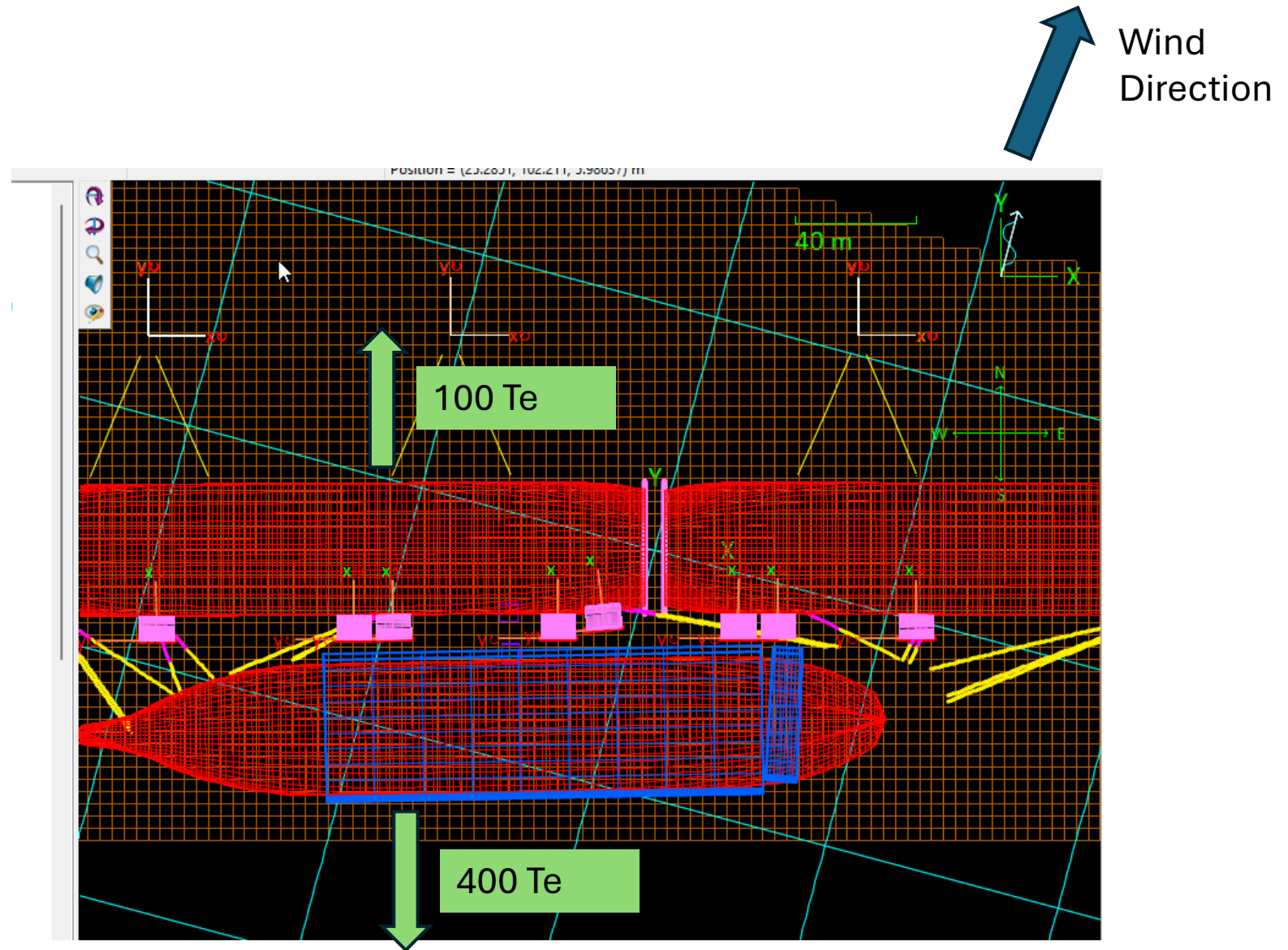
