

BRIDGE POSTER TANK09L

Ship's name Bow Master Call Sign _____ Gross tonnage _____ Net tonnage _____

Displacement 8 907 tonnes Max. Deadweight 6 046 tonnes Block coefficient 0,757

DRAUGHT	
Fore	7,10 m
Aft	7,10 m

STEERING PARTICULARS	
Type of rudder(s)	
Maximum rudder angle	65, deg
Time hard-over to hard-over with one power unit	130, s
with two power units	65, s
Min. speed to maintain course, propeller stopped	knots
Rudder angle for neutral effect	0 deg

ANCHOR CHAIN		
	Chain length	Max. rate of heaving shackles/min
	shackles	
Port	18,	
Starboard	18,	
Stern		
1 shackle = 27.4 m = 15 fathoms		

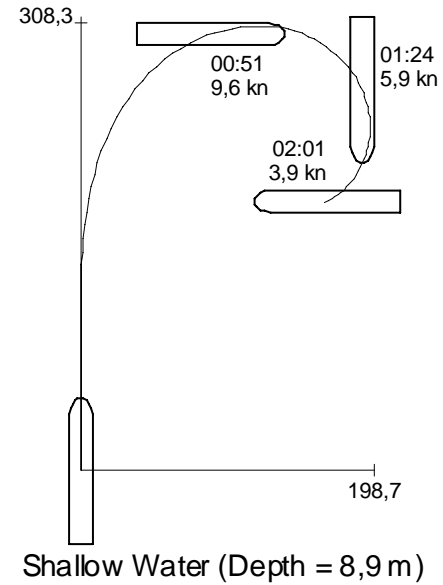
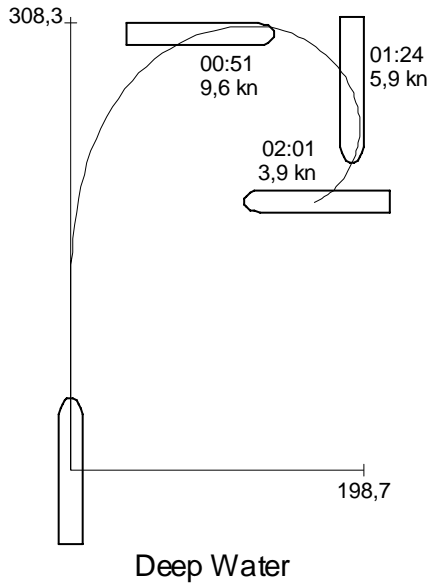
PROPULSION PARTICULARS	
Engine type:	3 600 kW diesel
Propeller type:	normal

THRUSTER EFFECT					
Thruster	kW	Time delay for full thrust	Turning rate at zero speed	Time delay to reverse full thrust	Not effective above speed
Bow	400	00:15	20,8	00:10	
Stern					
Combined					

Throttle setting		RPM	Pitch	Speed
Full Sea Speed	1,	146,	0,872	14,59
Full Ahead	0,8	134,	0,863	14,
Half Ahead	0,5	123,	0,732	11,04
Slow Ahead	0,25	106,	0,523	7,03
Dead Slow Ahead	0,125	101,	0,331	3,99
Stop	0,	101,	0,044	0,73
Dead Slow Astern	-0,125	101,	-0,288	-2,32
Slow Astern	-0,25	110,	-0,453	-3,58
Half Astern	-0,5	127,	-0,628	-6,68
Full Astern	-1,	146,	-0,689	-8,54

DRAUGHT INCREASE				
Estimated Squat Effect			Heel Effect	
Under keel clearance m	Ship's speed knot	Max. squat estimated m	Heel angle deg	Draft increase m
1,07	3,7	0,1	0	0,00
	7,3	0,3	1	0,14
	14,3	1,1	2	0,29
3,55	7,3	0,3	5	0,72
	14,3	1,1	10	1,44

TURNING CIRCLES RUDDER 45 DEG



STOPPING CHARACTERISTICS

