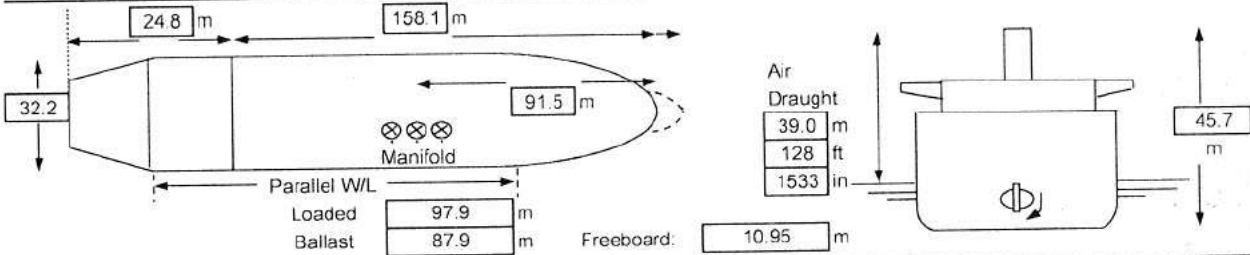


BOF-1.4b: Pilot Card

SHIP'S PARTICULARS:

Port New York, U.S.A in/out
 Ship's Name: ENDO BREEZE Call sign 9HA5061 Flag Malta Year built 2003
 Displacement: 25,194 (tonnes) Deadweight: 14,800 (tonnes) GRT 26,914
 Length OA 182.90 (m) Breadth 32.23 (m) Bulbous bow 1.5
 Draught fwd 4.75 (m) Draught aft 6.75 (m) Draught amid 5.75 (m)
 Port anchor 11 (shackles) Stbd anchor 12 (shackles); (1 shackle = 27.4m / 15 fathoms)



ENGINE:

Type of engine MAK 2x3840kW 6000rpm Maximum power 7,860 (kW) 10,710 (HP)

	rpm / pitch	loaded speed	ballast speed
Full ahead	<u>7.5</u>	<u>12.5</u> kts	<u>12</u> kts
Half ahead	<u>6</u>	<u>10.7</u> kts	<u>11.4</u> kts
Slow ahead	<u>4</u>	<u>6</u> kts	<u>6.5</u> kts
Dead slow ahead	<u>2</u>	<u>2.5</u> kts	<u>2.7</u> kts
Dead slow astern	<u>-2.5</u>	<u>-2.5</u> kts	
Slow astern	<u>-4</u>	<u>-6</u> kts	
Half astern	<u>-6</u>	<u>-11</u> kts	
Full astern	<u>-10</u>	<u>100</u> (% of full ahead power)	

 Maximum number of consecutive starts N/A
 Time full ahead to full astern 1.2 (sec)
 Time limit astern Unlimited (min)
 Minimum steering speed 2 (kts)
 Engine critical rpm N/A

STEERING:

Rudders 1 (number) BECKER (type) 65 ° (maximum angle)
 Time hard-over to hard-over 2 pump 16" sec Rudder angle for neutral effect 0 °
 Propellers 1 (number) Direction of turn Right Controllable pitch Yes
 Thrusters N/A (number) Bow power N/A kW/HP Stern power N/A kW/HP
 Steering idiosyncrasies No

EQUIPMENT CHECKED & READY FOR USE:

Anchors	<input checked="" type="checkbox"/>	Cleared away	<input checked="" type="checkbox"/>	Whistle	<input checked="" type="checkbox"/>
X-Band radar	<input checked="" type="checkbox"/>	ARPA	<input checked="" type="checkbox"/>	Flags	<input checked="" type="checkbox"/>
S-Band radar	<input checked="" type="checkbox"/>	ARPA	<input checked="" type="checkbox"/>	VHF	<input checked="" type="checkbox"/>
Speed log	<input checked="" type="checkbox"/>	Water / Ground	<u>single axis/dual axis</u>	AIS	<input checked="" type="checkbox"/>
Echo sounder	<input checked="" type="checkbox"/>	Ecdis (where fitted)	<u>3</u>	Mooring winches / lines	<input checked="" type="checkbox"/>
Electronic position - fixing	<input checked="" type="checkbox"/>	Type	<u>GPS</u>	Rudder/RPM/ROT indicators	<input checked="" type="checkbox"/>
Compass system	<input checked="" type="checkbox"/>	Gyro compass error	<u>0</u> °	Engine telegraphs	<input checked="" type="checkbox"/>
Steering gear	<input checked="" type="checkbox"/>	Number of power units in use	<u>2</u>	Navigation Lights	<input checked="" type="checkbox"/>

Columbia Shipmanagement requires a minimum UKC to be maintained as follows:

