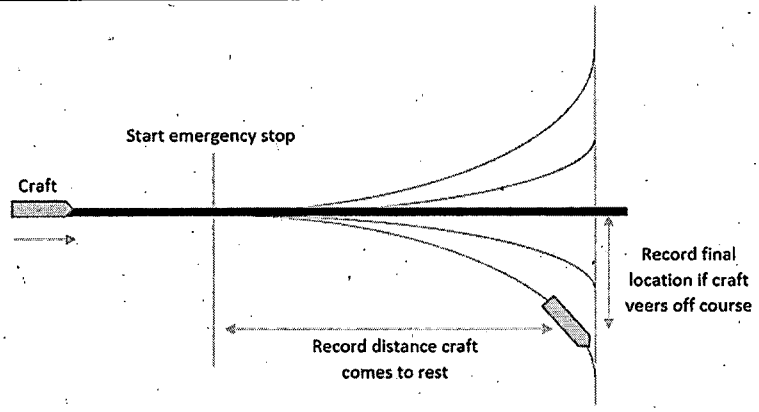
Survey and Trials form 2A	Emergency Stopping Trial	V 1.0 16/10/23

Boat Type:	Boat Number:	Trial Date:
Trials Location:		

Sea State:	Wind Force:	Wind Direction:	Air Temperature (°C):	Sea Temperature: (°C):
Craft loaded condition:	Weight of craft (Kg):	Ballast added (Kg): Type of ballast:		Fuel (ltr):
Time trial started:		Time trial finished:		



Craft engines are to be run in and at operating temperature. The craft is to transit at its maximum average speed as given in the BR. The craft is to conduct an emergency stop. The distance the craft takes to stop is to be recorded. The ability of the craft to maintain its original heading during de-acceleration is to be observed and any deviation recorded. The craft is to conduct the emergency stop with the throttles and then with the Deadmans in to the sea and with the sea.

	Trial Runs			
	Using the throttles		Using the Deadmans	
	Run 1	Run2	Run 3	Run 4
Speed before Emergency stop (kts)				
Distance to stop (m)				
Average distance to Stop (m)				
Drift off course (m)				
Average drift off from course heading (m)				

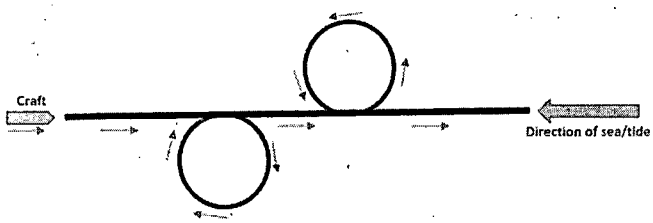
General trial observations	
Did any mechanical defects or alarms occur during the trial?	Yes ☐ / No ☐
Was the craft stable as it accelerated?	Yes ☐ / No ☐
Was the craft stable on a straight-line transit?	Yes ☐ / No ☐
Was the craft stable as it de-accelerated?	Yes ☐ / No ☐
Was any of the following conditions observed during the trial: *chine walking, craft lol, proposing/ nose diving, excessive slamming, poor trim*?	Yes ☐ / No ☐
Was the craft responsive and controllable during the course changes?	Yes ☐ / No ☐
Was the coxswain able to trim the craft as required for craft performance?	Yes ☐ / No ☐
Was the craft easily controlled by the coxswain without need for significant input of control?	Yes ☐ / No ☐
Were the craft controls and their positions suitable for the coxswain?	Yes ☐ / No ☐
Was the craft considered noisy during the trial	Yes ☐ / No ☐
Were there any WBV issues observed during the trial?	Yes ☐ / No ☐
Detail any observations.	

Observation Summary of Craft Performance During the Trial			
	Satisfactory	Not Satisfactory	Notes
Craft Stability	☐	☐	
Craft course keeping	☐	☐	
Craft manoeuvrability	☐	☐	
Craft speed performance	☐	☐	
Craft acceleration	☐	☐	
Craft ability to stop	☐	☐	
Sea Keeping	☐	☐	

Survey and Trials form 2A	Turning Circles	V 1.0 16/10/23

Boat Type:	Boat Number:	Trial Date:
Trials Location:		

Sea State:	Wind Force:	Wind Direction:	Air Temperature (°C):	Sea Temperature: (°C):
Craft loaded condition:	Weight of craft (Kg):	Ballast added (Kg): Type of ballast:		Fuel (ltr):
Time trial started:		Time trial finished:		



Craft engines are to be run in and at operating temperature. On a heading into the sea, the craft is to accelerate to its planning speed as specified in the craft's BR. The craft is to turn to STBD and complete a 360 circle. The craft is to conduct a controlled and safe turn. The diameter of the turn is to be recorded. The speed of the craft when it starts to turn and when it ends the circle are to be recorded. The craft is to accelerate back up to its planning speed. Once back at its planning speed, the craft is to then turn to Port and complete a 360 circle. The diameter is be recorded along with the start and end speeds are to be recorded. The performance and behaviour of the craft during the turn is to be monitored.

