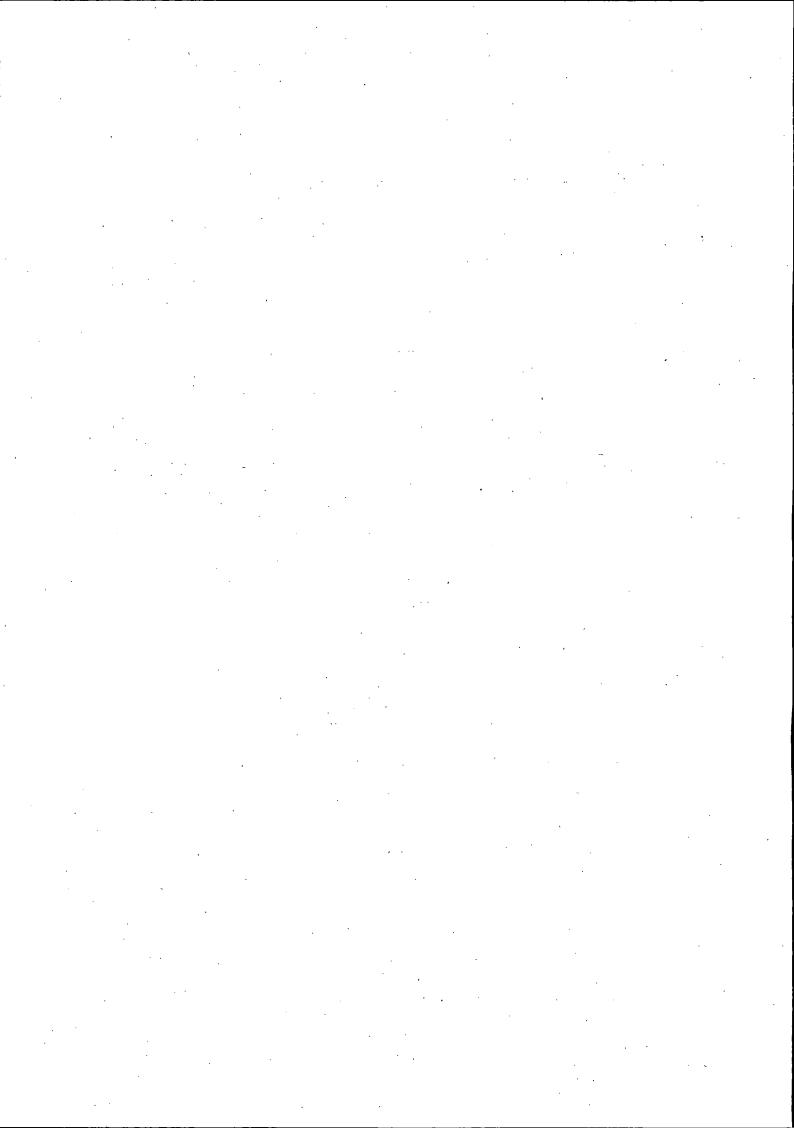


Craft Acceptance Part 2B. Sea Trials. For craft following major equipment changes.

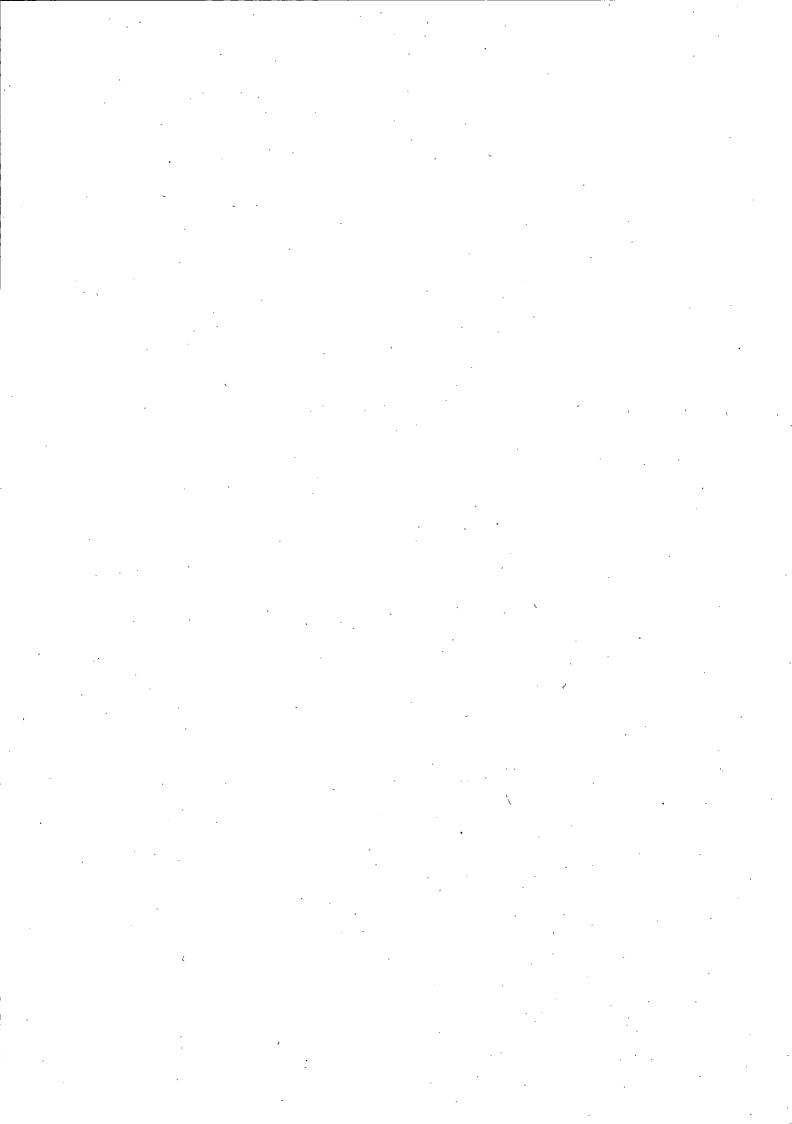
Version 0.1 21 Aug 2019



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Prepared by:	
Approved by:	
Authorised for issue by:	

Version Control

Version	Author	Reason for Change
		_
	·	



CRAFT ACCEPTANCE

Acceptance of craft from a contractor following a maintenance upkeep period shall be conducted in 2 main stages.

- a. Material condition assessment
- b. Sea trials.

Craft Material Survey. The CSS Boats officer is to conduct a material state survey of the craft. The documents for this task are:

- a. Craft Acceptance Part 1A. Material survey for enclosed craft, open craft and yachts.
- b. Craft Acceptance Part 1B. Material survey for RIB and ORC type craft.

Sea Trials. Once the craft has passed the material survey it is to progress on to sea trials. The documents for this task are:

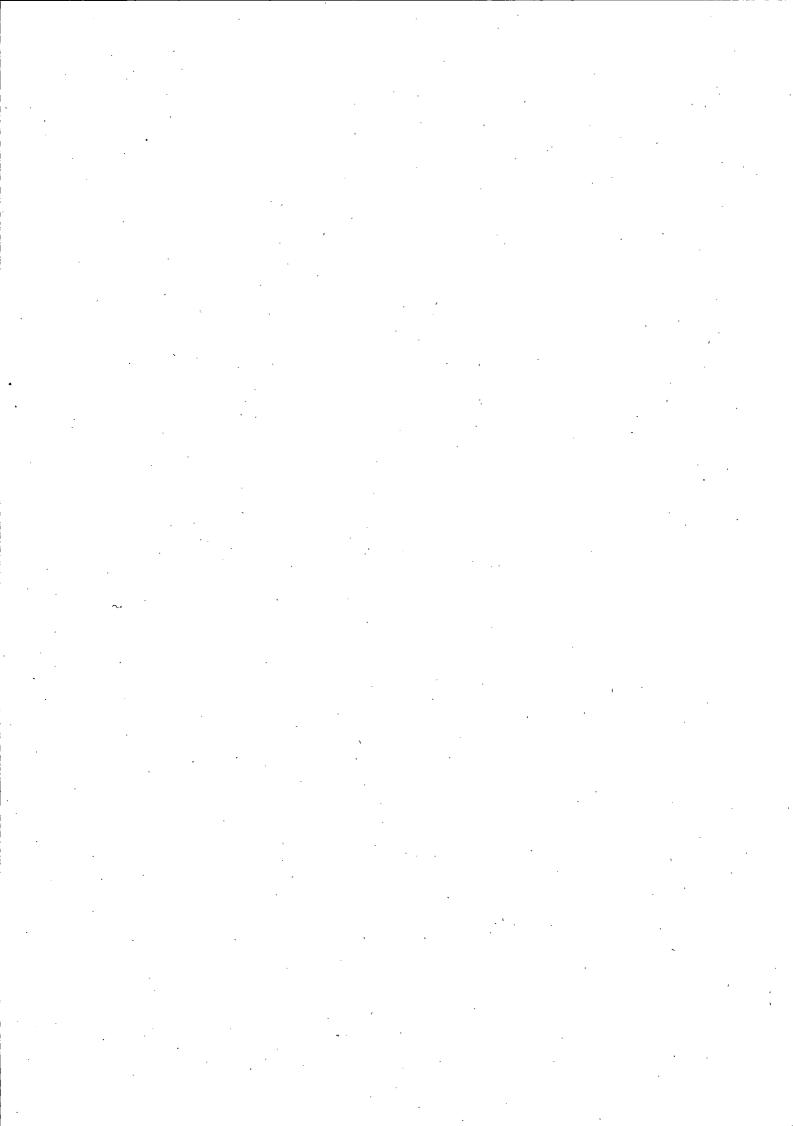
- a. Craft Acceptance Part 2A. Sea trials for craft following standard upkeep and repair periods.
- b. Craft Acceptance Part 2B. Sea trials for craft following major equipment changes.

