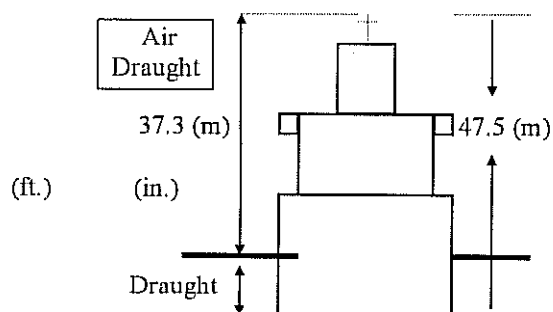
The checks are to be filled in by hand and filed in file B-5 as per Standard filing procedure.

Vessel:	Carla Maersk	Port:	Houston, US	Date:	09/03/2015
IMO No.:	9171503	Call Sign:	OZGB2		
Displacement:	43518 (tonnes)	Deadweight	33431 (tonnes)	Year Built:	1998
Length OA	182.75 (m)	Breadth:	32.20 (m)	Bulbous Bow:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Draught fwd:	10.2FW	Draught aft:	10.2FW	Draught amidships	10.2FW
Port Anchor:	12 (shackles)	Stbd anchor:	12 (shackles)	(1 shackle = 27.4m / 15 Fathoms)	



Parallel W/L	
Loaded	Ballast
174 m	174 m

Air Draft Restriction: (m)




Type of engine	MAN BW S650	Maximum power:	8561 (KW)	10480 (HP)
RPM <input checked="" type="checkbox"/> Pitch <input type="checkbox"/>		Loaded Speed	Ballast Speed	
Full Navigation	122.7	15.52 (Kts)	16.27 (Kts)	
Full Ahead	105	13.67 (Kts)	14.21 (Kts)	
Half Ahead	85	10.83 (Kts)	11.78 (Kts)	
Slow Ahead	75	9.24 (Kts)	10.46 (Kts)	
Dead Slow Ahead	51	8.04 (Kts)	9.20 (Kts)	
Dead Slow Astern	51			
Slow Astern	75			
Half Astern	85			
Full Astern	105			

100 (% of full ahead power)

Engine critical RPM:	55-67	Maximum number of consecutive starts:	20
Time full ahead to full astern:	16(min) 40 (sec)	Time limit astern:	6 (min)

STEERING & ECDIS

Rudders:	1 (number)	Balanced (type)	35 (maximum angle)
Time hard-over to hard-over:	1 pumps - 23 (sec)/2pumps - 13 (sec)		
Rudder angle for nutral effect:	0°		
Propellers:	1 (number)	Direction of turn:	Left <input type="checkbox"/> Right <input checked="" type="checkbox"/>
Controllable pitch:	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Thrusters: N/A	N/A (number)
Bow power:	N/A (KW/HP)	Stern power: N/A	N/A (KW/HP)
Steering idiosyncrasies:	Nil		
ECDIS Safety Parameter Settings advised and discussed with Pilot	SHALLOW COASTLINE : 11 m SAFETY COASTLINE : 13 m SAFETY DEPTH : 13 m DEEP COASTLINE : 25 m		
ECDIS Safety Parameter Settings cross referenced with the Pilot's portable ECDIS Unit (where used)			

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SUBJECT: Pilot Card		

EQUIPMENT CHECKED & READY FOR USE

Anchors :	✓	Cleared away:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Whistle:	✓		
Flags:	✓		
X- Band Radar:	✓	ARPA:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
S-Band Radar:	✓	ARPA:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Speed Log:	✓	Water / Ground	Single axis / dual axis
Echo Sounder:	✓		
Electronic position fixing:	✓	Type:	DGPS
Compass system	✓		
DIS stations:	✓		
Gyro compass error	+ 0.10		
Steering gear	✓	Number of power units in use:	2
Rudder/ RPM/ ROT indicators	✓		
Engine telegraphs	✓		
VHF	✓		
Mooring winches & lines	✓		

EQUIPMENT OPERATIONAL DEFECTS

Nil

OTHER IMPORTANT DETAILS

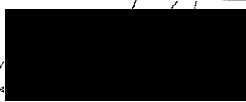
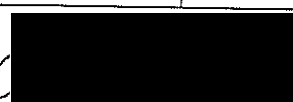
Nil

ADDITIONAL INFORMATION

Flag:	Danish	IMO No: 9171503			
Agent:	Seaport Hub Agencies, Inc. (Houston)				
Cargo Type:	MTBE	Ship Type:	Oil/Chemical Tanker	Last Port:	Amuay Bay
Gross Tonnage:	29289	Net Tonnage:	11621	Beam:	32.20
SWL of Bits:	74				
Location of LSA gear for pilots use:	Bridge-Stbd Side				