The craft is to repeat the trial heading with the sea.

(Note. Some small high speed craft have the ability to conduct very tight violent turns. This trial is not about conducting such violent turns, it is to monitor the crafts ability to conduct a controlled circle.)

Required speed:_____Kts		Against the sea		With the sea	
Engine 1 = Single or Port Engine. Engine 2 = STBD Engine		STBD circle	PORT circle	STBD circle	PORT circle
Engine 1.	RPM				
Engine 2	RPM				
Craft speed at start of circle	kts				
Craft speed at end of circle	kts				
Diameter of completed circle	boat length				

General trial observations	
Did any mechanical defects or alarms occur during the trial?	Yes ☐ / No ☐
Was the craft stable as it accelerated?	Yes ☐ / No ☐
Was the craft stable on a straight-line transit?	Yes ☐ / No ☐
Was the craft stable as it de-accelerated?	Yes ☐ / No ☐
Were any of the following conditions observed during the trial: *chine walking, craft lol, proposing/ nose diving, excessive slamming, poor trim*?	Yes ☐ / No ☐
Was the craft responsive and controllable during the course changes?	Yes ☐ / No ☐
Was the coxswain able to trim the craft as required for craft performance?	Yes ☐ / No ☐
Was the craft easily controlled by the coxswain without need for significant input of control?	Yes ☐ / No ☐
Were the craft controls and their positions suitable for the coxswain?	Yes ☐ / No ☐
Was the craft considered noisy during the trial	Yes ☐ / No ☐
Were there any WBV issues observed during the trial?	Yes ☒ / No ☐
Detail any observations.	

Observation Summary of Craft Performance During the Trial			
	Satisfactory	Not Satisfactory	Notes
Craft Stability	☐	☐	
Craft course keeping	☐	☐	
Craft manoeuvrability	☐	☐	
Craft speed performance	☐	☐	
Craft acceleration	☐	☐	
Craft ability to stop	☐	☐	
Sea Keeping	☐	☐	

Survey and Trials form 2A	Zig Zag	V 1.0 16/10/23

Boat Type:	Boat Number:	Trial Date:
Trials Location:		

Sea State:	Wind Force:	Wind Direction:	Air Temperature (°C):	Sea Temperature: (°C):
Craft loaded condition:	Weight of craft (Kg):	Ballast added (Kg): Type of ballast:		Fuel (ltr):
Time trial started:		Time trial finished:		

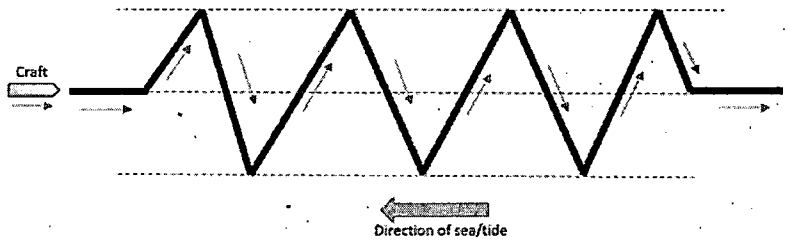


Fig 1.

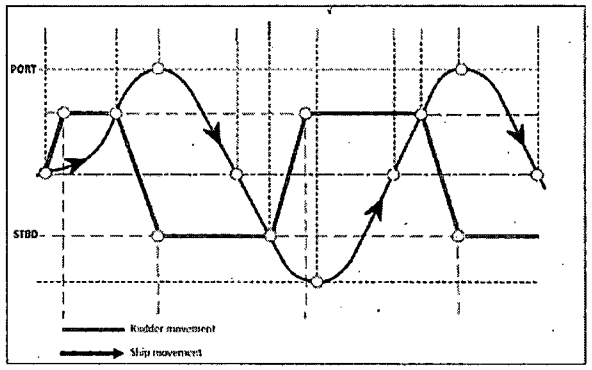


Fig 2.

Craft engines are to be run in and at operating temperature. Ref. Fig 1. On a heading into the sea, the craft is to accelerate to its planning speed as specified in the craft's BR. The craft is to turn to PORT 20° from the original heading. Once stable on the new course the craft is to maintain the heading for 10s then turn to STBD 40°. The craft once stable on the new course craft is again to hold the heading for 10s then tun to PORT 40°. This cycle is to be repeated until the craft has conduct 8 changes in heading. The craft is to repeat the trial heading with the sea.

The performance of the craft during the turns and taking up the new courses is to be monitored.

Note. This trials aim is to monitor the crafts ability to conduct a controlled turn and to take up the new heading as quickly as possible without overshooting or hunting on the new course. It assists in assessing if the craft at speed is safe, stable, manoeuvrable and responsive to the coxswain's commands. (Fig 2 show the overshoot typically associated with larger slower vessels.)