(Major equipment changes are to be considered as changes in engines, propulsion and addition of equipment which significantly changes the weight of the craft.)

The trials are to be witnessed by the CSS Boats officer and the representative contractor officer. Copies of the acceptance trials are to be retained by CSS Boats and craft prime contractor.



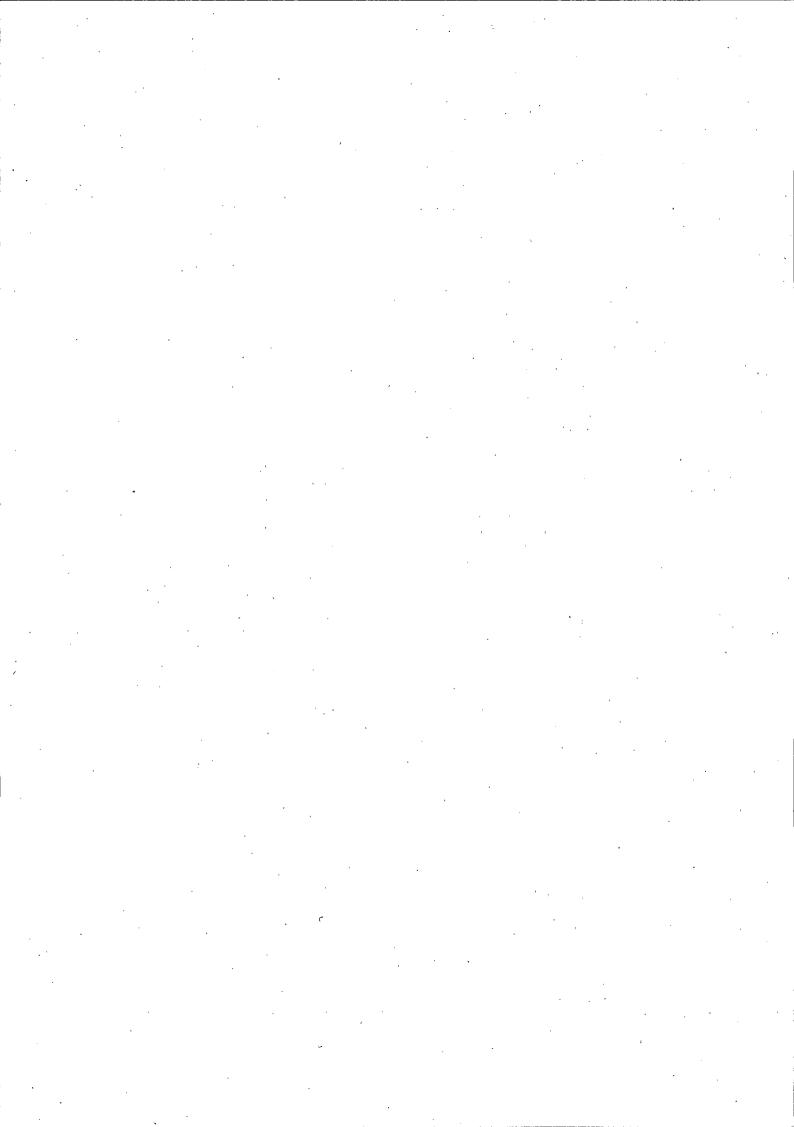
CRAFT ACCEPTANCE SEA TRIALS



CRAFT ACCEPTANCE SEA TRIALS

V 1.0 .1/9/19

Boat Type and MOD State	BOAT DETAIL
Bout type and mos state	
MOD Boat No.	
	REASON FOR TRIALS
Acceptance of craft following upk	keep period. □
Assessment of craft following dar	
1	,
Acceptance of craft following inst	
Other reason	
	,
	CONTRACTOR
Company:	
Contact Name:	
Address:	
Telephone:	
,	
e-mail:	· · · · · · · · · · · · · · · · · · ·
	MOD REPRESENTAIVE
Name:	
Section:	
Address:	
Telephone:	
,	
e-mail:	



TRIALS PLAN AND PRE-REQUISITES



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TRIALS PLAN AND PRE-REQUISITES

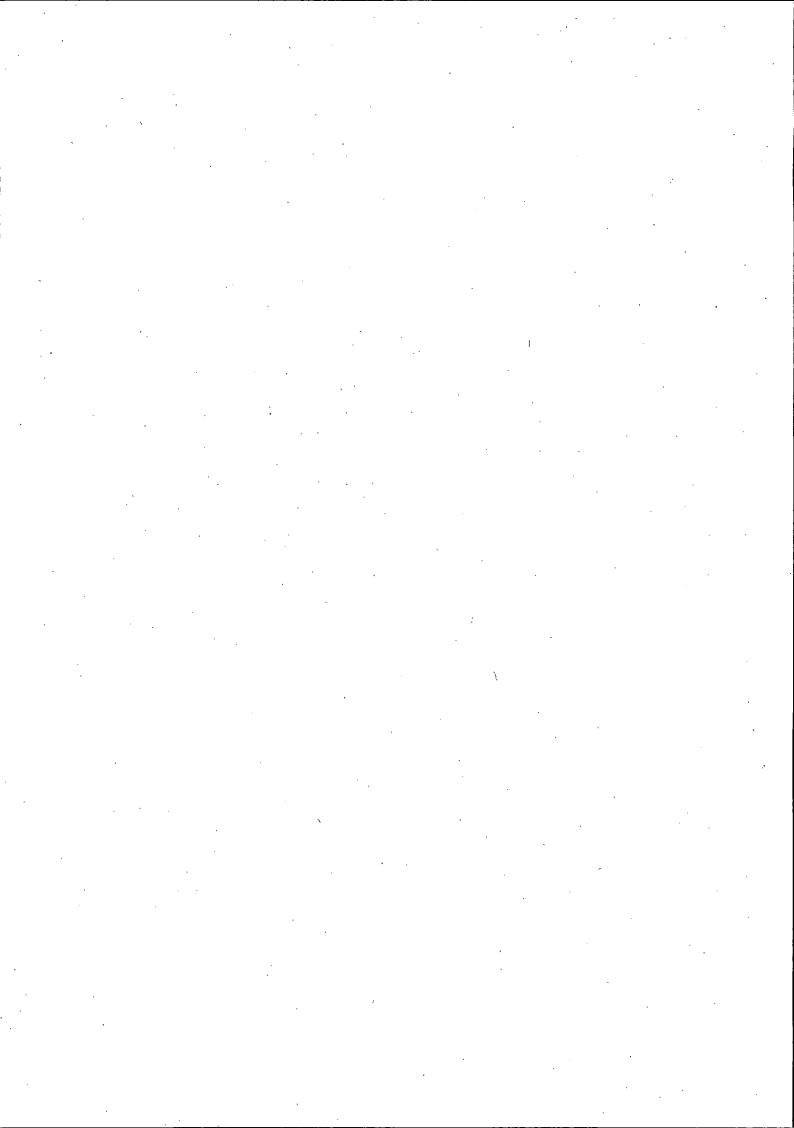
	Proceeding managements	Annie de la	PARTY SERVICE PRINCES OF	pattern description of the second	LOS REPORTERING	(prospilate) distribution
_	No. of the little		JANDI	3 D E DI	- ^	CITEC
1 H	-100	אמ וע	. /\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	J W H _ W 1	-6-11-11	VIII-V

The following sections are to be used by the CSS Boats officer is to determine the required trials and support for the trials.

