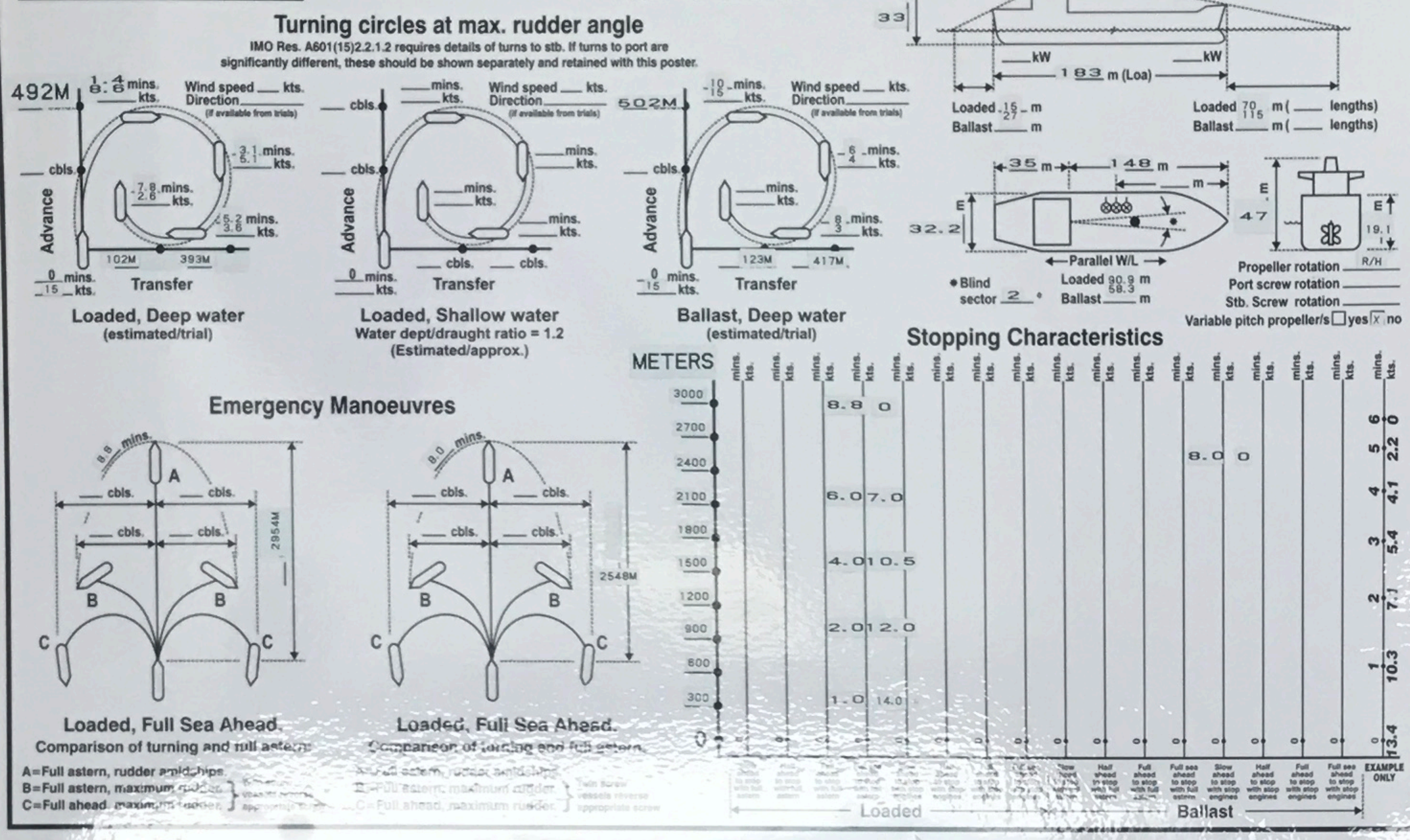


**Man overboard procedure**  
 1) Cast a lifebuoy. 2) Give the helm order.  
 3) Sound the alarm. 4) Keep a look-out.  
 Recommended turn:  
**WILLIAMSON TURN**

# WHEELHOUSE POSTER

Performance may differ from this record due to environmental, hull and loading conditions.  
**MASTER** Date 2014  
 Prepared by

