PREPARED BY	DSME, KOREA
DATE	MARCH, 2007

WHEELHOUSE POSTER

NOTE : THIS FORM IS DESIGNED TO COMPLY WITH TITLE 33 PART 164 UNITED STATES CODE OF FEDERAL REG. AND ACCORDING TO IMO RES. A. 601(15)

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

Ship's name	KHK VISION
Hull No.	5268
Call Sign	9VDZ4
Length Over All	332.00 M
Length Perp.	320.00 M
Breadth	58.00 M
Depth	31.20 M

SHIP'S PARTICULARS

Gross tonnage	158,463 Ton
Net tonnage	110,072 Ton
Displacement, maximum	347,964.6 Ton
Deadweight, maximum	305,749.0 Ton
Block coefficient at summer full load draught	0.8151

WARNING

THE RESPONE OF THE "KHK VISION" MAY BE DIFFERANT
FROM THAT LISTED HERE 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 VESSEL DRAFT. OR GREATER
4. CLEAN HULL
5. LOADED/BALLAST DRAFT AND EVEN TRIM.

DRAUGHT AT WHICH THE MANOEUVRING DATA WERE OBTAINED

	Loaded	Ballast
Forward	22.400 m	8.500 m
Aft	22.400 m	11.300 m

STEERING PARTICULARS

Type of rudder	Semi-balanced spade
Maximum rudder angle	35°
Time hard-over (35°S-30°P)	26 sec
Time hard-over (35°P-30°S)	25 sec
Minimum speed to maintain course, propeller stopped	3.4 kts
Rudder angle for neutral effect	1° PORT/STBD

ANCHOR CHAIN

	Number of shackles	Max. rate of heaving (min/shackle)
Port	14	2' 43"
Starboard	14	2' 44"
Stern	-	-
1 shackle = 27.5 m / 15.03 fathoms		

PROPULSION PARTICULARS

Type of engine : B&W 7S80MC (Mark 6) MCR Power : 34,650 PS
Type of propeller : Fixed Pitch Propeller Blade : 4 EA

	Engine order	RPM/ Pitch setting	Speed(kts) Loaded	Speed(kts) Ballast		Engine order	RPM/ Pitch setting
ahead	Full sea speed	79.0	16.00	17.30	astern	Emrcy Full	-
	Full	56.0	11.70	13.00		Full	56.0
	Half	46.0	9.50	10.80		Half	46.0
	Slow	36.0	7.40	8.50		Slow	36.0
	Dead slow	24.0	4.80	5.40		Dead slow	24.0

Critical revolutions	28 ~ 34.5	RPM
Minimum revolution	17.6 rpm = 3.1	kts
Time limit astern	-	min
Time limit at minimum revolution	-	min
Emergency full ahead to full astern	1320	sec
Astern power (RPM)	70% FULL SEA AHEAD	

DRAUGHT INCREASE

(LOADED)

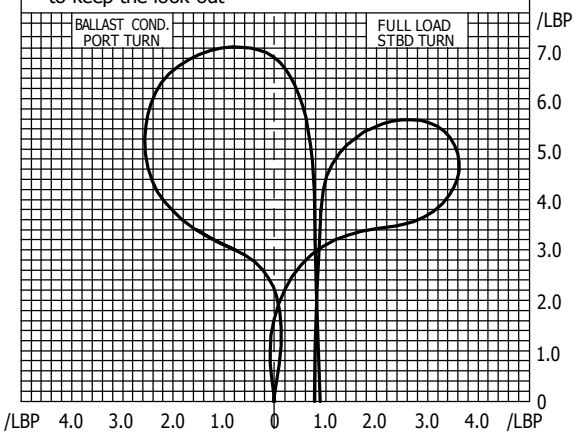
Under keel clearance	Ship's Speed [knots]	Estimated squat effect: Max.bow squat estimated [m] Infinite width of channel	Estimated squat effect: Max.bow squat estimated [m] Confined water (W/B=4)	Heel angle [degree]	Draft Increase [m]
22.40 M (H/D=2.0)	5	0.12	0.21	1	0.51
	10	0.52	0.88	2	1.01
	15	1.21	2.04	4	2.03
4.50 M (H/D=1.2)	5	0.18	0.31	8	4.08
	10	0.76	1.32	12	6.16
	15	1.76	3.07	16	8.32

* Note : H/D = Water Depth / Ship Draft
W/B = Width of Channel / Ship Breadth

MAN OVERBOARD RESCUE MANOEUVRE

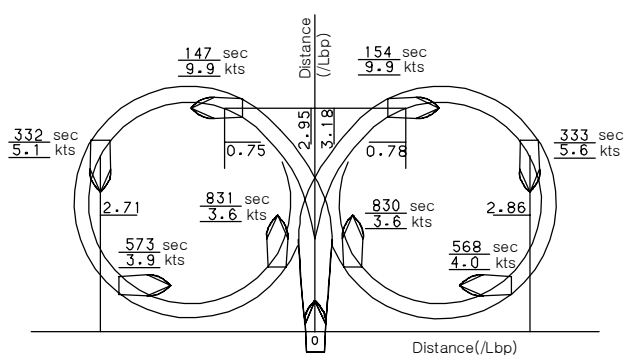
(ESTIMATED)

