WHEELHOUSE POSTER

Ship's name _____ Call sign SFKK6 Gross tonnage 18500.0 Net tonnage 10785.0

Draught at which manoeuvering data were obtained

LOADED	BALLAST
Trial / Estimated	Trial / Estimated
10.06 m forward	3.35 m forward
10.06 m aft	6.47 m aft

STEERING PARTICULARS	
Type of rudder(s)	Mariner
Maximum rudder angle	35 °
Time hard-over to hard-over (35°-30°)	
with one power unit	24.9 s
with two power units	24.6 s
Minimum speed to maintain course propeller stopped abt.	4 knots
Rudder angle for neutral affect	1 °

ANCHOR CHAIN		
	No of shackles	Max. rate of heaving (min/shackle)
Port	2	2'-02"
Starboard	2	1'-57"
Stern	-	-
(1 shackle = 27.5 m / 15.0 fathoms)		

PERFORMANCE MAY DIFFER FROM THIS RECORD DUE TO ENVIRONMENTAL, FULL AND LOADING CONDITIONS.

Prepared by

Date 2019-01

PROPULSION PARTICULARS			
Type of engine :			
Type of propeller :			
Engine order	Rpm Pitch	Speed (knots) Loaded	Ballast
Full sea speed	106	14.0	15.2
Full ahead	80	10.0	10.8
Half ahead	60	7.5	8.4
Slow ahead	50	6.2	7.0
Dead slow ahead	40	5.0	5.6
Dead slow astern	40	Critical revolutions	63 ～ 75 rpm
Slow astern	45	Minimum rpm	4 knots
Half astern	55	Time limit at min. rev.	35 rpm
Full astern	65	Emergency full ahead to full astern	615 s
		Stop to full astern	260 s
		Astern power	30% ahead
		Max. no. of consecutive starts	13

THRUSTER EFFECT at trial conditions					
Thruster	kW (HP)	Time delay for full thrust (s)	Turning rate at zero speed(°/min)	Time delay to reverse full thrust (min)	Not effective above speed (knots)
Bow					
Stern					
Combined					

DRAUGHT INCREASE (LOADED)				
Estimated Squat Effect			Heel Effect	
Under keel clearance	Ship's speed (knots)	Max.bow squat estimated (m)	Heel angle (degree)	Draught increase (m)
5.0 m	10.0	1.04	2	0.471
	8.0	0.67	4	0.944
	5.0	0.26	8	1.897
10.0 m	10.0	1.18	12	2.869
	15.0	0.52	16	3.871

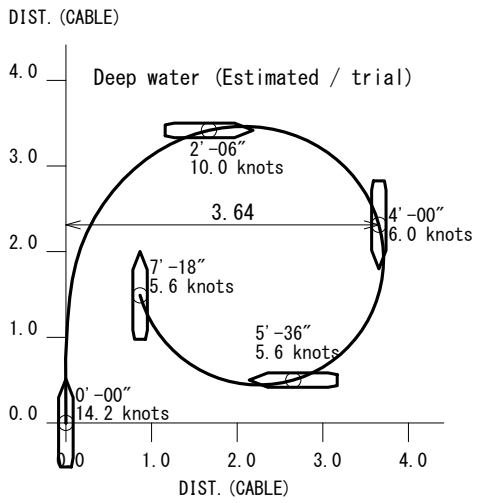
MAN OVERBOARD RESCUE MANOEUVER

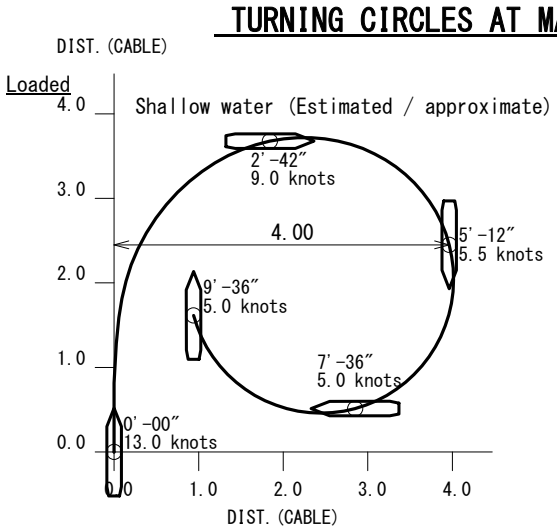
SEQUENCE OF ACTIONS TO BE TAKEN
- TO CAST A LIFEBUOY
- TO GIVE THE HELM ORDER
- TO SOUND THE ALARM
- TO KEEP THE LOOK-OUT

