

## HARBOUR TRIALS - STEERING GEAR OF INS-

Occasion-

Date-

### 1. Timing Checks.

Location		Pump	Mid to 35 P	35 P to Mid	Mid to 35 S	35 S to Mid	35 S to 30 P	35 P to 30 S
<b>FOLLOW UP MODE</b>	Bridge	No.1 (S)						
	Bridge	No.2 (P)						
	Bridge	Both						
<b>NON FOLLOW UP MODE</b>	Bridge	No.1 (S)						
	Bridge	No.2 (P)						
	Bridge	Both						
<b>LOCAL MODE</b>	ASP	No.1 (S)						
	ASP	No.2 (P)						
	ASP	Both						

### 2. Emergency Steering.

S. No	Rudder Demand	No. of turns
(a)	0 -10 P	
(b)	10 P-0	
(c)	0 -10 S	
(d)	10 S-0	
(e)	10 S – 10 P	
(f)	10 P – 10 S	

### 3. Overall Vibration

Points	Port			Stbd		
	V	A	H	V	A	H
Motor F/E						
Motor D/E						
PP DE						
PP FE						

### 4. SPM Checks

Description	Port	Stbd
Motor F/E		
Motor D/E		
Insulation		
Starting current		
Running current		

## STEERING GEAR TRIALS

### 5. SYNCRONIZATION Checks

Applied Rudder Demand	ASP(ELECT)	ASP(MECH)	Bridge	MCR	
Mid Ship					
5 Stbd					
10					
15					
20					
25					
30					
35					
30					
25					
20					
15					
10					
5					
Mid Ship					
5 Port					
10					
15					
20					
25					
30					
35					
30					
25					
20					
15					
10					
5					
Mid Ship					

**Specification (NES 339).** Max permissible error is  $\pm 0.5^\circ$  up to  $10^\circ$  and  $\pm 5\%$  for greater angles.