Sheet 2 of 2  
 Ship's name **ALNIC MC**  
 1 Cable = 0.1 nautical mile



# WHEELHOUSE POSTER

Ship's name **ALNIC MC** Call sign **DSNJ9** Gross tonnage **30040** Net tonnage **13312**  
 Max. displacement **60,622.6** tonnes, and Deadweight **50,760.4** tonnes, and Block coefficient **78.9** at summer full load draught

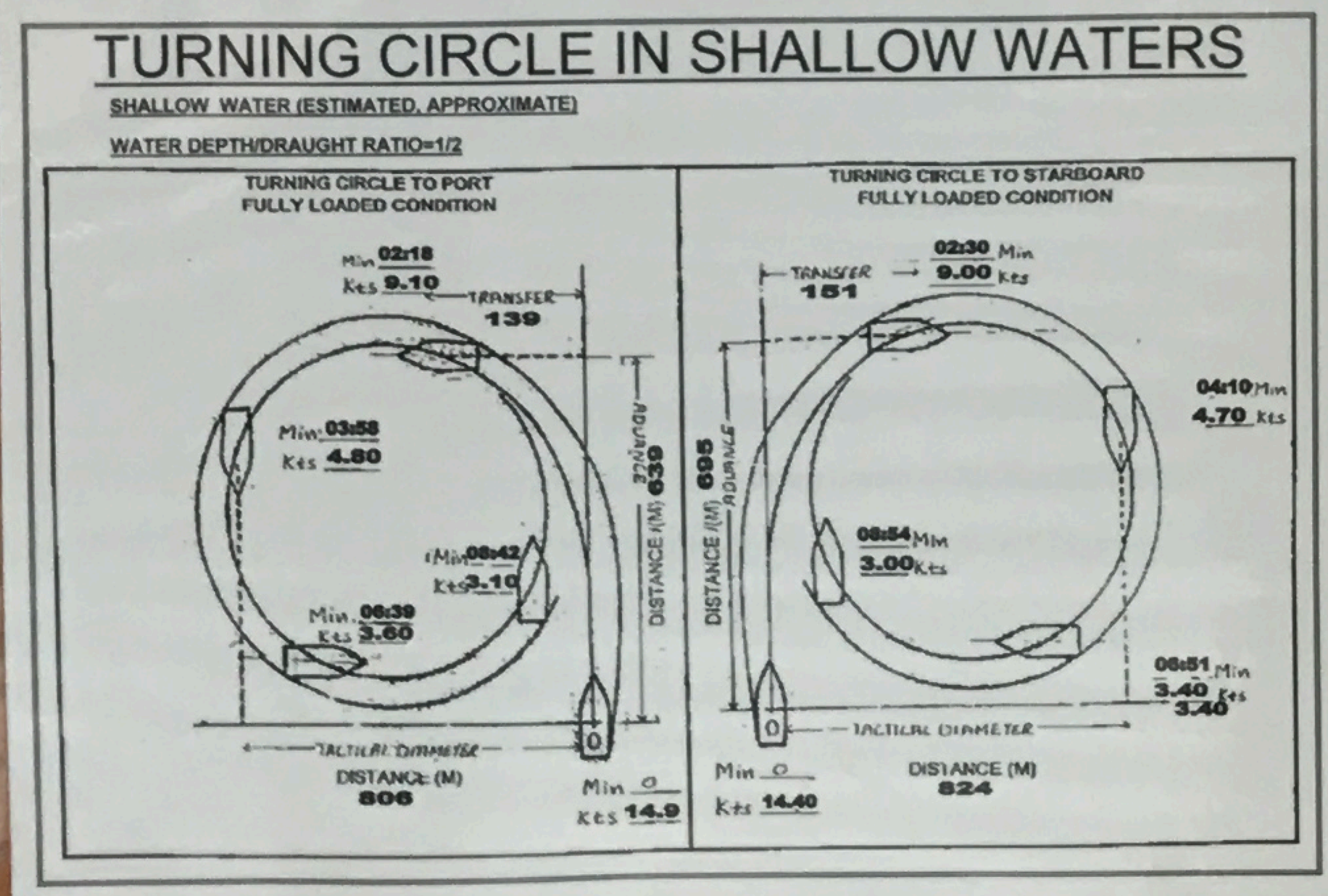
Draught at which the manoeuvring data were obtained		STEERING PARTICULARS		ANCHOR CHAIN		
Loaded	Ballast	Type of rudder(s)	SEMI BALLANCE	No. of shackles	Max. rate of heaving (min/shackle)	
11.0 m forward	8.1 m forward	Maximum rudder angle	35 °	Port	11	17.6M/MIN
11.0 m aft	8.6 m aft	Time hard-over to hard-over with one power unit	25 s	Starboard	12	10.5M/MIN
		with two power units	15 s	Stern	-	-
		Minimum speed to maintain course propeller stopped	3 knots	(1 shackle = 27.5 m / fathoms)		
		Rudder angle for neutral effect	0 °	THRUSTER EFFECT at trial conditions		

