

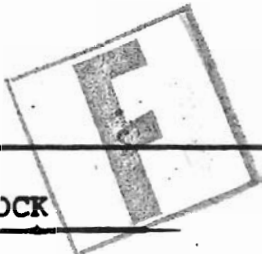
EQUITABLE SHIPYARDS, INC.  
NEW ORLEANS, LA.

# TEST MEMORANDUM

CONTRACT STATEN ISLAND FERRY DEPT ALL  
SAMUEL I NEWHOUSE HULL X778-1714

**TITLE**

SEA TRIAL



**TEST MEMO NUMBER**

M-39

PREPARED BY G. G. HADDOCK  
CHECKED BY \_\_\_\_\_

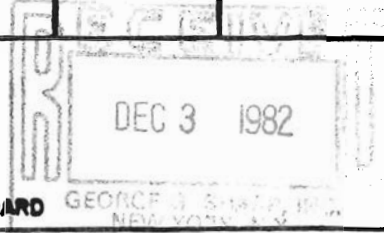
APPROVED \_\_\_\_\_  
CHIEF ENGINEER

**TEST MEMO APPROVALS**

SUBMITTED TO	INITIAL ISSUE	APPROVAL DATE BY	RESUB DATE	APPROVAL DATE BY	RESUB DATE	APPROVAL DATE BY
	OWNER	7/2/82	10/29/82	11/8/82		
ESI						

**REVISIONS**

SHEET	REV. NO.	DESCRIPTION	APPROVAL	
			OWNER	ESI
26	1	Revised Trial Description		
	2	Revised pages 27 through 46 to incorporate comments from G.G.S. Inc. letter 5604/S8 dated 10/29/82 Added pages 35 and 35C		11/5/82 11/5/82



FOR OWNER \_\_\_\_\_  
FOR BUILDER \_\_\_\_\_

FOR U.S. COAST GUARD  
FOR AMERICAN BUREAU OF SHIPPING

SEA TRIAL  
 SAMUEL I. NEWHOUSE  
 HULL 1714

CRASH STOPS

1. Three crash stops will be made in each direction.
2. The vessel shall be in free route speed with 750 engine R.P.M. and 100% propeller pitch on both propellers.
3. The ahead/astern pitch control levers in the command pilot house are to be shifted from 100% pitch ahead to 100% astern in a rapid, smooth motion.
4. The head reach is to be measured in vessel lengths by throwing markers overboard.

NOTE: 1) Only two stops were made in each direction  
 2) Sea condition, water depth, wind velocity data was not recorded and is not available.

DIRECTION	TIME TO STOP Sec.	HEAD REACH Ft.	HEADING START	HEADING STOP
NY	32	440	90°	90°
		Full Speed	750 & 100%	
NY	35	370	255°	255°
		1/2 Speed	600 & 80%	
		1/2 Speed	600 & 80%	
S. I.	35.8	410	57	42
S. I.	31	420	90	89
		Full Speed	750 & 100%	