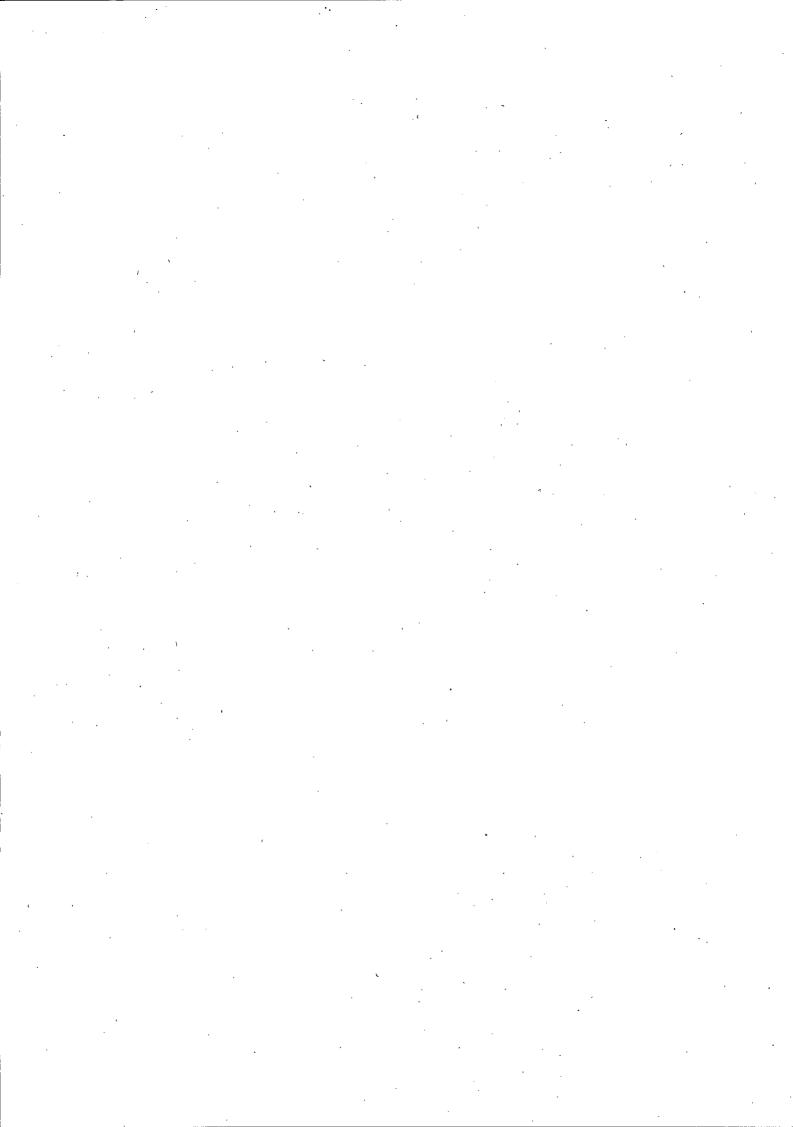
For craft following standard upkeep periods without significant changes to the craft then the acceptance sea trials should be conducted with the craft fully loaded unless agreed otherwise.

For craft that have undergone major changes in equipment such as new engines or significant changes in weight it is recommended sea trials are initially conducted in the Light Operation condition (crew, fuel and equipment but excluding payload) and then the fully loaded condition.

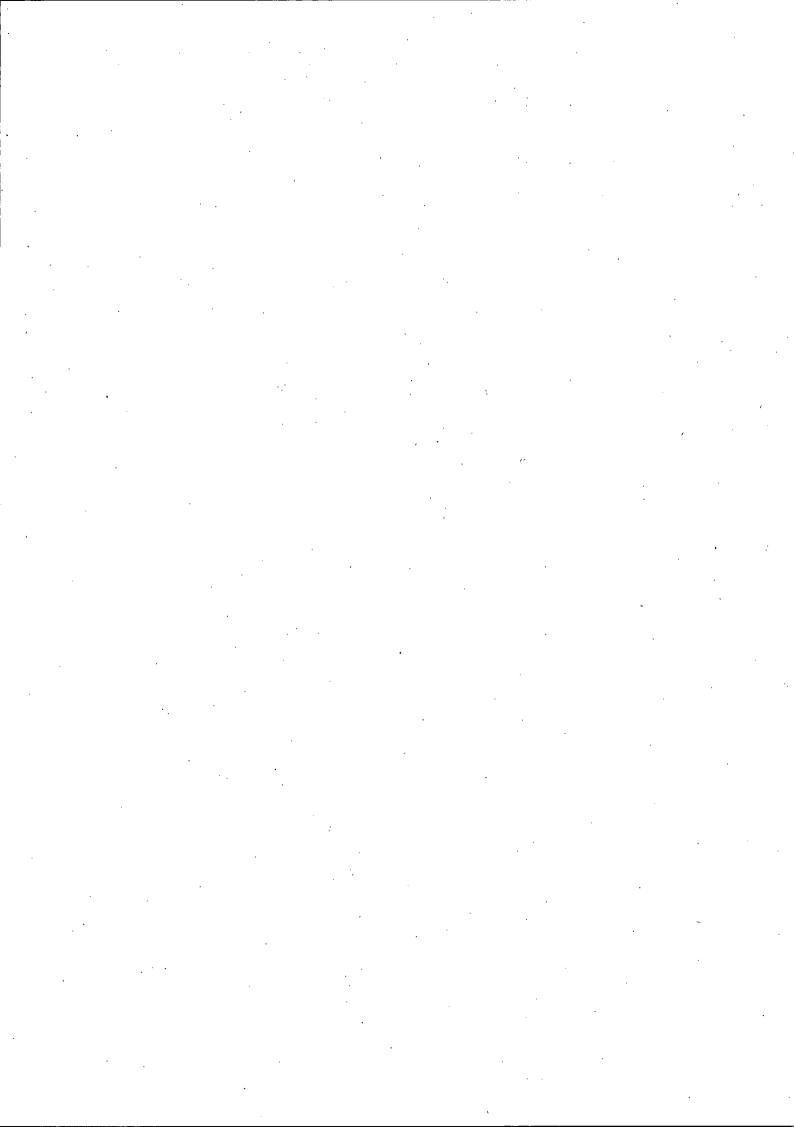
condition (crew, fuel and equ	ipment but excluding payload) and then the fully loaded condition.
	GIVEN IN THE BR rom the BR now will assist in establishing the trial loads and required erformance.)
Boat Type and MOD State	•
Craft BR No.	
PAX	
Weight (Light ship & fully loaded)	
Fuel	
Speed	
Endurance	
Fuel Type	
Engines	Inboard / Outboard
Engine(s) Make:	
Propulsion	Propeller / Water Jet
Propulsion. Water Jet make	
TRIALS TO CONDUCT	
	ted. (Bollard Pull and Sea Keeping are normally reserved for when
major changes to the craft ha	
Maximum average speed	Yes □ / No □
Acceleration	Yes □ / No □
Crash Stop	Yes □ / No □
Turning circles	Yes □ / No □
Zig Zag	Yes □ / No □
1 hour endurance	Yes □ / No □
Bollard Pull	Yes □ / No □
Sea Keeping	Yes □ / No □



CRAFT LOADING	
Select the load conditions the Trials are to be cond	ducted under.
Craft in light ship conditions to be weight prior trial:	Kg
Light Operating condition trials (crew, fuel, equipment but excluding load):	Yes □ / No □
Fully loaded trials to be conducted:	Yes □ / No □
Loading using:	
Ballast weights	Yes □ / No □
Water weights	Yes □ / No □
Passengers	Yes □ / No □
Other (Details:)	Yes ⊠ / No □
Weight of load to be added excluding crew:	Kg
Location of loading:	
Total load of craft in Light Operating condition:	Kg
Total load of craft in Fully Loaded condition:	Kg
TRIAL AREA State the area required for the trial.	
Open sea:	Yes 🗆 / No 🖂
Sheltered water:	Yes / No /
Shallow water:	Yes / No /
Silallow water.	Yes □./ No □
ENVIRONMENTAL REQUIREMENTS	
State the environmental requirements for the tria	ls.
Day:	Yes □ / No □
Night:	Yes □ / No □
Sea State. Preferred trial conditions	SS 0-1 Calm
Sea state: Operational range 0-4 (0-2.5m)	SS 0-4
Sea State limit:	SS 4
Wind strength. Not to exceed a sustained	kts
Visibility distance	nm
Air temperature:	°C
The preferred trial conditions are for calm water a	· · · · · · · · · · · · · · · · · · ·
always achievable within the time frames available	
the trials in the best conditions that can be found.	
CRAFT DATA TO BE RECORDED	
Determine what data is to be recorded.	
Speed (SOG):	Yes □ / No □
Craft motion accelerations / WBV:	Yes 🗆 / No 🗆
Engine revs:	Yes 🗆 / No 🗆
Engine tews. Engine temperatures:	
Fuel Consumption:	Yes / No /
Craft pull (Bollard pull):	Yes □ / No □ Yes □ / No □
Crart puli (Dollaru puli).	Test (7 No L)