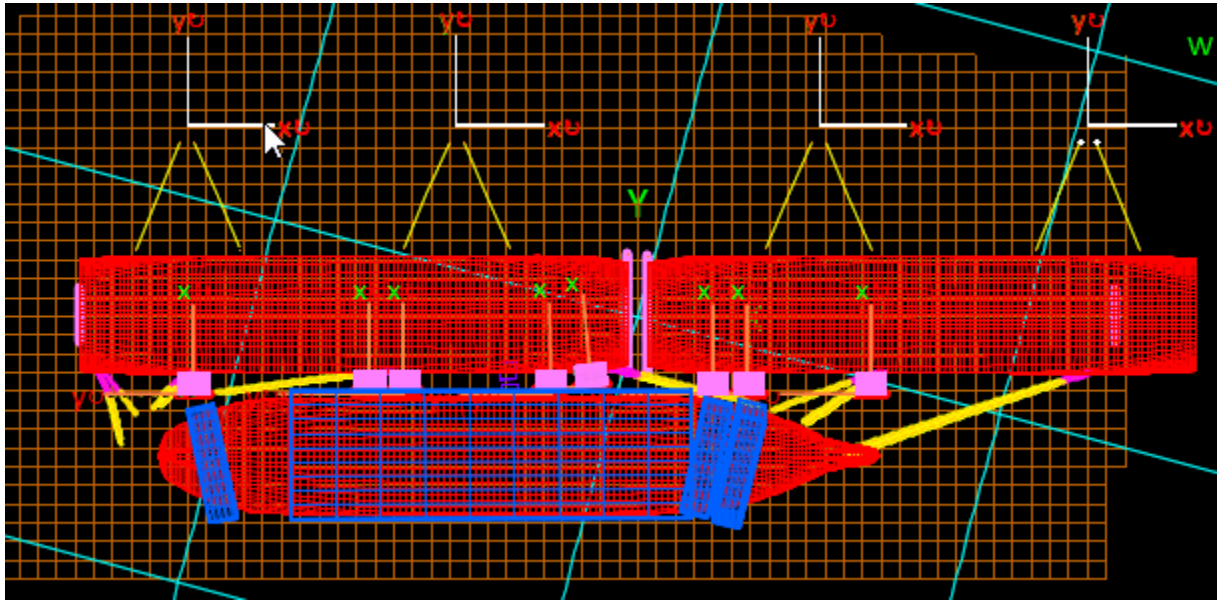