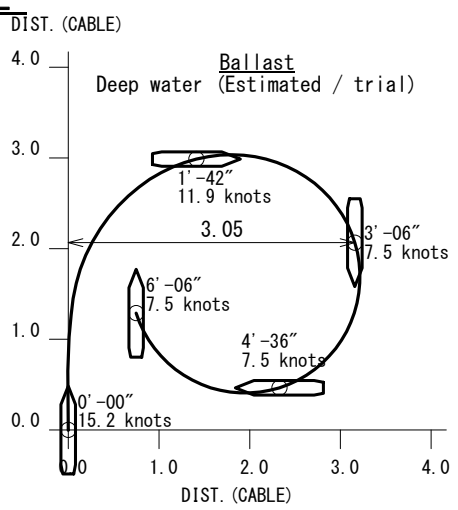
When the person port side of the ship

1) Order "Hard Port".
2) When heeling angle reaches abt.70 from the original course, order "Hard Starboard".
3) When heading angle reaches abt.180 from the original course, keep the course, decrease the ship's speed.

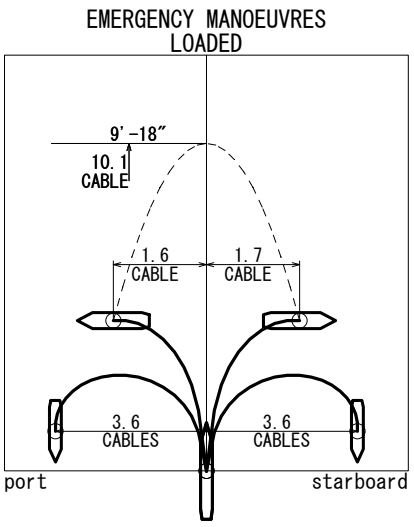
TURNING CIRCLES AT MAX. RUDDER ANGLE



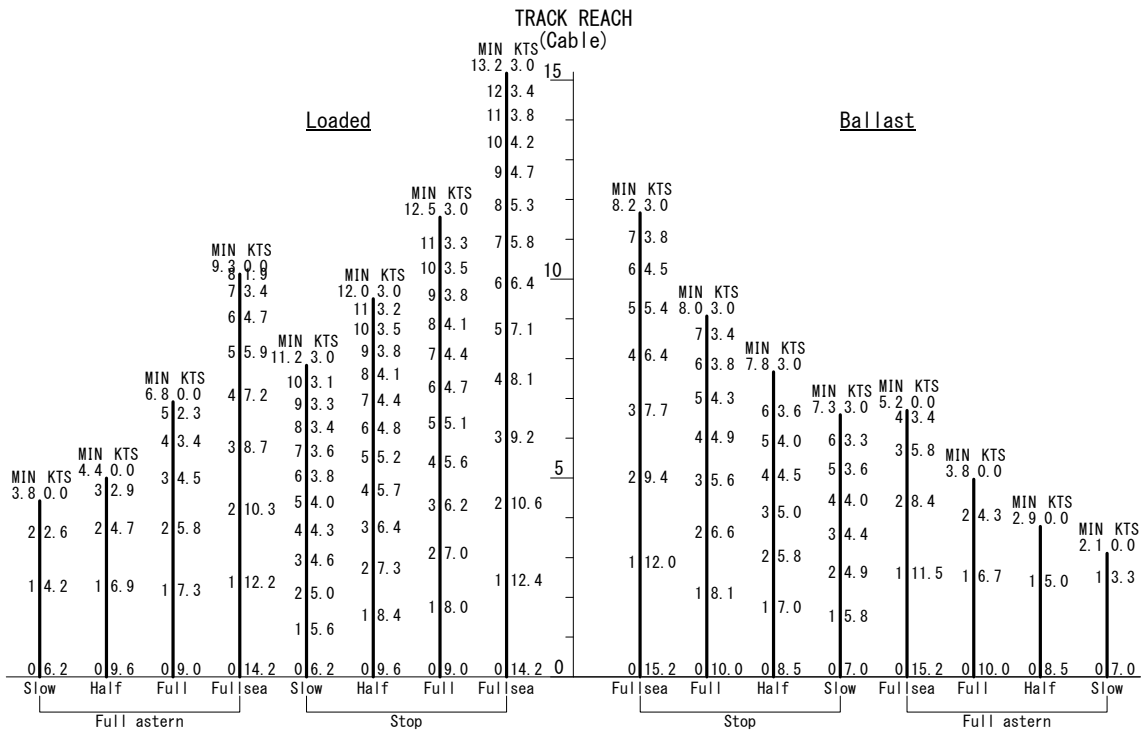


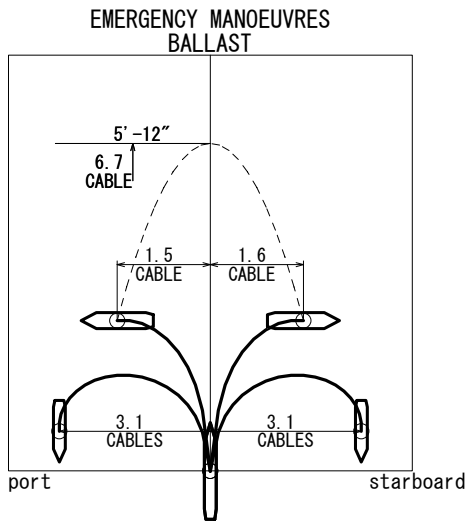


STOPPING CHARACTERISTICS



FULL SEA SPEED AHEAD