Craft trim:		Yes □ / N	lo 🗆
Video Internal/External:		Yes □ / No □	
Still Photos: Internal/External:		Yes 🗆 / N	lo 🗆
SUPPORT CRAFT			
Confirm if support craft are require	d.		
Support craft		Yes 🗆 / N	lo 🗆
Details of support craft (LCU, LCVP,	CSB, RIB, Inflatable	e, other):	
	·		1
SPECIALIST EQUIPMENT / SUPPOR	T REQUIRED		
(Detail as required. ie Stop watch, (GPS data loggers, lo	oad cells, noise meters et	c)
	•	. '	
	<u> </u>	<u> </u>	
COMMUNICATION			
Confirm the communications to be	used.	1000 No. 1 100 N	
IMM	Yes ⊠ / No □	Channel No:	
	163 M/ NO L	Chamber 101	
Other (Mil coms/Mobile):	Yes □ / No □	Details:	
TRIAL / CRAFT SOPs and STANDING	G ORDERS		
Confirm the following.			,
The craft will be operated during th		ft BR and SOPs:	Yes □ / No □
Trials will be conducted iaw host ur			Yes □ / No □
Trials conducted in Military Training			Yes □ / No □
Trials conducted iaw all relevant leg	gal guidelines and r	egulations:	Yes □ / No □
RISK ASSESSMENTS			
Confirm the following.			· Superior Company of Supe
All Risk assessments conducted and	d recorded:	· · · · · · · · · · · · · · · · · · ·	Yes □ / No □
Reference:			163 🗆 / 110 🗆
Hererenee.	,		
		· · · · · · · · · · · · · · · · · · ·	
TRIAL WILL BE CANCELLED ON THE	FOLLOWING CON	DITIONS	
Confirm the trial will be ceased on	the following.	ger yang sanggan mengelak sanggan sangg	
Sea state exceeds: SS /n	n		Yes □ / No □
Wind state exceeds: Sustained _ kt	Yes □ / No □		
Loss of safety communications.	Yes □ / No □		
Craft material state failure (inc. eng	gine warnings).		Yes □ / No □
Craft stability is unacceptable.			Yes □ / No □
Crew injury or MOB.	Yes □ / No □		



The sea state will be assessed against NATO STANAG 4149 Table F-1.

TABLE F-1 - NATO SEA STATE NUMERAL TABLE FOR THE OPEN OCEAN NORTH ATLANTIC

Sea State	Significant Wave		Sustaine		Percantage	Model Wave Period (sec)	
	Height (Height (m)		Speed (Knots)*		Range**	Most
Number	Range	Mean	Range	Maan	of Sea State	riange	Probable***
0-1	0-0.1	0.05	0 - 6	0,5	0	-	_
2 .	0.1 - 0.5	0.3	7 - 10	3.5	7.2	3.3 - 12.6	7. 5
3	0.5 1.25	0.88	11 - 16	8.5	22.4	5.0 14.8	7.5
4	1.25 - 2.5	1.88	17 - 21	19	28.7	6.1 15.2	8.8
В.	2.5 - 4	3.26	22 - 27	24.5	15.5	8.3 - 15.5	9.7
. 6	4-6	6	28 - 47	37.5	18.7	9.5 16.2	12.4
7	6-9	7.5	48 - 55	51.5	6.1	11.8 - 18.5	15.0
8	9 – 14	11.5	56 - 63	59.5	1.2	14.2 18.6	16.4
. >8	>14	>14	>63	>63	<0.05	15.7 — 23.7	20.0

^{*}Ambient wind sustained at 19.5 m above surface to generate fully-developed sees. To convert to another aftitude, H_2 , apply $V_2 = V_1 \; (H_2/19.5)^{1/2}$

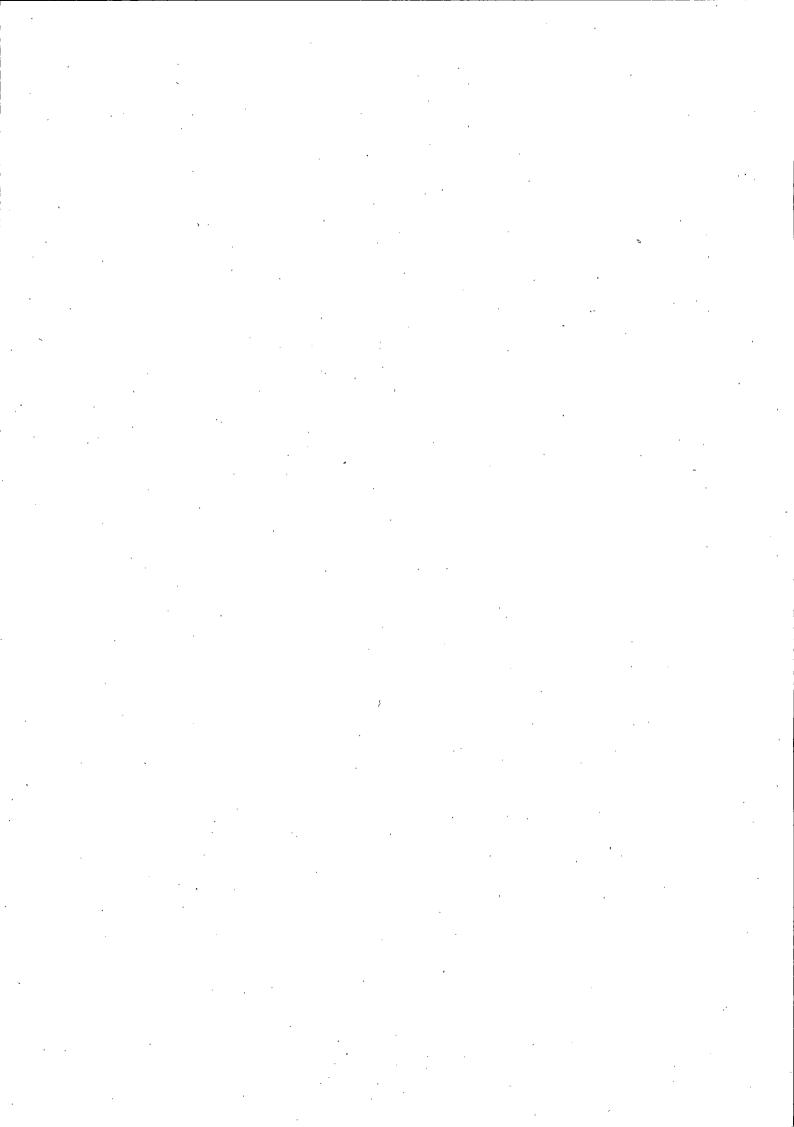
BRd6600 – Royal Marines Landing Craft & Small Boat Operations Table 4-3, usefully adds descriptive terms to the sea state figures.

Table 4-3. Maritime Forecast Sea State Code

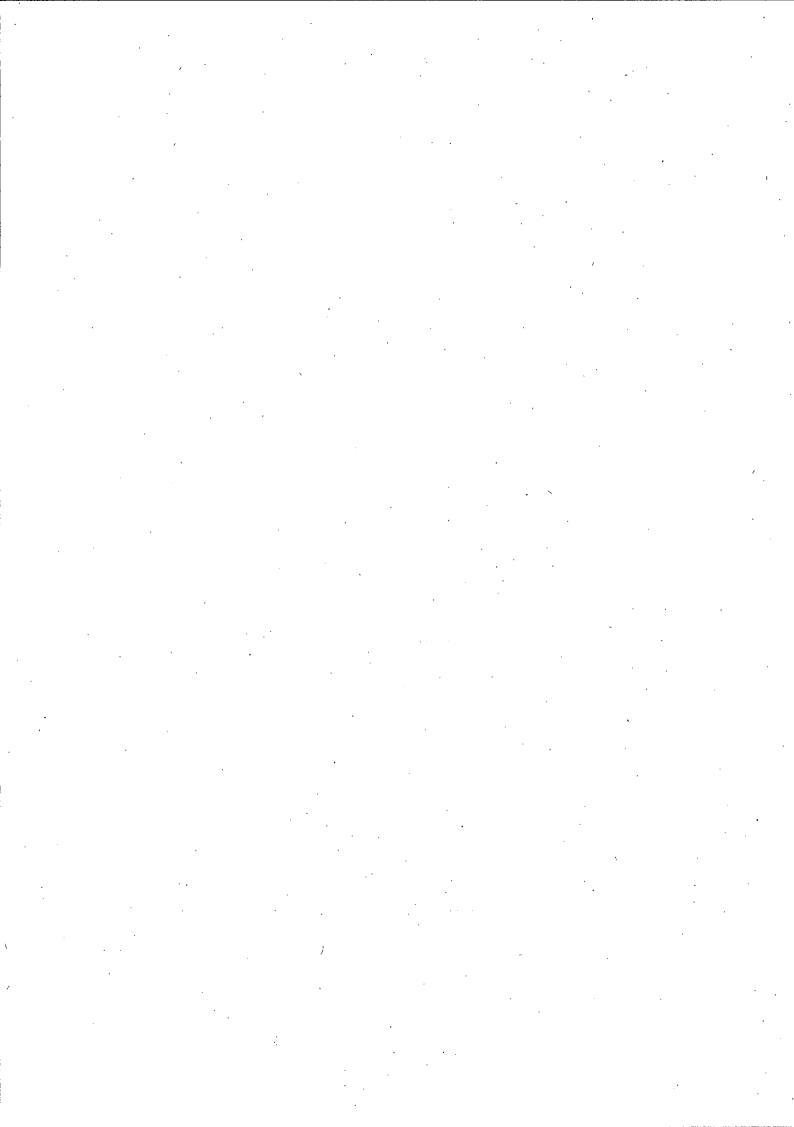
STATE OF SEA CODE FIGURE	DESCRIPTIVE TERMS	METRES	HEIGHT* FEET (APPROX)	
0	CALM (GLASSY)	0	0	* The average wave
1	CALM (RIPPLED)	0-0.1	0-1/3	height as obtained from
2	SMOOTH (WAVELETS)	0.1-0.5	1/3-12/3	the larger well formed
3	I SLIGHT	0.5-1.25	12/3-4	wave of the wave system
4	MODERATE `.	1.25-2.5	4-8	being observed.
5	ROUGH	2.564	8-13	"
6	VERY ROUGH	4-6	13-20	Note. The exact bounding
7	HIGH	6-9	20-30	height is to be assigned to
8	VERY HIGH	9-14	30-45	the lower code figure e.g.
9	PHENOMENAL	OVER 14	OVER 45	a height of 4 metres is coded as 5.