Sequence of actions to be taken
- to cast a lifebuoy
- to give the helm order --- All HELM ORDERS : HARD OVER
- to sound the alarm
- to keep the look-out

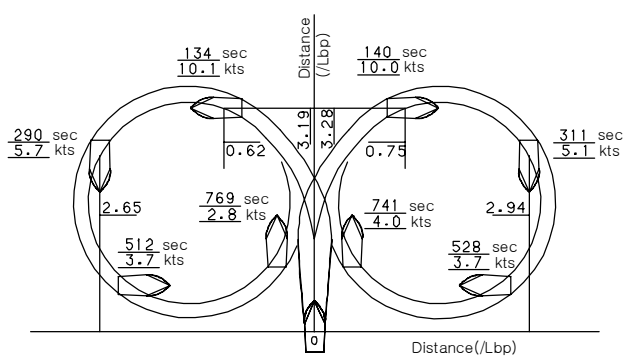


TURNING CIRCLES AT MAXIMUM RUDDER ANGLE (35 DEG.)

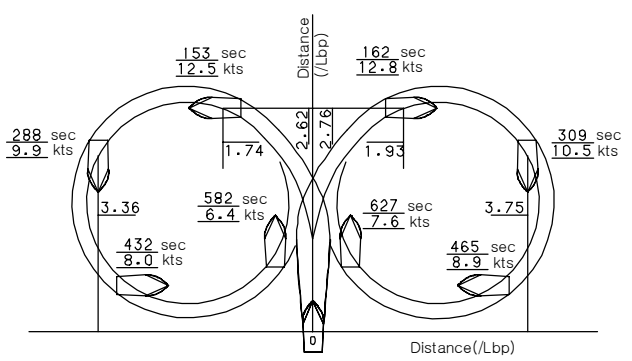
FULL LOAD CONDITION — FULL AHEAD (SEA TRIAL)



BALLAST CONDITION — FULL AHEAD (ESTIMATED)

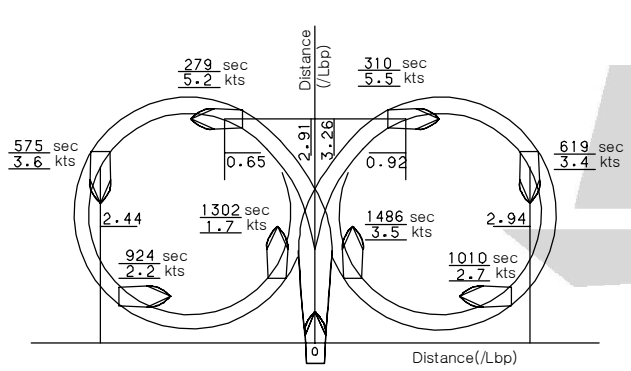


SHALLOW WATER — HALF SPEED (FULL LOAD) (ESTIMATED)

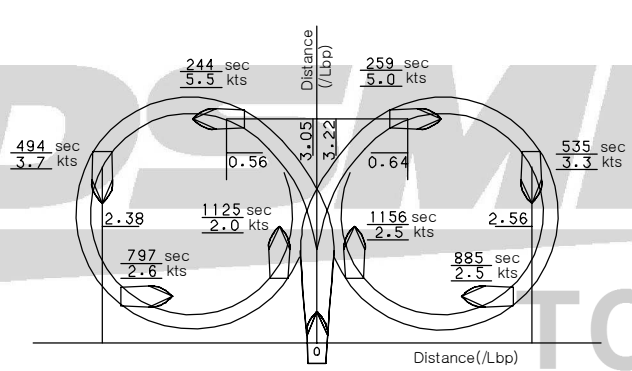


water depth / draft ratio = 1.2

FULL LOAD CONDITION — HALF SPEED (ESTIMATED)



BALLAST CONDITION — HALF SPEED (ESTIMATED)



TIME AND DISTANCE TO STOP

	MANEUVERING SPEED	LOADED COND. TIME(S)	LOADED COND. DIST.(M)	BALLAST COND. TIME(S)	BALLAST COND. DIST.(M)
USING ENGINE FULL ASTERN	FULL SEA SPEED	1320	5288	786	3623
	FULL SPEED	1196	4010	617	2372
	HALF SPEED	720	1877	303	1435
USING ENGINE STOP (5knots)	FULL SEA SPEED	2026	9756	1585	6478
	FULL SPEED	1500	7991	1221	5578
	HALF SPEED	1242	4971	1034	4095

VISIBILITY DIAGRAM

LOADED DRAFT(Tf/Ta) = 21.840 m / 22.960 m
BALLAST DRAFT(Tf/Ta) = 8.830 m / 11.290 m