PROPULSION PARTICULARS		THRUSTER EFFECT at trial conditions	
Engine order	Rpm/pitch setting	Thrustrer	kW (HP)
Full sea speed	117	Bow	
Full ahead	85	Stern	
Half ahead	75	Combined	
Slow ahead	67		
Dead slow ahead	38		
Dead slow astern	38		
Slow astern	67		
Half astern	75		
Full astern	85		

DRAUGHT INCREASE (LOADED)	
Under keel clearance	Ship's speed (knots)
OPEN WATER	5
	10
	15
CONFINED	5
	10



# Life Saving Signals

International search and rescue communication signals based on SOLAS requirements

**Marine Distress Signals**  
 EPIRB OR Radar Transponder OR VHF hand radio OR Red rocket flares OR Hand held or buoyant smoke flares OR Whistles, lights and signal mirrors

**Search and Rescue Unit Replies**  
 Orange smoke flare OR Three white star signals or three light and sound rockets fired at approximately 1 minute intervals

**Surface to Air Signals**  
 Message: I require assistance (V), I require medical assistance (W), No or negative (N), Yes or affirmative (C), Proceeding in this direction (↑)

**Air to Surface Replies**  
 Affirmative (V), Message Understood (T), Negative (N), Yawing left and right (↶), Yawing right and left (↷)

**Air to Surface Direction Signals**  
 1. Circle vessel at least once. 2. Cross low ahead of vessel rocking wings. 3. Overfly vessel and head in required direction.

**Surface to Air Replies**  
 Message Understood - I will comply (T), I am unable to comply (N), Morse code signal by light (OR), Code & answering pendant "Close Up" (OR)

**Shore to Ship Signals**  
 Safe to land here: Vertical waving of both arms, white flag, light or flare. Green rocket flare (not used in the UK). Morse code signal by light or sound (K).

**Signals used with Shoreline L.S.A.**  
 Landing here is dangerous. Additional signals mean safer landing in direction indicated. Horizontal waving of white flag, light or flare. Red rocket flare. When combined with a white indicates safer landing in direction of white flare. Land to the right of your current heading (R), Land to the left of your current heading (L). Vertical waving of both arms, white flag, light or flare. Green rocket flare (not used in the UK). Horizontal waving of both arms, white flag, light or flare. Red rocket flare (not used in the UK).

**Notes On Helicopter Operations**  
 DO NOT: Touch the winchman or strop until it has been earthed. Secure lines attached to the helicopter. Fire distress rockets or use line throwing appliances near the helicopter. Transmit on radio whilst winching or shine lights at the helicopter.  
 DO: Steer with wind 30° on: Port bow, if rescue is aft or starboard; Starboard quarter, if rescue is forward. A beam wind is also acceptable. Remove all aerials, clear rescue area and illuminate at night. Wear rubber gloves to handle and earth winch cable.  
 WINCHING OPERATIONS: With winchman on cable. Follow his instructions - he is in charge. Without winchman on cable: Earth the winch cable. Put both arms and head through loop in strop. Ensure padded section is high at the back, with strop under the armpits and leading up in front of the face. Pull toggle down as far as possible. When ready look up, lift one arm to horizontal and give thumbs up sign. Put arms beside body. When alongside helicopter follow instructions from the crew.  
 HIGH LINE WINCHING OPERATIONS: In adverse weather the cable may be lowered with a rope extension fixed to the strop. The ship's crew should earth the rope and then haul in slack as the winch cable is paid out. Black rope should be carefully coiled on deck and NOT MADE FAST. When the strop reaches deck level follow the procedure for winching operations. Ships crew should pay out rope as the winching operation proceeds.

# An ISM Code Safety Poster

© 2003: MARITIME PROGRESS LTD. WWW.MARITIMEPROGRESS.COM Ref 1058W