^{**}Minimum is 5 percentile and maximum is 95 percentile for periods given wave height range.

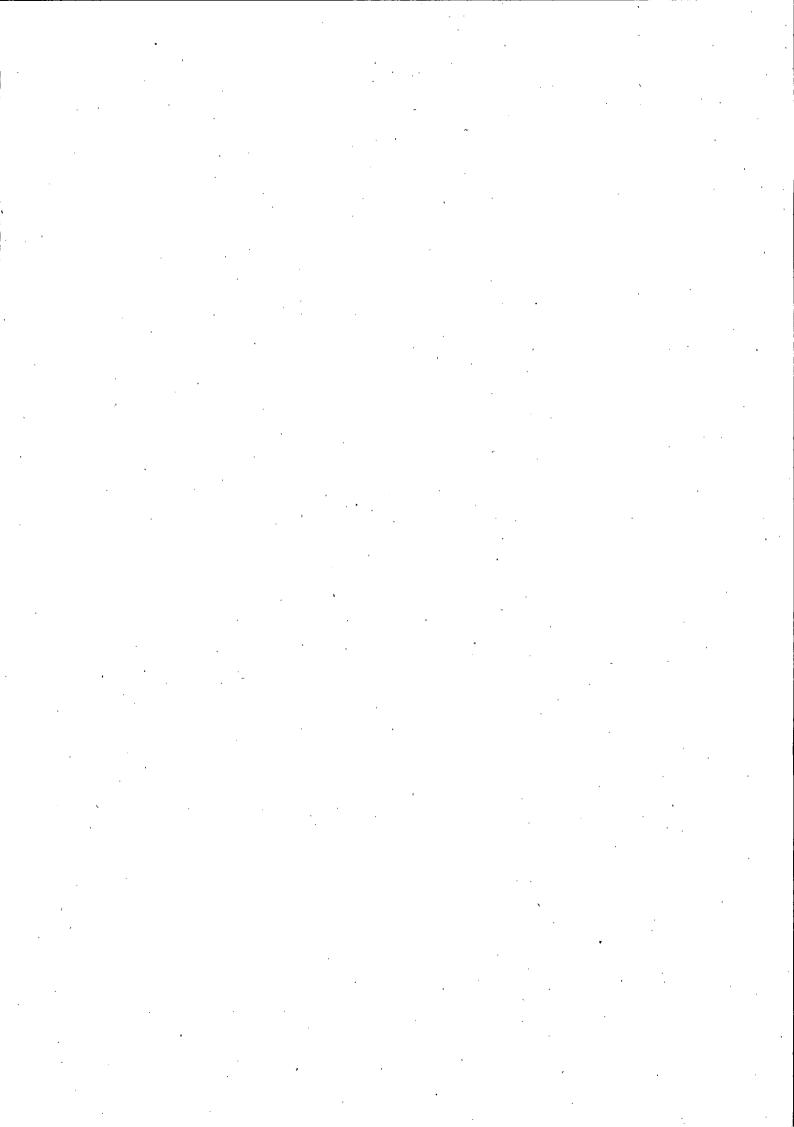
^{***}Based on periods associated with central frequencies included in Hindcest Climatology.



PRE-SAILING CHECKS



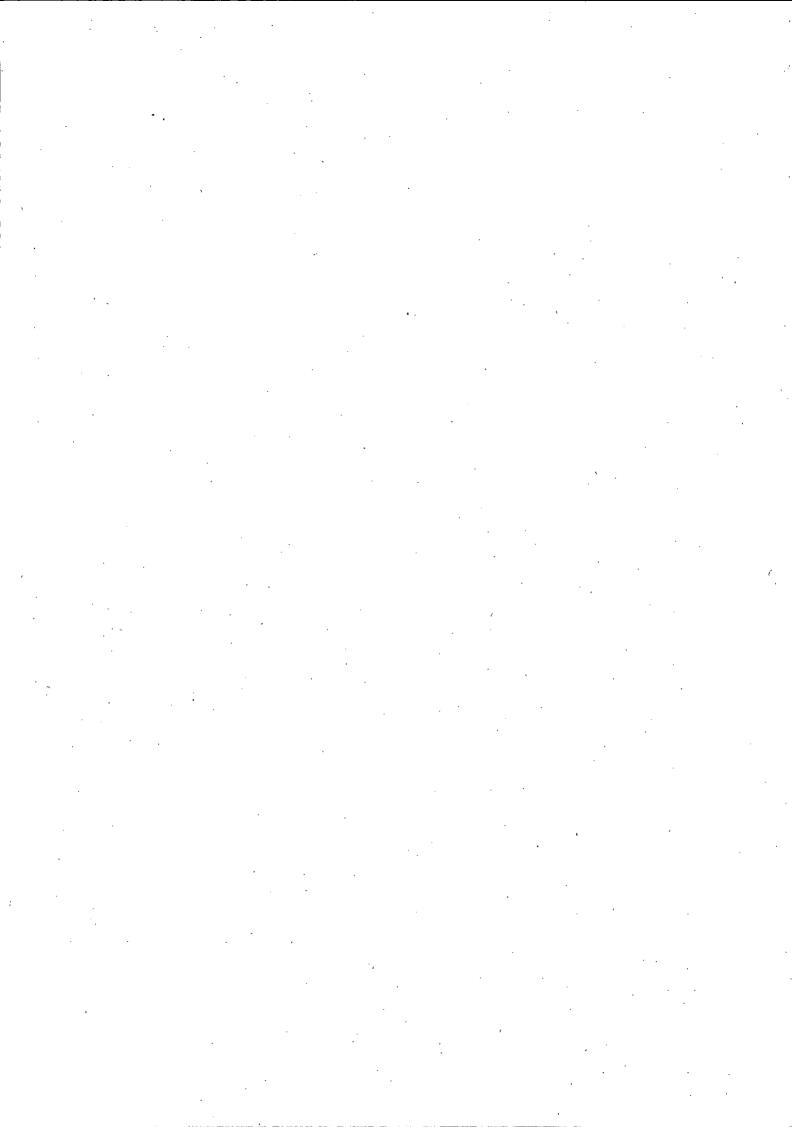
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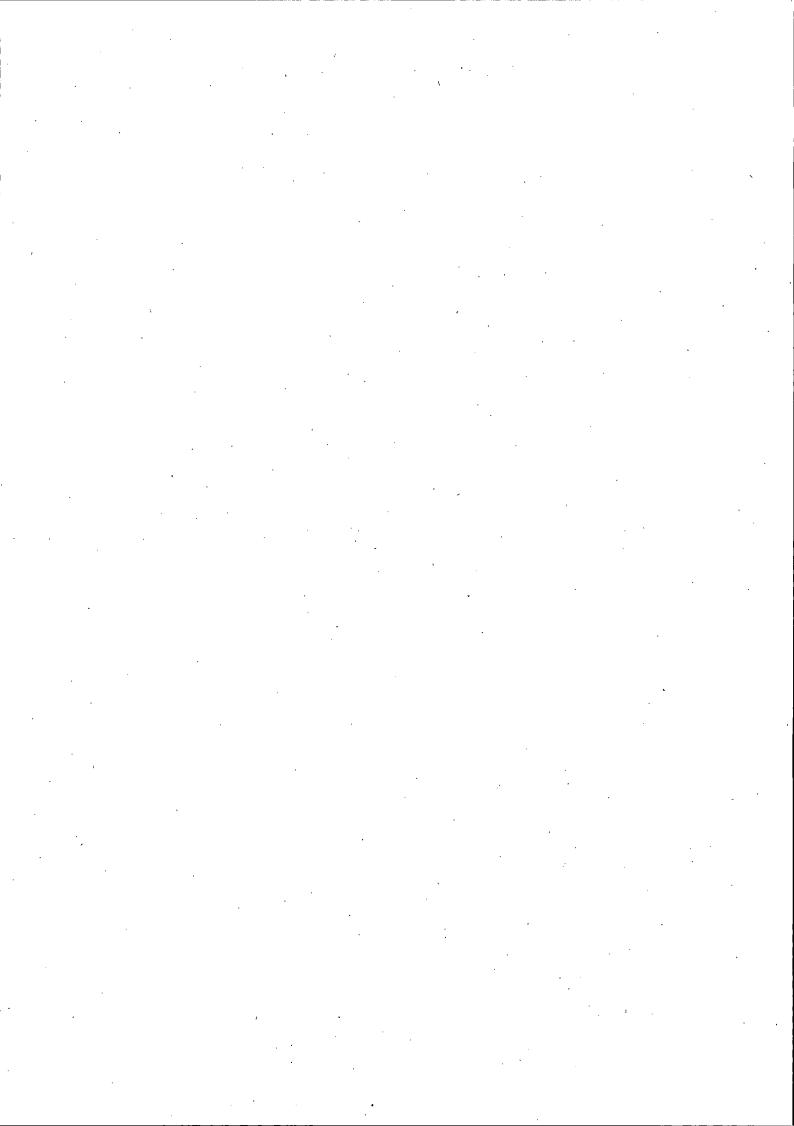
PRE-SAILING CHECKS

