FSB

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W H E E L H O U S E   P O S T E R

According to IMO Resolution A.601(15)

Ship's name .... , Call sign .... , Gross tonnage .... , Nett tonnage ....

Max. displacement.................tonnes, and Deadweight.................tones, and Block coefficient.........at summer full load draught

Draught at witch the manoeuvring data were obtained

	Loaded	Ballast
	Trial / Estimated	Trial / Estimated
	m forward	m forward
	m aft	m aft

PROPULSION PARTICULARS

Type of engine		Type of propeller
kW (	HP)	

Engine order	rpm/pitch setting	Speed (knots)	
		Loaded	Ballast
Full sea speed			
Full ahead			
Half ahead			
Slow ahead			
Dead slow ahead			
Dead slow astern			
Slow astern			
Half astern			
Full astern			

Critical revolutions................. rpm
Minimum rpm .... knots
Time limit astern.................... min
Time limit at min revs .... min
Full ahead to full astern ....s
Stop to full astern ....s
Astern power ....% ahead
Max.no.of consecutive starts ....

STEERING PARTICULARS

Type of rudder(s) ....
Maximum rudder angle ....°
Time hard-over to hard over
  with one power unit ....s
  with two power units ....s
Minimum speed to maintain
  course propeller stopped ....knots

Rudder angle for neutral effect ....°

ANCHOR CHAIN

	No. of shackles	Max. rate of heaving (min/shackle)
Port		
Starboard		
Stern		
1 shackle =	m (	fathoms)

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	knots
Stern	( )	s	°/min	min s	knots
Combined	( )	s	°/min	min s	knots

DRAUGHT INCREASE (LOADED)

Estimated Squat Effect			Heel Effect	
Under keel clearance	Ship's speed (knots)	Max bow squat estimated (m)	Heel angle (degree)	Draft increase (m)
m			2	
			4	
			8	
m			12	
			16	

TURNING CIRCLES AT MAX. RUDDER ANGLE

LOADED   Water depth / draught ratio = 1.2   BALLAST

LOADED: Distance (cables), DEEP WATER (Estimated / Trial)

Distance (cables) SHALLOW WATER (Estimated, approximate)

TRACK REACH cables

BALLAST: Distance (cables) DEEP WATER (Estimated / Trial)

1 cable = 0.1 nautical mile

EMERGENCY MANOEUVRES

FULL SEA AHEAD
Comparison of turning (max. rudder) and full astern stopping (rudder amidship)
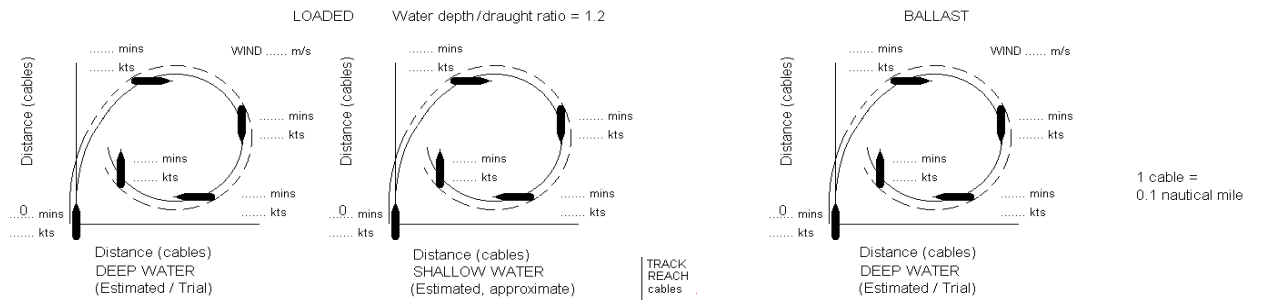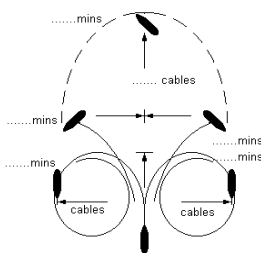
STOPPING CHARACTERISTICS
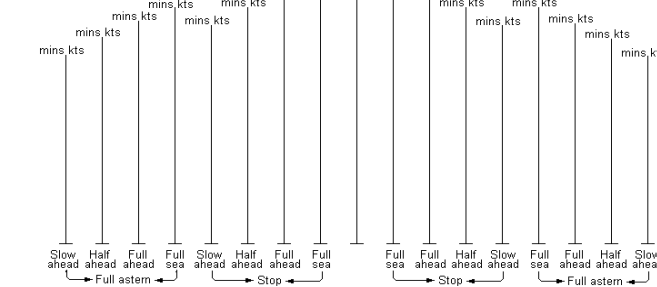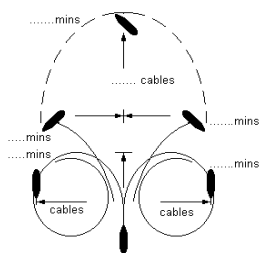
LOADED   BALLAST

Slow ahead | Half ahead | Full ahead | Full sea — Full astern
Slow ahead | Half ahead | Full ahead | Full sea — Stop
Full sea | Full ahead | Half ahead | Slow ahead — Stop
Full sea | Full ahead | Half ahead | Slow ahead — Full astern

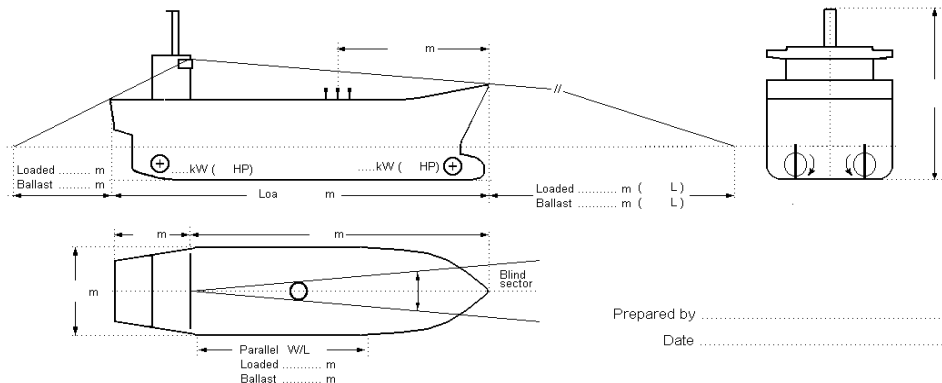### EMERGENCY MANOEUVRES

FULL SEA AHEAD
Comparison of turning (max. rudder) and full astern stopping (rudder amidship)

Loaded .... m
Ballast .... m
.....kW (HP)   .....kW (HP)
Loa   m
Loaded .... m (L)
Ballast .... m (L)

Parallel W/L
Loaded .... m
Ballast .... m
Blind sector

Prepared by ....
Date ....

MAN OVERBOARD RESCUE MANOEUVRE

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

Recommended turn

Note: PERFORMANCE MAY DIFFER FROM THIS RECORDS DUE TO ENVIRONMENTAL, HULL AND LADING CONDITION