Layout

- Wind Sway Coeff
 - FST2: 75 deg = 0.07
 - LNGC: 255 deg = 0.97

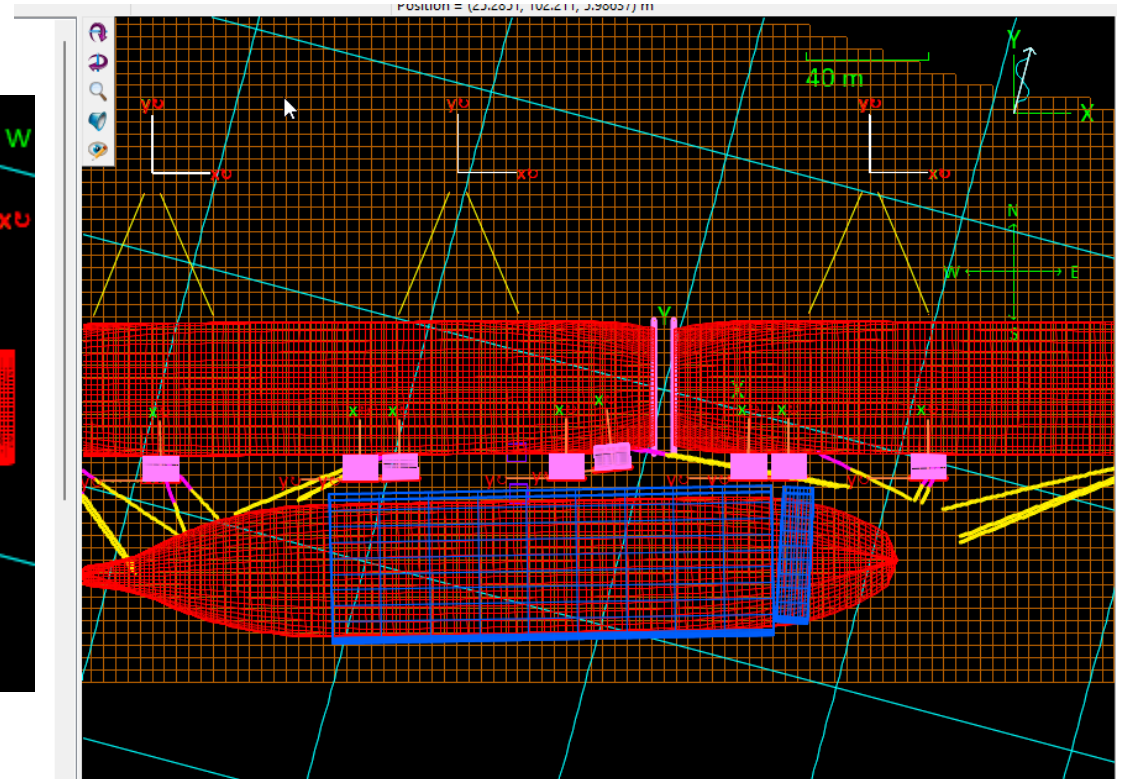


Port



From Model Test

Starboard



Transformation?

Transformation | Physical Reasoning

- Physical:
 - LNGC rotated by 180 deg.
 - When LNGC by itself, we have nominal (OCIMF) coefficients
 - Port Berthing (Data Available):
 - Wind shielding local vessel directions are : 180 to 360
 - Only 180 to 360 deg data are factored (by shield factors) compared to OCIMF coeffs
 - 0 to 180 deg, no change
 - Starboard Berthing:
 - Wind shielding local vessel directions are : 0 to 180
 - Factor 0 to 180 deg data
 - Unfactor: 180 to 360 data

Transformation | From Port Model test data to Starboard

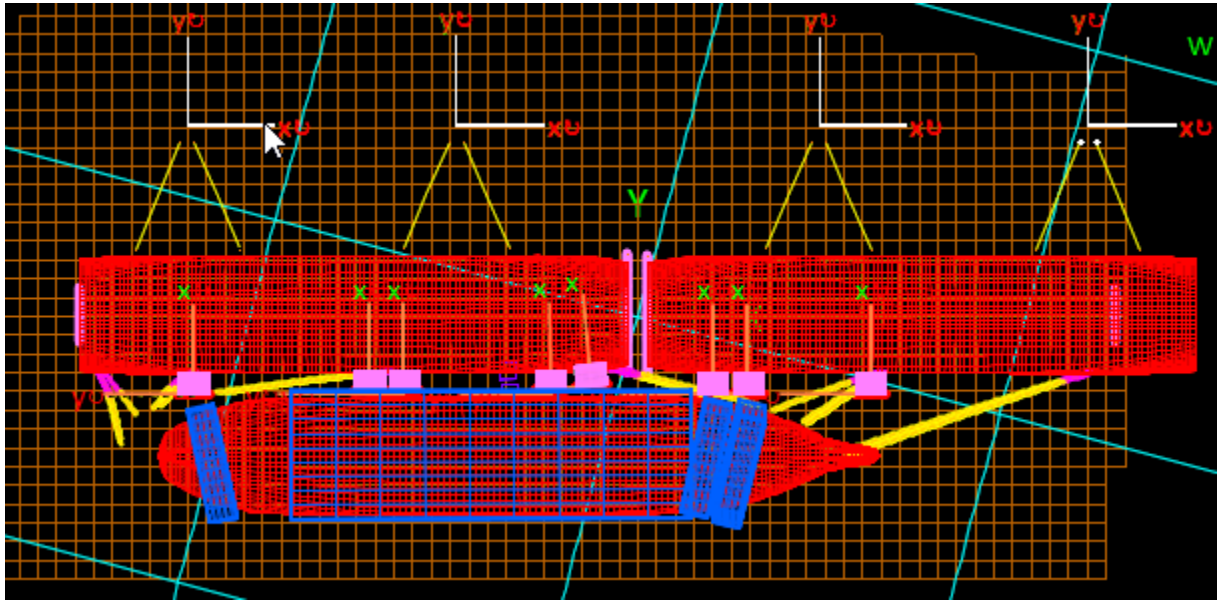
- LNGC rotated by 180 deg
 - The local angles are rotated by 180 deg
- The Surge coefficients are multiplied by -1
- The Sway coefficients are multiplied by -1