ADDITIONAL COMMUNICATION INFORMATION

Fax:	870 76506 6349	Telex:	421926910	Email:	master@carla.maersktankers.com
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Print Name and Sign	
Master:	Pilot:
Adam Napierski	
	



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SECTION 2 - Pilot Furnished Information

Min. UKC & Max. Squat during the passage:**

Min. UKC: 1.8m

SQUAT: 1.5m

Local regulations/Restrictions/Air-Draft Restriction:

Max Draft: 40 ft / 12.19m

AIR DRAFT: 53.34m

ected traffic density: 18 PER HOUSTON TRAFFIC INFORMATION
11 VESSEL INBOUND

Tugs - Number / Positions / Maximum bollard pull and any limitations: CLAXTON - 44 MT; ROSEMARY - 74 MT
TUG FWD - ROSEMARY / TUGS LINE
TUG AFT - CLAXTON / TUGS LINE

Mooring plan:



Local anomalies that might affect vessel when alongside:

N/L

Print Name and Sign	
Master:	Adam Napierski
Pilot:	L. Evans

** Maersk Tankers A/S UKC policy is as follows**

1. When alongside, at anchor or at an SBN/CBM within a protected harbor area: Min. UKC to apply is 0.30 m or allowance for one degree list, whichever is greater.
2. Approaches, anchorages, SBM/CBM outside harbor areas, Confined waters, and Buoyed channels: Min. UKC should be 0.90 m or allowance for three degrees list; whichever is greater.
3. Deep Sea, while underway during open sea navigation: Min. UKC should be 50% of the vessels draft or a minimum of 3.5 m., whichever is the greater. (**)

Please refer to Company's UKC policy specified under ShipNet ID 05.230.04 for further details.

**MAERSK
TANKERS**AUTHORISED BY:
BNI022SHIPNET FORM ID:
B10REVIEWED BY:
BNA018

REVISION NUMBER AND DATE:

PREPARED / EDITED BY:
SJA109**0 / 30 SEP. 2012**

SUBJECT:

Under Keel Clearance Calculation

Port :	Houston, US	ARRIVAL	<input type="checkbox"/>	DEPARTURE	<input checked="" type="checkbox"/>
Date :	09 - MARCH 2015	(m/ Ft.) Strike out whichever is not applicable.			
Time :	0530 LT	Note: Use separate column for each point of interest that requires UKC calculation. This checklist is to be filled in and filed in file B-5 as per Standard filing procedure. <u>MDS UKC calculation and report to be used as primary means. This Form can be used in conjunction for supplementary information.</u>			

Section 1 - Deepest Navigational Draft

	Area / Place to be considered	BERTH TPC	CHANNEL	PILOT STATION		
1	Deepest Draft (m/ Ft.)	10.2 FW	10.2 FW	10.2 FW		
2	Trim (for indication only) (m/ Ft.)	0.2	0.2	0.2		
3	Increase in Draft Due to List (m/ Ft.)	-	-	-		
4	Intended Transit Speed (Knots)	0	8	10		
5	Anticipated Squat (m/ Ft.)	0.2	1.0	1.5		
6	FW Allowance (m/ Ft.)	-	-	-		
7	Corrected Maximum Draft (m/ Ft.)	10.2	11.2	11.7		

Section 2 - Anticipated Controlling Depth

8	Chart Depth (m/ Ft.)	12.0	12.8	14.0		
9	Height of Tide when passing the Place (m/ Ft.)	0.2	0.2	0.2		
10	Sea State (m/ Ft.)	-	-	-		
11	Past Weather Impact (m/ Ft.)	-	-	-		
12	Controlling Depth (m/ Ft.)	12.2	13.0	14.2		
13	Tidal window, if applicable	-	-	-		

Or listed controlling depth from latest data

Section 3 - Anticipated Under Keel Clearance

7	Corrected Maximum Draft (m/ Ft.)	10.2	11.2	11.7		
12	Controlling Depth (m/ Ft.)	12.2	13.0	14.2		
14	Under Keel Clearance (m/ Ft.)	2.0	1.8	2.5		
15	Port UKC Requirements (m/ Ft.)	-	-	-		
16	Company UKC Requirements (*) (m/ Ft.)	0.3	0.9	0.9		
17	Complies (Yes / No / NA)					

Other comment:

Nil

CAPT. ADAM NAPIERSKI
Master's Signature

Pilot's Signature