CRAFT PRE-SAIL CHEC	KS	
The craft pre-sailing corelevant areas to checo	hecks must be conducted iaw the craft's BR. The following lick.	ists highlights
· · · · · · · · ·		Yes ⊠ / No □
Hull.	Visual inspection. Check for any sign of damage.	
Collar.	Visual inspection. Check the collar is not damaged and secure to the hull. For RIB floatation collars check it is evenly inflated.	
Deck.	Visual inspection. Check for damage. Ensure deck is clear and miscellaneous items are stowed away.	
Lifting points.	Visual inspection. Check for damage.	
Consoles.	Visual inspection. Check console secure to deck and free from damage.	
Seating.	Visual inspection. Check seats are securely fixed to the deck. Check condition of foot straps where fitted.	. 🗆
Hatches.	Visual and functional inspection. Check are functional and are secure.	
Fire Fighting.	Visual inspection. Check fire alarm system is undamaged and operational. Check fixed and portable fire extinguishers are in date and undamaged.	
Bilges.	Visual inspection. Confirm areas clean and free from debris and liquid.	, 🗆
Bilge System.	Visual and functional checks iaw BR.	
Fuel and oil systems.	Visual inspection and functional checks iaw BR. Confirm hose fittings and pipework secure. Check for contamination in tanks and filters. Confirm fuel volume carried meets requirement for the trial.	
Engines & Gearbox.	Visual inspection and functional checks law BR. Confirm in good condition, equipment is secure, and oils topped up as required.	
Engine controls and instrumentation.	Visual inspection and functional checks iaw BR. Confirm correct operation of the controls.	
Steering.	Visual inspection and functional checks iaw BR. Check that the steering is unobstructed and free to move from hard over port to hard over starboard.	
Electrical System.	Visual inspection. Ensure all cabling correctly secured and terminated.	
Batteries.	Visual inspection. Check for any signs of damage and lose terminals. Confirm batteries are securely tied down.	
Navigation lights.	Visual and function inspection. Check for damage and confirm all functioning correctly.	
Compass.	Confirm compass swings completed, deviation card provided.	
Navigation system.	Visual inspection and functional checks. Confirm latest charts loaded on chart plotters.	

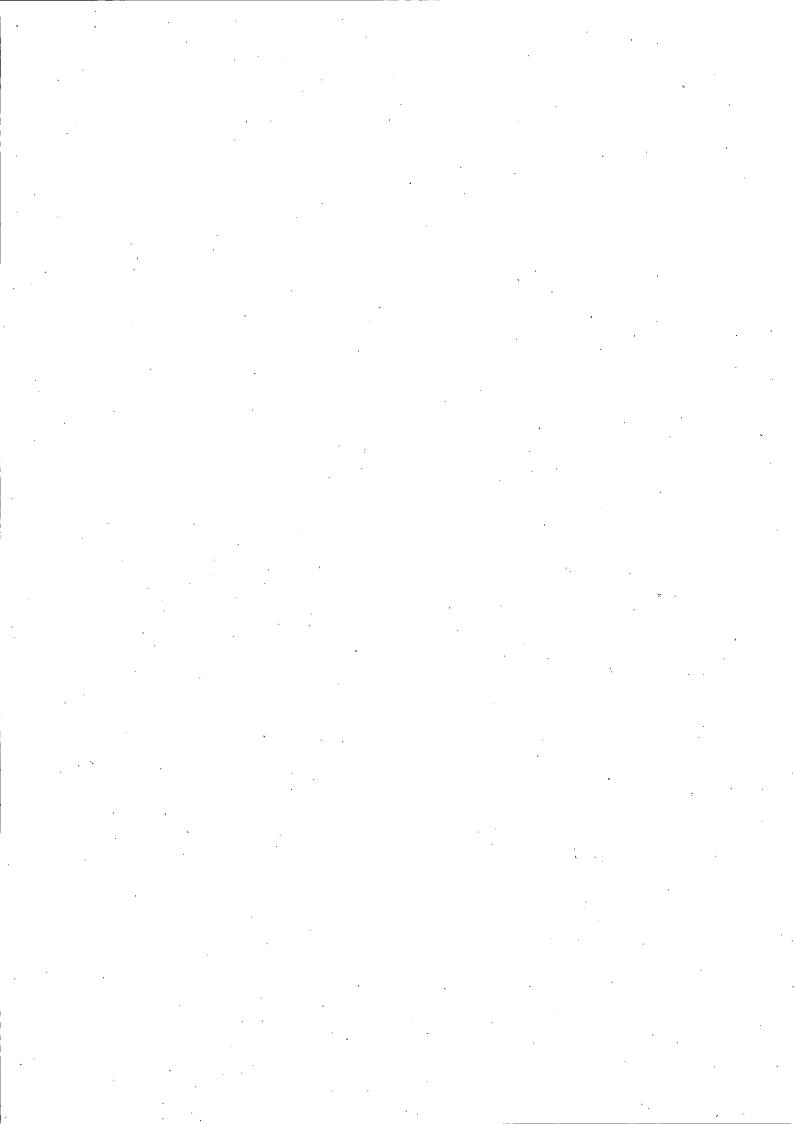


Communications - External	portable communication equipment. Confirm operating channels and power settings for intended transmission range.	
Communications - Internal.	Visual inspection and functional checks of internal communication system.	, 🗆
Mast and antennas.	Visual inspection. Check for damage to mast and antennas. Confirm all antennas secured.	
MISCELLANEOUS EQUE	JIPMENT ant BR must carry emergency and repair equipment. The fo	ollowing list
	ent that should be carried. Confirmation of the full list mu	_
		Yes ⊠ / No □
Fire extinguishers x2.		
Paddles.		
Inflation bellows.	· 🗖,	
Sea anchor and warp.		
Hand-held searchlight		
Compass.		
Mooring warps.		
Collar repair kit.		
Bilge pump handle.		
Emergency steering ti		
Emergency inflation b		
Rescue throwing lines (2 off).		
Lanyard for Deadman		
Radar reflector.		
First aid kit in waterproof case (must reseal after use)		
Rescue flares		
LIFE JACKETS, PPE AN	DSAFETY AND THE RESERVE OF THE PARTY OF THE	
Confirm the following:		Yes ⊠ / No □
Life Jackets. (Confirm all PAX are supplied and wearing appropriate size, type and in-service dated maintained life jackets)		
PPE. (Confirm all PAX are aware of the environmental conditions of the trial and wearing appropriate PPE ie Eye protection, & clothing appropriate for weather conditions)		
Safety Brief. (Confirm safety (WBV) guidance		