Case study (90 Beam Seas) , Sway Coeff

Port

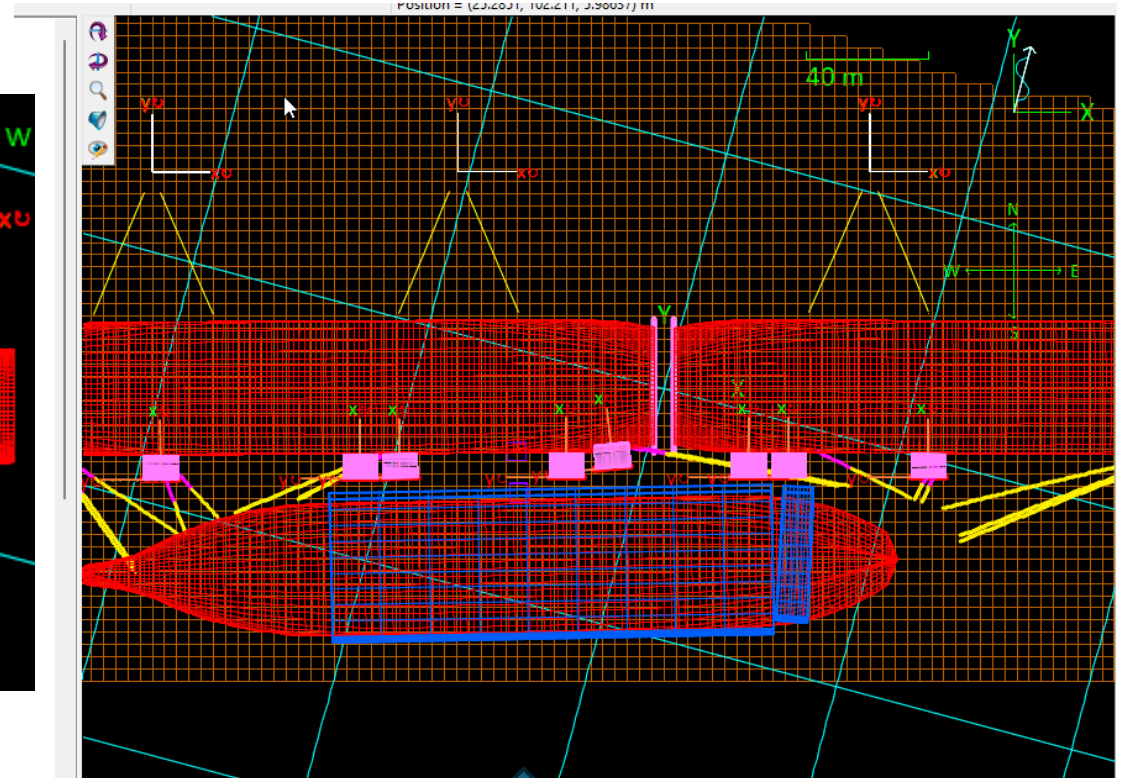
From Model Test

0.07



Starboard

