

WHEELHOUSE POSTER

according to IMO Res. A. 601 (15) + USA CFR 33 § 164.35 (g)

Ship's name _____

Call sign _____

Prepared by _____

Date _____

SHIP'S PARTICULARS

Gross tonnage	
Net tonnage	
Displacement, maximum	t
Deadweight, maximum	t
Block coefficient at summer full load draught	

Performance may differ from this record due to environmental, hull and loading conditions.

WARNING

The response of the (name of the vessel) may be different from that listed above if any of the following conditions, upon which the manoeuvring information is based, 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
 (5) Intermediate drafts or unusual trim.

DRAUGHTS AT WHICH THE MANOEUVRING DATA WERE OBTAINED

	Loaded	Ballast
	Trial / Estimated	Trial / Estimated
Forward	m	m
Aft	m	m

STEERING PARTICULARS

Type of rudder(s)	
Maximum rudder angle	°
Time hard-over to hard-over with one power unit	s
Time hard-over to hard-over with two power units	s
Minimum speed to maintain course, propeller stopped	kts
Rudder angle for neutral effect	°port/starboard

ANCHOR CHAIN

	Number of shackles	Max. rate of heaving (min/shackle)
Port		
Starboard		
Stern		
1 shackle =		m \triangle fathoms

PROPULSION PARTICULARS

Type of engine _____ Type of propeller _____	Unlimited power _____ kW (_____ hp) Limited power _____ kW (_____ hp)	
Engine order	Rpm/Pitch setting	Speed (kts) Loaded / Ballast
Sea unlimited		
Sea with PRL		
Full		
Half		
Slow		
Dead slow		
Critical revolutions		rpm
Minimum revolution		rpm \triangle kts
Time limit astern		min
Time limit at minimum revolutions		min
Emergency full ahead to full astern		s
Stop to full astern		s
Astern power		% ahead
Maximum number of consecutive starts		

THRUSTER EFFECT AT TRIAL CONDITIONS

Thruster	kW (hp)	Time delay for full thrust	Turning rate at zero speed	Time delay to reverse full thrust	Not effective above speed
Bow		s	%/min	min s	kts
Stern		s	%/min	min s	kts
Combined		s	%/min	min s	kts

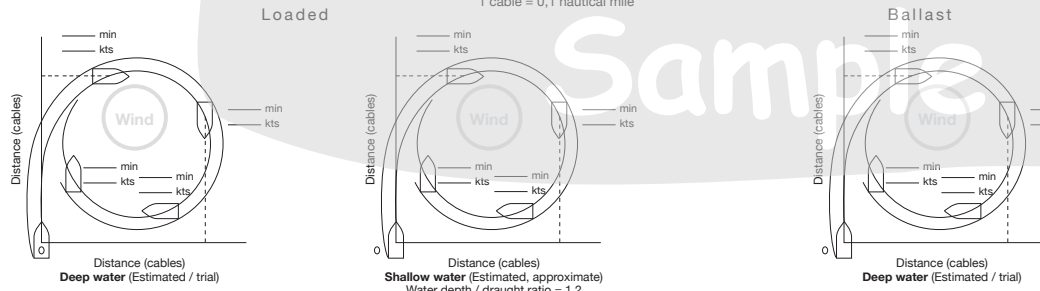
DRAUGHT INCREASE (LOADED)

Estimated squat effect			Heel effect	
Under keel clearance	Ship's speed	Max. squat at bow / stern	Heel angle	Draught increase
m	kts	m	2°	m
m	kts	m	4°	m
m	kts	m	8°	m
m	kts	m	12°	m
m	kts	m	16°	m

Turning circles are essentially the same for both directions

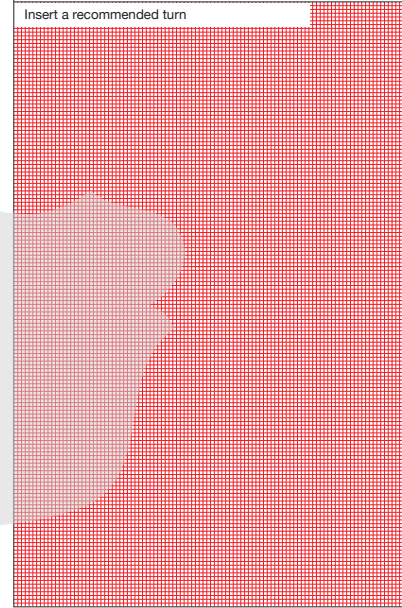
TURNING CIRCLES AT MAXIMUM RUDDER ANGLE

1 cable = 0,1 nautical mile

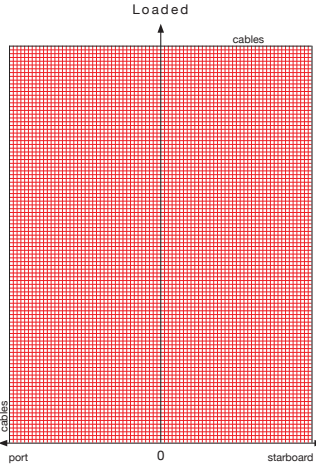


MAN OVERBOARD RESCUE MANOEUVRE

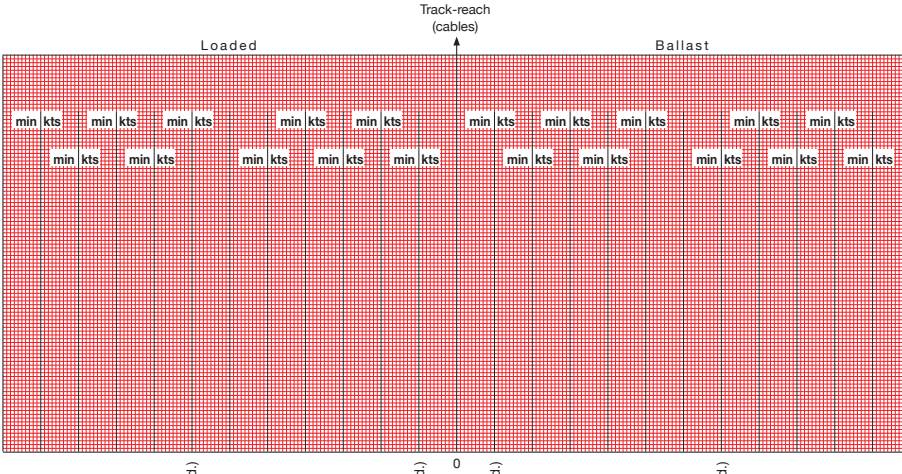
Sequence of actions to be taken:
 - to cast a lifebuoy
 - to give the helm order
 - to sound the alarm
 - to keep the look-out



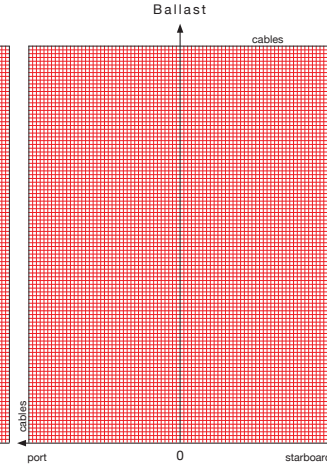
EMERGENCY MANOEUVRES



STOPPING CHARACTERISTICS



EMERGENCY MANOEUVRES



From Full Sea Ahead Comparison of turning (max. rudder) and full astern stopping ability (rudder amidships)