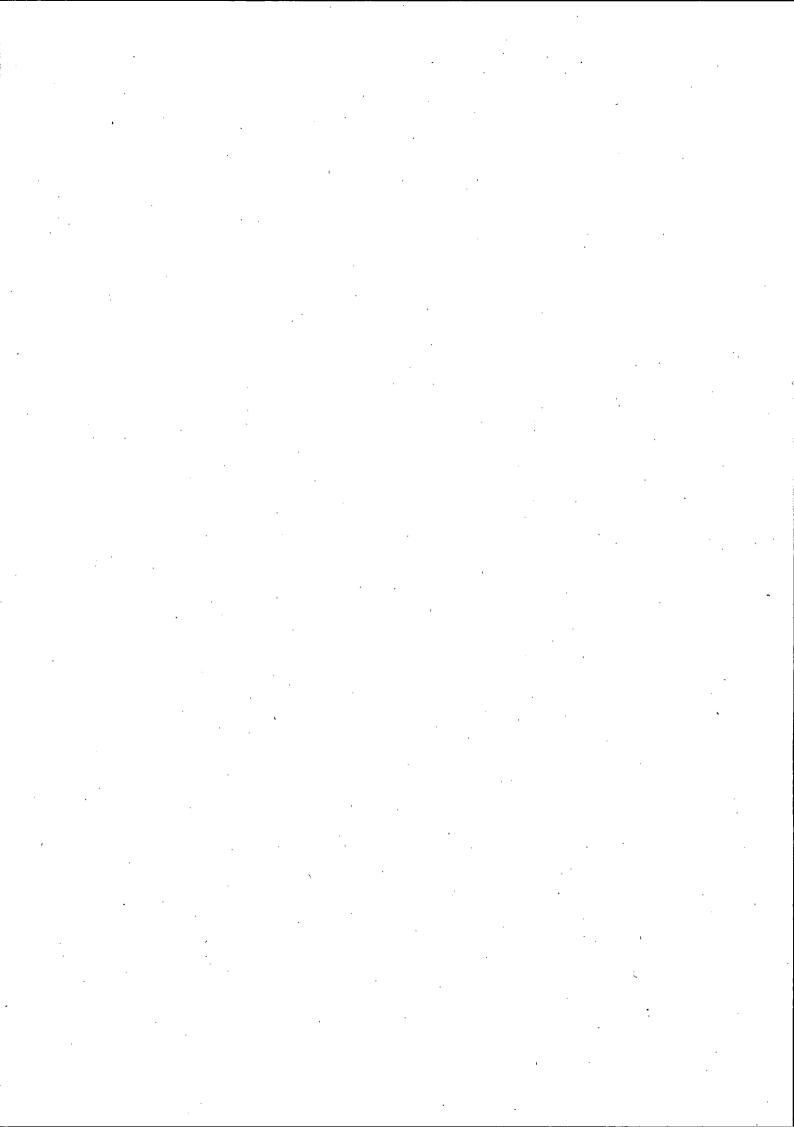
Visual inspection and functional checks of fixed and



PAX ON BOARD		
A nominal of those on board the trials craft is t	o be taken and details held at the trials host base.	
Role	Names	
Coxswain:		
Second Coxswain/Crew:		
MOD/PDH representative:		
Contractor support representative / engineer:		
Visitors:		



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SEA TRIALS IN LIGHT SHIP CONDITION



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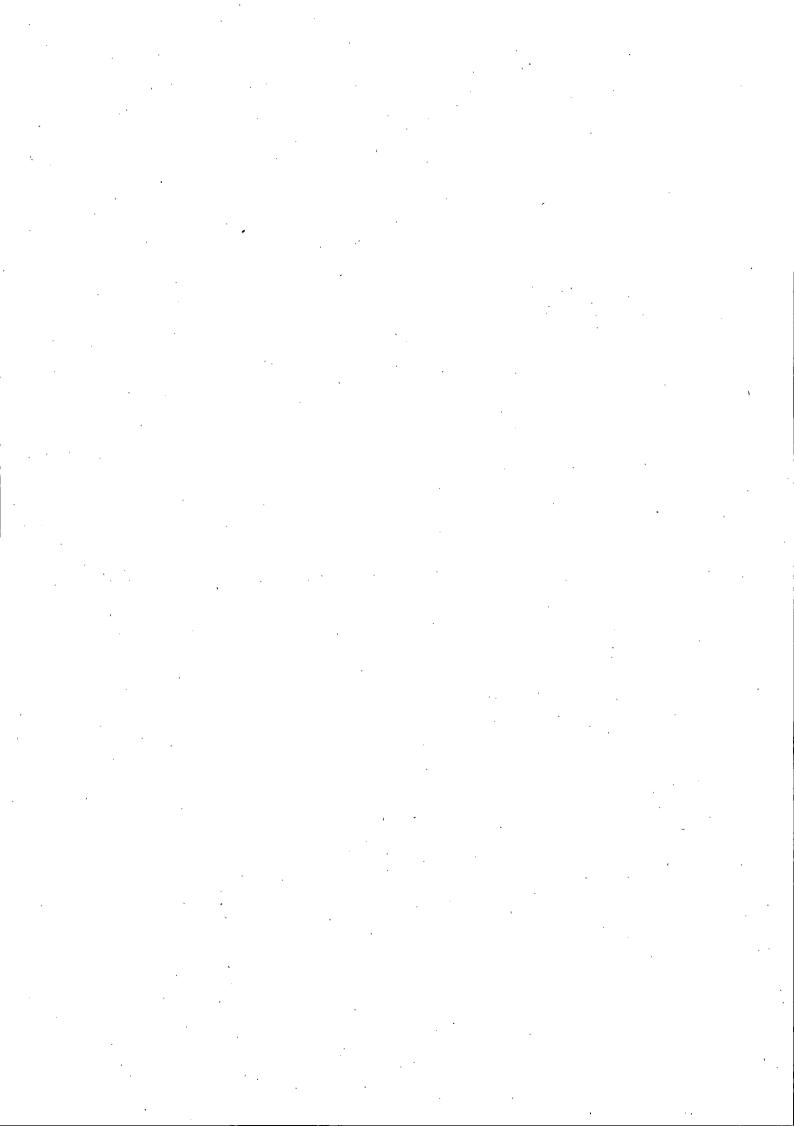
Boat Type:	pat Type: Boat Number:				Trial Date:						
			<u> </u>				111011	Jace.		·	
Trials Location:		•								•	
Sea State:	Wind Fo	rce:	Wind Directi	ion:	Air Temperature (°C):		Sea Temperature: (°C):				
Craft condition: Light Operating / Fully Loaded	Weight	of craft (I	(Kg): Ballast added (Kg): Type of ballast:			Fuel (ltr):					
Time trial started:			•	Time tria	al finish	ed:					
	Craft	<u> </u>	<u></u>	1nm	→ ←						
	. ,	→	Directio	n of sea/tide)	Λ.		
speed. The craft is	to maintai	n its max	kimum s	peed for a	1nm di	stance.	(Dista	nce to	be e	establish	
speed. The craft is using measured mi a 1nm transit in to each run is to be redata.	to maintai le markers the sea an	n its max or GPS d 3 runs	kimum sp chart plo sailing a	peed for a otters.) The 1nm trans I of the cra	1nm di e craft is sit with aft is to	stance s to cou the se be calc	(Distanduct a a. The	nce to total time t	o be of 3	establish runs sail mplete	lin
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine.	to maintai le markers the sea an ecorded. Tl	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lin I,
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine.	to maintai le markers the sea an	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a	peed for a otters.) The 1nm trans I of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to total time t	of 3 of conthe	establish runs sail mplete	lin I,
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine. Engine 2 = STBD Engine RPM Engine - Oil (BAR)	to maintai le markers the sea an ecorded. Tl	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lir I
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine. Engine 2 = STBD Engine RPM Engine	to maintai le markers the sea an ecorded. Ti Run 1	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lir I
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine. Engine 2 = STBD Engine RPM Engine 1 Coll (BAR) FW Temp	to maintai le markers the sea an ecorded. Ti Run 1	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lin I,
Engine Oil (BAR) 1 EW Temp (°C)	to maintai le markers the sea an ecorded. Ti Run 1	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lin I,
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine. Engine 2 = STBD Engine RPM Engine 0 il (BAR) FW Temp (°C) RPM	to maintai le markers the sea an ecorded. Ti Run 1	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lir I
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine. Engine 2 = STBD Engine RPM Engine 0il (BAR) FW Temp (°C) RPM Engine 0il (BAR) FW Temp FW Temp	to maintai le markers the sea an ecorded. Ti Run 1	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lin I,
speed. The craft is using measured mi a 1nm transit in to each run is to be redata. Engine 1 = Single or Port Engine. Engine 2 = STBD Engine RPM Engine 0il (BAR) FW Temp (°C) RPM Engine complete	to maintai le markers the sea an ecorded. Ti Run 1	n its max s or GPS d 3 runs he avera	kimum sp chart plo sailing a ge speed	peed for a otters.) The 1nm transl of the cra	1nm di e craft is sit with aft is to rial Run	stance s to cou the se be calc	(Distanduct a a. The culated	nce to a total time t from	of 3 of conthe	establish runs sail mplete recordec	lir 1,