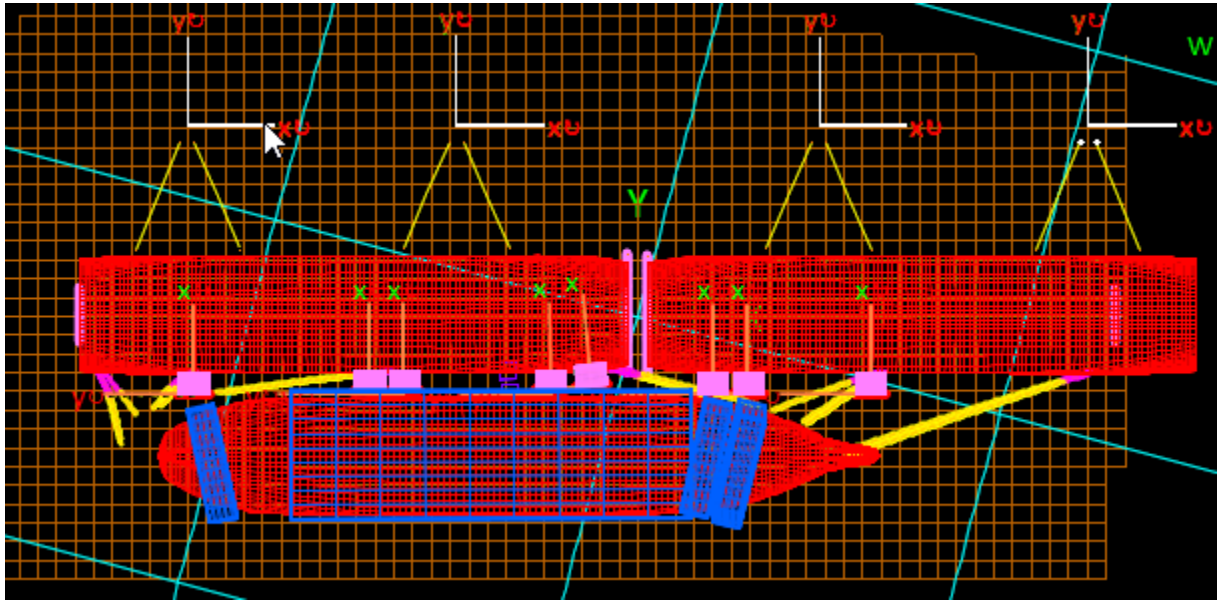
-0.07



Case study (45 Beam Seas), Sway Coeff

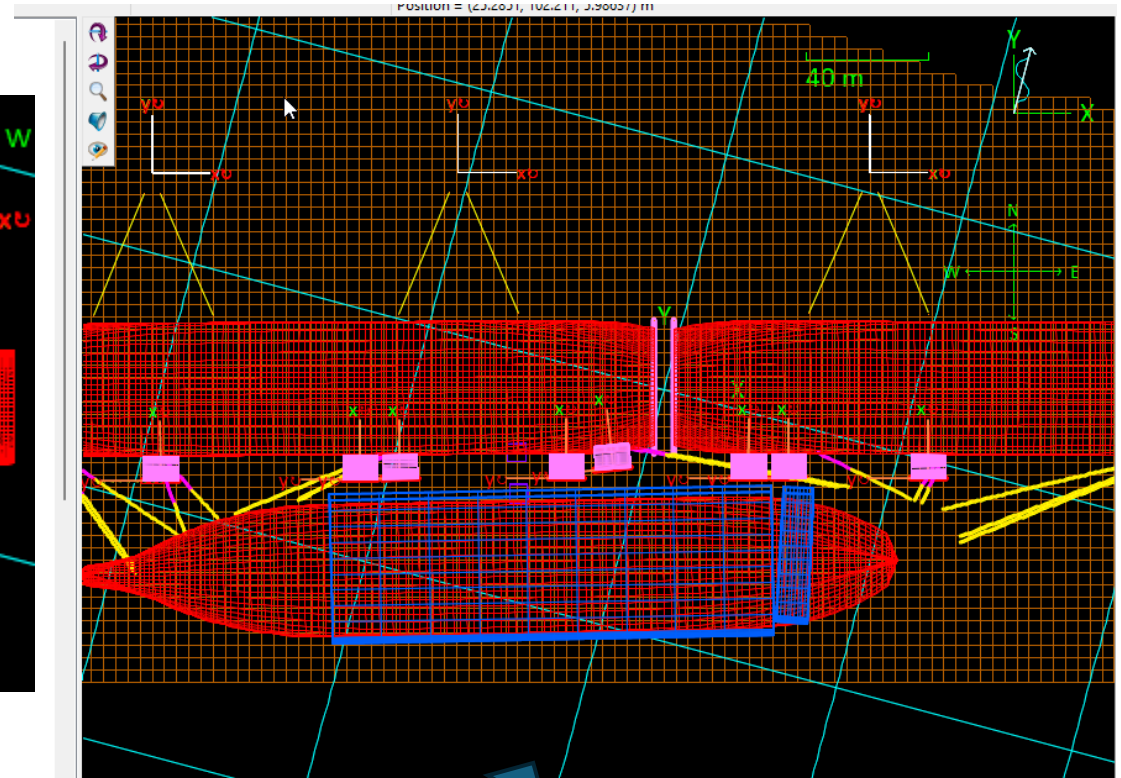