- 10% of the deepest draft when alongside a berth, including SBM's
- 15% of the deepest draft when navigating in shallow waters including 'open shallow' and 'narrow channel'
- 25% of the deepest draft when navigating in open water

min UKC	<u>4.36</u>
Speed Limit	<u>10.0</u>
Squat	<u>1.36</u>

EQUIPMENT OPERATIONAL DEFECTS / OTHER IMPORTANT DETAILS:

NO DEFECTS

Master's Name: Llanas, Paul James

Pilot's Name: W. Chapman

Date: 29 APR 2021

E. Elizabeth Miller

B/S

BOF-01.4a: Master / Pilot Exchange

SHIP IDENTITY

Ship's Name: ENDO BREEZE
Flag: MALTA
Ship's Agent: MORAN SHIPPING - NEW YORK
Type of Ship: Oil/Chemical Tanker
Cargo Type: Ballast Condition
Call Sign: 9HA5061
Year Built: 2003
IMO No: 9239977
Last Port: Algeciras, Spain

ADDITIONAL COMMUNICATION INFORMATION

Fax No: 870-783-208-236
Telephone No: 870-773-233-4939
Telex No: INM-C 463791725

PILOT BOARDING INSTRUCTIONS

Date and Arrival Time at Pilot Boarding Station **29 APR 22** UTC **LT**
Position Pilot will board **SUNCOO LINDEN TERMINAL**
Embarkation Side
Approach Course and Speed to Boarding Station **N/A**
Requested Boarding Arrangement

SHIP PARTICULARS / ANCHORS / MANOEUVRING DETAILS / MAIN ENGINE DETAILS
Refer to attached Pilot Card

SWL fairleads and bitts / Maximum Permissible Bollard Pull from Tugs
Refer to attached Mooring Plan

EQUIPMENT DEFECTS: **NIL**

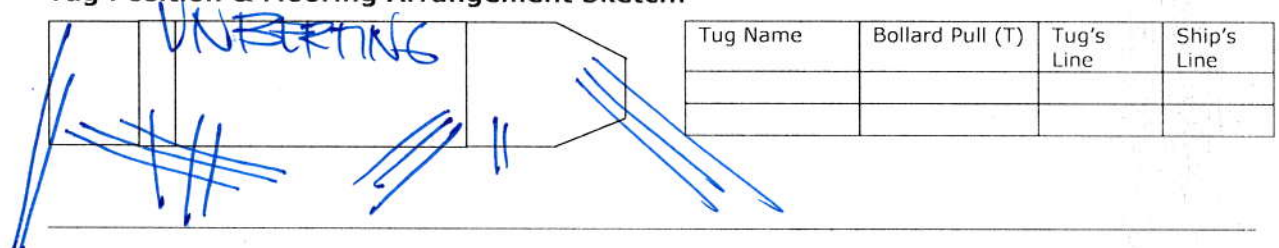
ORIGINATING AUTHORITY

Name
VHF Channels: (1) River, (2) Harbour **12/14**, (3) Port Control **12/14**, (4) Tug(s)
Other means of contact **VHF. 16/12/14**

BERTH AND TUG DETAILS

Intended berth and berthing prospects **UNBERTHING SUNCOO LINDEN TERMINAL**
Minimum depth at chart datum alongside berth **11.1 METERS**
Port **Starboard** side alongside **STARBOARD**
Estimated transit time to berth **1.0 HRS**
Tug Rendezvous/Release position **AS PER PILOT**
Tug securing arrangement **FWD & AFT (STARBOARD)**
Total Bollard Pull **120 TONS**
Pilot/Tug(s) Communications **VHF. 73/12**

Tug Position & Mooring Arrangement Sketch:





LOCAL WEATHER AND SEA CONDITIONS RELEVANT TO THE MANOEUVRING

Tidal Information (Height and Times)

Current Information

Forecasted local weather

AS PER TOTAL TIME (SEE ATT)
GOOD WEATHER, CALM SEAS

DETAILS OF PASSAGE PLAN

Abort points, Emergency plans, Speed required for passage, Speed required to approach berth:

SEE PACKAGE PLAN

DETAILS OF ECDIS

ECDIS maker/model SAM ELECTRONICS 1100

ENCs and updates available and applied for Port and approaches (yes/no) Yes

Local Warnings (Navarea, Navtex, etc.) held on-board Yes

Backup means of navigation (Secondary ECDIS or Paper charts) Secondary ECDIS

Safety depth 9.0 METERS

Safety Contour alarm setting 9.0 METERS

LOCAL REGULATIONS, including VTS reporting, max allowable draft, minimum permissible UKC during ship's progress and alongside, overtaking restrictions, etc:

NIL

OTHER RELEVANT INFORMATION, including navigational hazards, etc:

NIL

Date / Time:

29 APR 2022

1654 LT

Pilot's name:

W. Miller
E.A. Miller

Signature:

[Redacted Signature]