

MANOEUVRING CHARACTERISTICS

M. S. " GLORY FIRST "



TIME AND DISTANCE TO STOP

(NOTE: USING ENGINES FULL ASTERN AND WITH MINIMUM APPLICATION OF RUDDER)

	DESIGN LOADED CONDITION		LIGHT BALLAST CONDITION	
	TIME	DISTANCE	TIME	DISTANCE
FULL SEA SPEED	13' 11"	3050 m	7' 37"	1840 m
FULL SPEED	11' 14"	1910 m	5' 39"	1020 m
HALF SPEED	8' 14"	1020 m	4' 07"	545 m
SLOW SPEED	6' 50"	715 m	3' 29"	390 m

UNIT

DISTANCE IN METER
TIME IN MINUTE AND SECOND
SPEED IN KNOT

MAXIMUM AVAILABLE RUDDER ANGLE

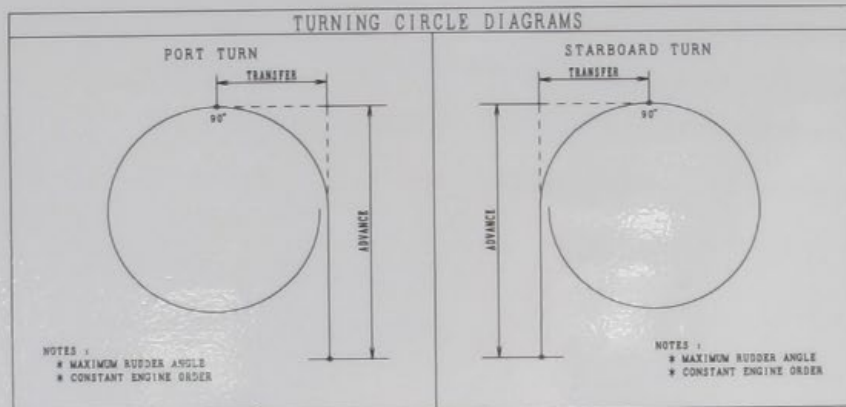
HARD STARBOARD	35 DEGREES
HARD PORT	35 DEGREES

MANOEUVRING SPEEDS

MANOEUVRING SPEEDS

ENGINE ORDER / RPM (PROPELLER PITCH) / SPEED TABLE

ENGINE ORDER	RPM (PROPELLER PITCH)	SPEED	
		DESIGN LOADED CONDITION	LIGHT BALLAST CONDITION
FULL SEA AHEAD	83.4	15.0	15.7
FULL AHEAD	60	11.0	11.7
HALF AHEAD	43	8.0	8.6
SLOW AHEAD	36	6.8	7.3
DEAD SLOW AHEAD	28	5.3	5.7
DEAD SLOW ASTERN	28		
SLOW ASTERN	36		
HALF ASTERN	43		
FULL ASTERN	60		



AUXILIARY DEVICES

BOW THRUSTER		STERN THRUSTER	
VESSEL SPEED	EFFECTIVENESS	VESSEL SPEED	EFFECTIVENESS
0 TO KNOTS	100%	0 TO KNOTS	100%
TO KNOTS	75%	TO KNOTS	75%
TO KNOTS	50%	TO KNOTS	50%
TO KNOTS	25%	TO KNOTS	25%
ABOVE KNOTS	0%	ABOVE KNOTS	0%

WARNING

THE RESPONSE OF THE M. S. " GLORY FIRST "

MAY BE DIFFERENT FROM THAT USED 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 VESSELS DRAUGHTS, OR GREATER.
4. CLEAN HULL.
5. INTERMEDIATE DRAUGHTS OR UNUSUAL TRIM.

		DESIGN LOADED CONDITION			LIGHT BALLAST CONDITION		
		TIME	ADVANCE	TRANSFER	TIME	ADVANCE	TRANSFER
FULL SEA SPEED	PORT	1' 51"	605 m	260 m	2' 00"	675 m	315 m
	STARBOARD	1' 52"	610 m	265 m	2' 01"	680 m	320 m
FULL SPEED	PORT	2' 21"	565 m	245 m	2' 31"	635 m	295 m
	STARBOARD	2' 23"	570 m	250 m	2' 33"	640 m	300 m
HALF SPEED	PORT	3' 00"	525 m	225 m	3' 12"	590 m	275 m
	STARBOARD	3' 02"	530 m	230 m	3' 13"	595 m	280 m