Port

From Model Test



0.60

Starboard

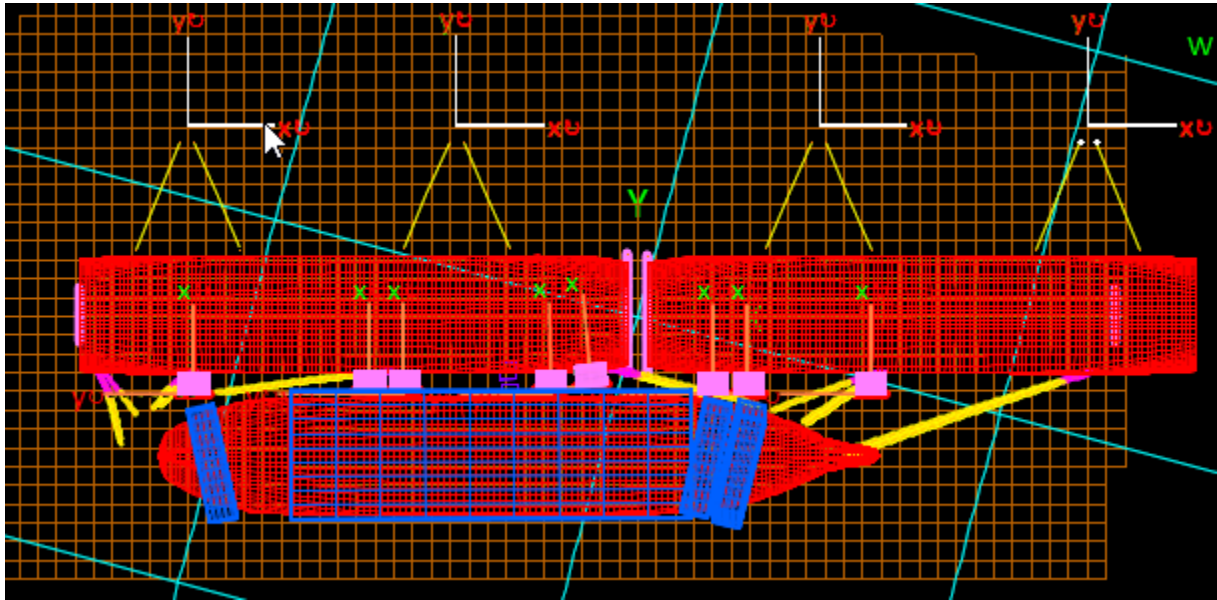


-0.60 (Theoretical)
+0.48 (used)

