

WHEELHOUSE POSTER

according to IMO Res.A.601(15) + USA CFR 33 § 164.35 - 7

Ship's name **DALI**
 Call sign **9V5283**
 Prepared by **HYUNDAI HEAVY INDUSTRIES CO., LTD.**
 Date **February 16, 2015**

SHIP'S PARTICULARS	
Gross tonnage	2,960
Net tonnage	2,070
Displacement, maximum	4,500
Deadweight, maximum	11,645
Block coefficient	0.6984
At summer full load draught	

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

WARNING

The response of the "DALI" may be different from those listed below if any of the following conditions, upon which the maneuvering 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
	ESTIMATED	
Forward	15.021	4.12 m
Aft	15.021	10.15 m

STEERING PARTICULARS

Type of rudder	** twisted rudder with bulb	
Maximum rudder angle	35 °	
Time - from 15° on one side to 15° on the other side with one power unit, powered by emergency generator	37 sec	
Time - from 35° on one side to 30° on the other side with two power units	25 sec	
Minimum speed to maintain course, propeller stopped	4.8 kts	
Rudder angle for neutral effect	0 ° = stbd	

ANCHOR CHAIN

	Number of shackles	Max. rate of heaving (SEC/shackle)
Port	14	178
Starboard	14	179
Stern	-	-

1 shackle = 27.5m = 16 fathoms

PULSION PARTICULARS

Type of engine **HYUNDAI-S&W 9S90ME-C9.2 41,480 kW X 82.5 RPM**
 Type of propeller **5-BLADE FIXED PITCH PROPELLER (DIA = 9,700 mm)**

Engine order	RPM setting	Speed (kts)		Engine order	RPM setting
		Loaded	Ballast		
Navigation Full	80.05	21.9	23.5	Max.	-
Full	60	16.8	18.1	Full	60
Half	53	14.5	15.7	Half	53
Slow	35	10.0	10.9	Slow	35
Dead slow	27	8.1	8.8	Dead slow	27

Critical revolutions: rpm
 Minimum revolution: 20.6 rpm = 6.5 kts
 Time limit astern: min
 Time limit at minimum revolutions: min
 Emergency full ahead to full astern: 8 min 11 sec
 Stop to full astern: 27 sec
 Astern power: 21 % ahead
 Maximum number of consecutive starts: 19 times

THRUSTER EFFECT AT TRIAL CONDITIONS

Thruster	Flow
Time delay for full thrust	3000
Turning time @ zero speed	18 s
Time delay to reverse full thrust	16 s
Not effective above speed	5 kts

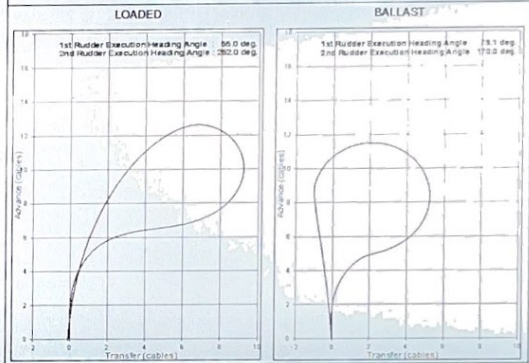
MAN OVERBOARD RESCUE MANOEUVRE

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

DRAUGHT INCREASE (LOADED)

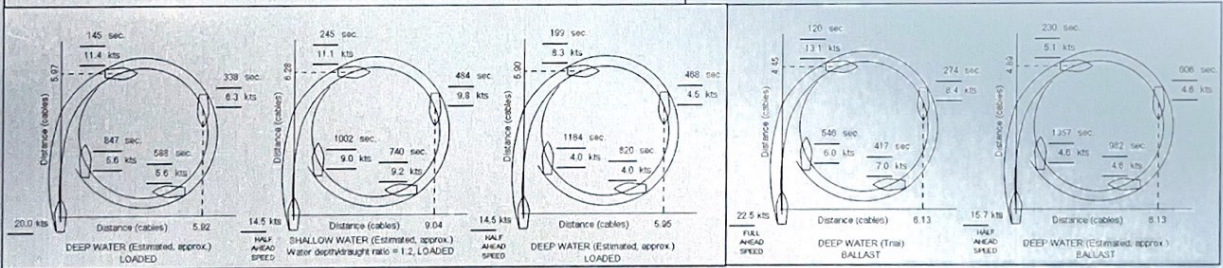
Under keel clearance	Estimated squat effect	
	Ship's speed	Max. squat
2.00 m	4 kts	0.180 m
	6 kts	0.244 m
	8 kts	0.477 m
7.25 m	4 kts	0.078 m
	6 kts	0.190 m
	8 kts	0.392 m

Helm effect	
Helm angle	Draught increase
2°	0.09 m
3°	1.68 m
12°	5.12 m
16°	6.91 m



TURNING CIRCLES AT MAXIMUM RUDDER ANGLE

1 cable = 0.1 nautical mile



EMERGENCY MANOEUVRES

STOPPING CHARACTERISTICS

EMERGENCY MANOEUVRES