Cosparlson of turning (max.rudder) and full astern stopping ability (rudder amidship)





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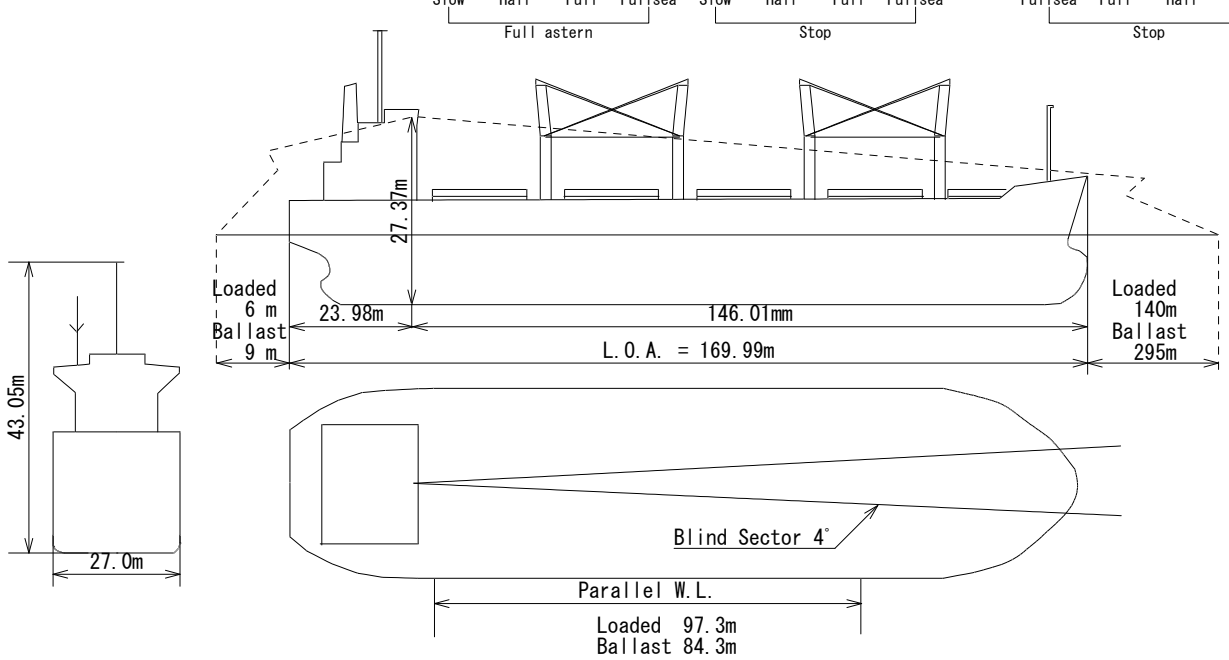

WARNING : -

THE RESPONSE OF THIS VESSEL MAY BE DIFFERENT FROM THAT LISTED ABOVE, IF ANY OF THE FLOODING CONDITION, UPON WHICH THE MANEUVERING. INFORMATION IS SAVED, ARE VARIED.

1. CALM WEATHER - WIND 10 KNOTS OR LESS, CALM SEA :
2. NO CURRENT :
3. WATER DEPTH TWICE THE VESSEL'S DRAFT OR GREATER :
4. CLEAN HULL AND CLEAN PROPELLER :
5. INTERMEDIATE DRAFTS OR UNUSUAL TRIM :