Case study (0 deg Following Seas), Surge Coeff

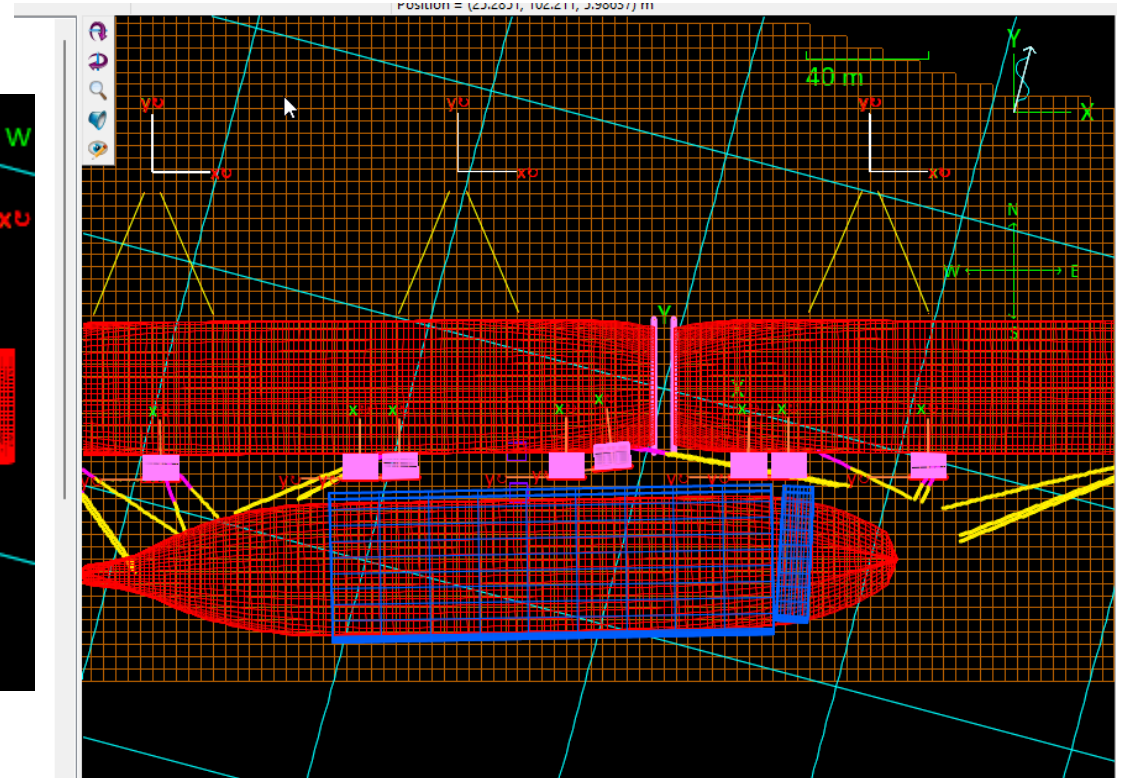
Port

From Model Test



0.625

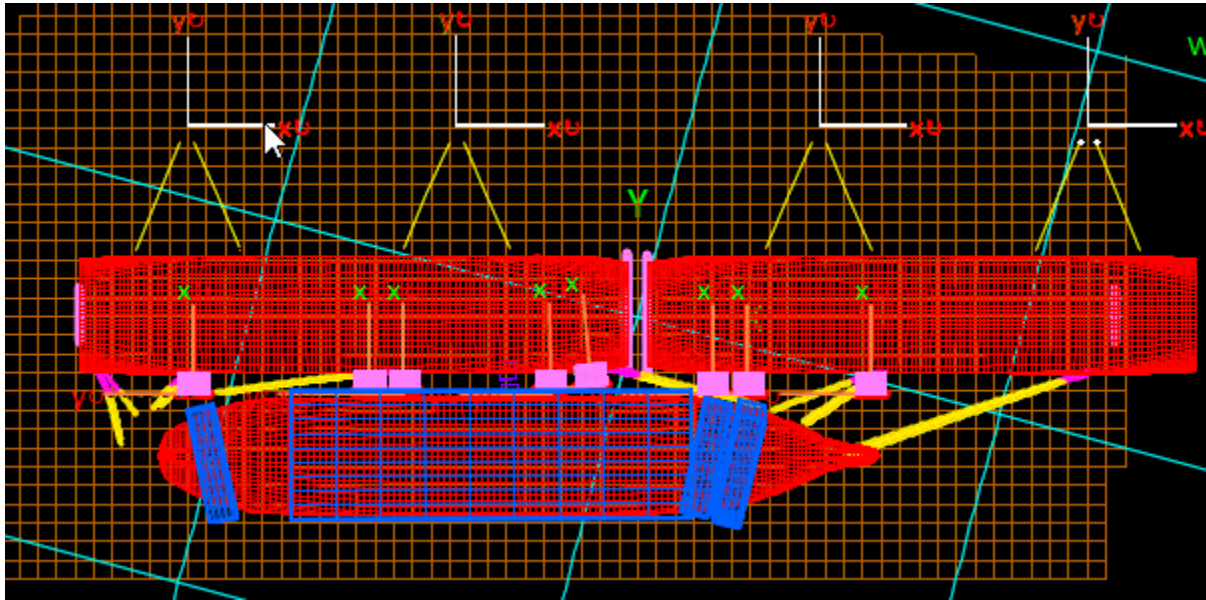
Starboard