Required speed for trial _____knots

Required Speed _____Kts	Observations	Notes
Speed achieved (Knots)		
Craft response to helm commands	Satisfactory Yes ☐ / No ☐	
Craft control during the turns	Satisfactory Yes ☐ / No ☐	
Craft stability during the turn	Satisfactory Yes ☐ / No ☐	
Any overshoot noticed during the turn	Yes ☐ / No ☐	
Craft ability to take up a new course quickly	Satisfactory Yes ☐ / No ☐	
Any hunting noticed when taking up the new course	Yes ☐ / No ☐	

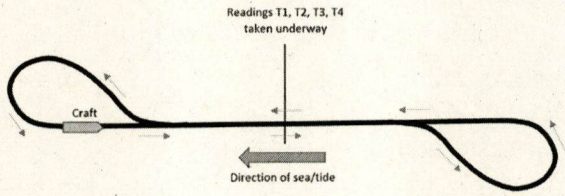
General trial observations	
Did any mechanical defects or alarms occur during the trial?	Yes ☐ / No ☐
Was the craft stable as it accelerated?	Yes ☐ / No ☐
Was the craft stable on a straight-line transit?	Yes ☐ / No ☐
Was the craft stable as it de-accelerated?	Yes ☐ / No ☐
Were any of the following conditions observed during the trial: *chine walking, craft lol, proposing/ nose diving, excessive slamming, poor trim*?	Yes ☐ / No ☐
Was the craft responsive and controllable during the course changes?	Yes ☐ / No ☐
Was the coxswain able to trim the craft as required for craft performance?	Yes ☐ / No ☐
Was the craft easily controlled by the coxswain without need for significant input of control?	Yes ☐ / No ☐
Were the craft controls and their positions suitable for the coxswain?	Yes ☐ / No ☐
Was the craft considered noisy during the trial	Yes ☐ / No ☐
Were there any WBV issues observed during the trial?	Yes ☐ / No ☐
Detail any observations.	

Observation Summary of Craft Performance During the Trial			
	Satisfactory	Not Satisfactory	Notes
Craft Stability	☐	☐	
Craft course keeping	☐	☐	
Craft manoeuvrability	☐	☐	
Craft speed performance	☐	☐	
Craft acceleration	☐	☐	
Craft ability to stop	☐	☐	
Sea Keeping	☐	☐	

Survey and Trials form 2A	**Endurance And Fuel Consumption Trial**	V 1.0 16/10/23

Boat Type:	Boat Number:	Trial Date:
Trials Location:		

Sea State:	Wind Force:	Wind Direction:	Air Temperature (°C):	Sea Temperature: (°C):
Craft loaded condition:	Weight of craft (Kg):	Ballast added (Kg): Type of ballast:		Fuel (ltr):
Time trial started:		Time trial finished:		



Craft engines are to be run in and at operating temperature. The craft is to accelerate up to its planning speed as given in the BR. The craft is to maintain its planning speed for 1 hour. Readings are to be taken every 15 minutes. Fuel consumption is to be recorded, Endurance and Range of the craft to be calculated.

Craft Planning speed / Endurance speed as given in the BR. _____Kts

Craft range as given in the BR _____nm.

Required speed:_____Kts		Time Record				
Engine 1 = Single or Port Engine. Engine 2 = STBD Engine		Pre start (craft at idle)	T1 (15min)	T2 (30min)	T3 (45min)	(T4 - 60min)
Actual average speed achieved (knots)						
Engine 1	RPM					
	Oil (BAR)					
	FW Temp (°C)					
Engine 2	RPM					
	Oil (BAR)					
	FW Temp (°C)					
Fuel	litres					
Distance covered	nm					

Average speed achieved: _____knots	Fuel used in one hour: _____ltr	Distance covered in one hour: _____nm

The craft fuel tanks hold _____ltr

From the data recorded the nm/ltr of the craft was: _____nm/ltr

For a craft with full fuel tanks this would give the craft a **Range of _____nm.**

From the data recorded the craft used _____ ltr of fuel in one hour.

For a craft with full fuel tanks this would give the craft an **Endurance of _____hrs.**

Are these figures compliant with the craft BR – Yes ☒ / No ☐

General trial observations	
Did any mechanical defects or alarms occur during the trial?	Yes ☐ / No ☐
Was the craft stable as it accelerated?	Yes ☐ / No ☐
Was the craft stable on a straight-line transit?	Yes ☐ / No ☐
Was the craft stable as it de-accelerated?	Yes ☐ / No ☐
Were any of the following conditions observed during the trial: *chine walking, craft lol, proposing/ nose diving, excessive slamming, poor trim*?	Yes ☐ / No ☐
Was the craft responsive and controllable during the course changes?	Yes ☐ / No ☐
Was the coxswain able to trim the craft as required for craft performance?	Yes ☐ / No ☐
Was the craft easily controlled by the coxswain without need for significant input of control?	Yes ☐ / No ☐
Were the craft controls and their positions suitable for the coxswain?	Yes ☐ / No ☐
Was the craft considered noisy during the trial	Yes ☐ / No ☐
Were there any WBV issues observed during the trial?	Yes ☐ / No ☐
Detail any observations.	