-0.625

Case study (45 Beam Seas), Surge Coeff

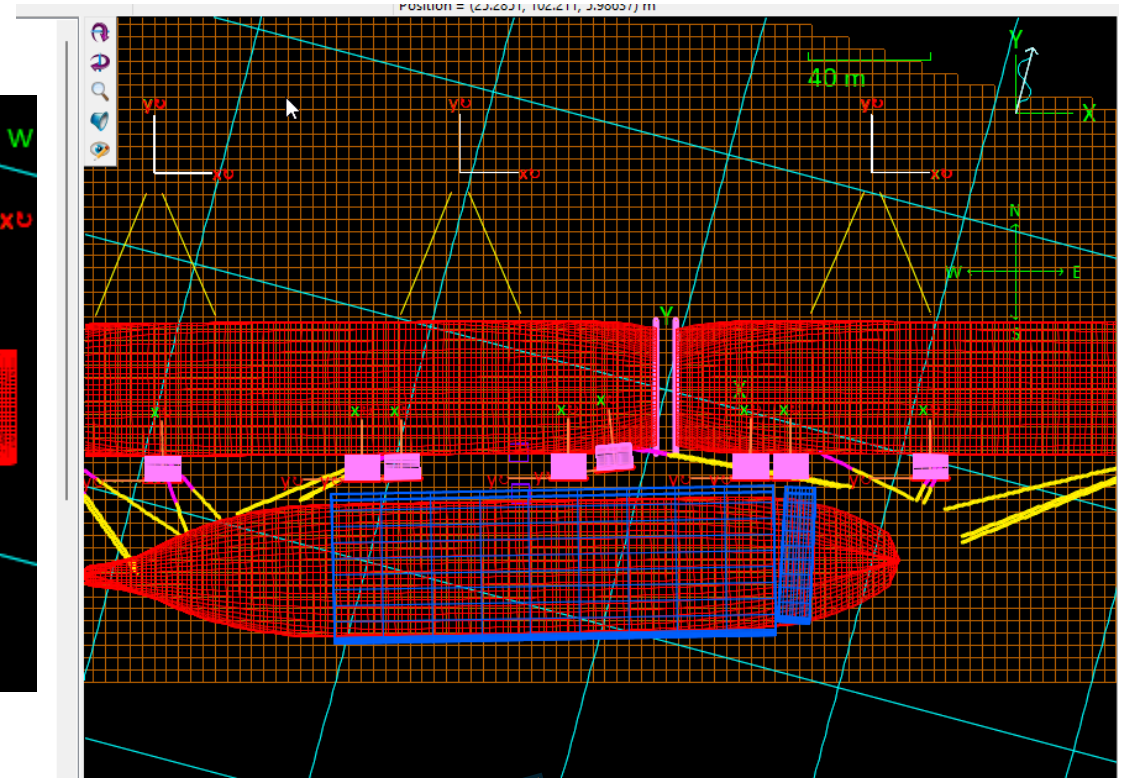
Port



From Model Test

0.605

Starboard



-0.605 (Theoretical)
- 0.611 (used)