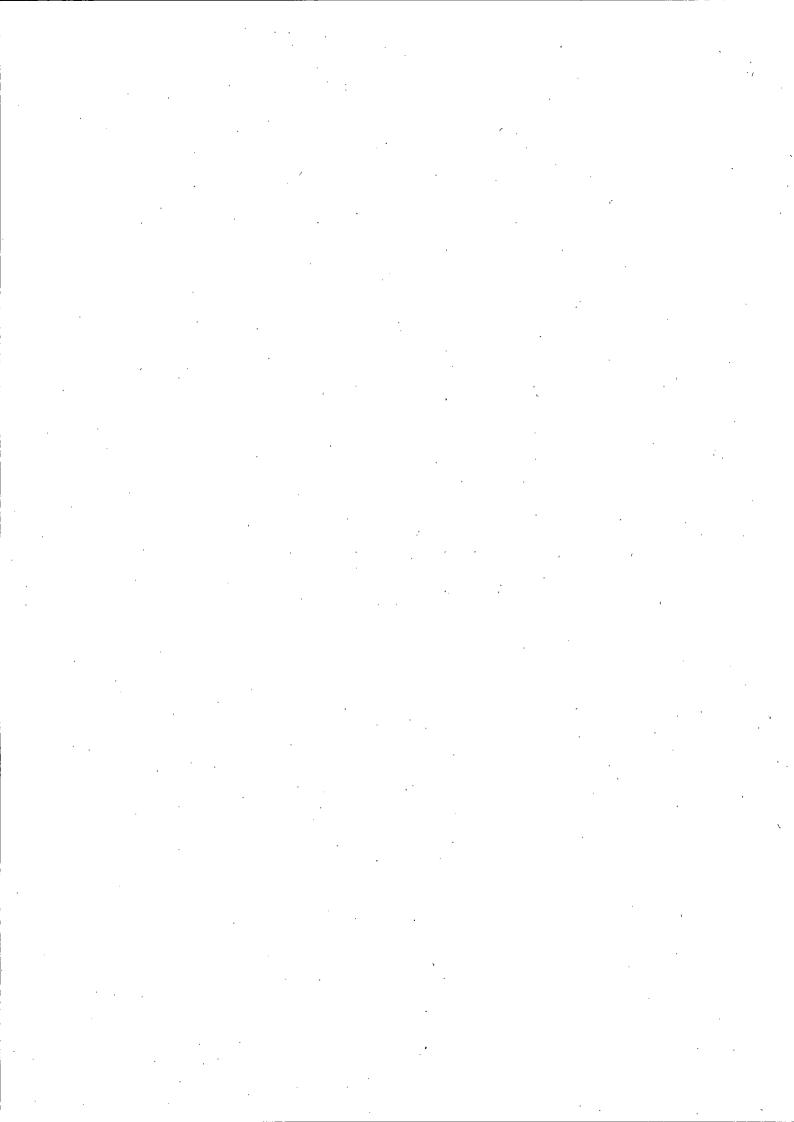
General trial o	bservations
Did any mechanical defects or alarms occur during the trial?	Yes □ / No □
Was the craft stable as it accelerated?	Yes □ / No □
Was the craft stable on a straight-line transit?	Yes □ / No □
Was the craft stable as it de-accelerated?	Yes □ / No □
Were any of the following conditions 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.	
4	

Observation Summary Of Craft Performance During The Trial									
	Satisfactory	Not Satisfactory	Notes						
Craft Stability									
Craft course keeping		Π.							
Craft manoeuvrability									
Craft speed performance			·						
Craft acceleration									
Craft ability to stop									
Sea Keeping									

.



Trial Form No 2A.			Accele	eration 1	rial				V 1.0 1/9/19
Boat Type:	Boat Type: Boat Number:					Tr	ial Dat	e:	
Trials Location:						<u> </u>			,
Sea State:	Wind Fo	rce:	Wind Directi	ion:	Air Te	mperatur		Sea Temperature	
Craft condition: Light Operating / Fully Loaded	Weight of craft (Kg):			Ballast a Type of			ſ	uel (ltr):
Time trial started:	<u> </u>			Time tria	al finish	ed:			
Craft maximun Craft engines are to accelerate as quick craft is to conduct a	be run ir ly as possi a total of 3	and at o ble up to 3 runs sail	perating its spee ling in to	tempera d maximu o the sea a	ture. Fr m aver nd 3 ru	om a stan age speed ins sailing	ding st I given with tl	art the in the I	BR. The The time to
reach the maximun calculated from the	_	-	to be red	corded. Tr	ie aver	age accele	eration	of the	craft is to be
Engine 1 = Single or Port Engine. Engine 2 = STBD Engine	Run 1	R	lun2	Run 3	rial Ru	ns Run 4	Ru	ın 5	Run 6
Time to complete run (s)			•						
Average time to complete runs 1-6 (s)		٧.				,			
Average acceleration of Runs 1-6 (kts)				,					



General trial of	oservations
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									



Trial Form No 3A.		Eme	rgenc	y Stoppi	ng Trial		V1.0 1/9/19
Boat Type:		Boat Nu	mber:			Trial C	Date:
Trials Location:	···	•		• •		•	,
Sea State:	Wind Fo	rce:	Wind Directi	on:	Air Temper (°C):	ature	Sea Temperature: (°C):
Craft condition: Light Operating / Fully Loaded	Weight	of craft (K	g):	Ballast a Type of I	dded (Kg): pallast:		Fuel (ltr):
Time trial started:		,	•	Time tria	al finished:		
	Craft	itart emergenc	y stop				
_			4	ord distance cr	aft	Record (location if veers off c	f craft

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)	. 1		. (
orther to the Jahrens of their	<u>'</u>					
Drift off course						
(m):						
Average drift off						
from course	•					
heading (m)						



General trial ol	oservations
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								



Trial Form No 4A.			Turn	ing Circl	es			V 1.0 1/9/19
Boat Type:		Boat Nu	mber:			Trial D	ate:	
Trials Location:	•							
Sea State:	Wind Fo	orce:	Wind Directi	on:	Air Tempera (°C):	ture	Sea Tempera (°C):	ture:
Craft condition: Light Operating / Fully Loaded	Weight	of craft (K	g):	Ballast a Type of l	dded (Kg): pallast:		Fuel (itr):	
Time trial started:		·	•	Time tria	ıl finished:			
	Craft	→ / (<u></u>	Direction	of sea/tide	· .	

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.

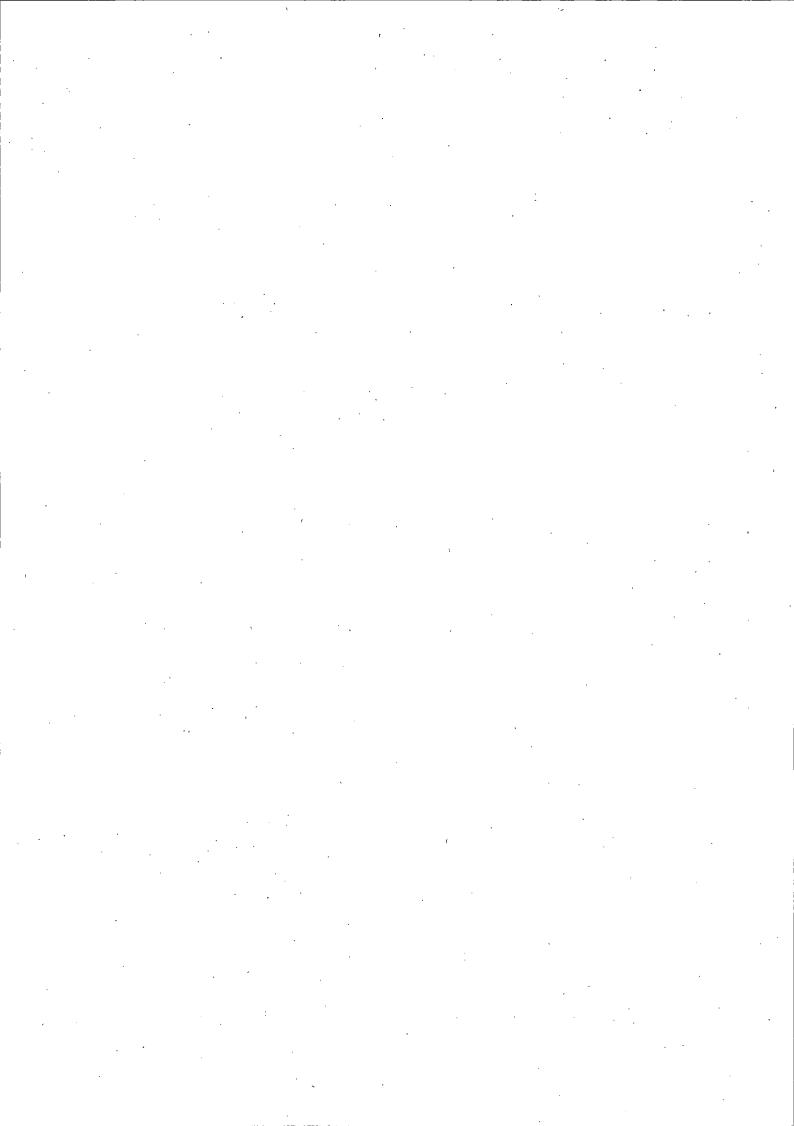
(Note. Some small high speed craft have the ability to conduct very tight violent turns. This trial is not about conducting such violent turns, it is to monitor the crafts ability to conduct a controlled circle.)

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 o	bservations	
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.		,
		l .

		•	•		
	7				
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		7			
Sea Keeping	· 🗆				



Trial Form No 5A.				Zig Zag				V 1.0 1/9/19
Boat Type:	Boat Number:			Trial		Pate:		
Trials Location:								
Sea State:	Wind Fo	Wind Force: Wind Directi		Air Temperature (°C):		ture	Sea Temper	ature:
Craft condition: Light Operating / Fully Loaded	Weight	Veight of craft (Kg):		Ballast added (Kg): Type of ballast:		,	Fuel (ltr):	
Time trial started:	l			Time tria	al finished:		_	
Craft	>			Direction of s				
	PORT		r movement					
,	٠.			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		
• • •			



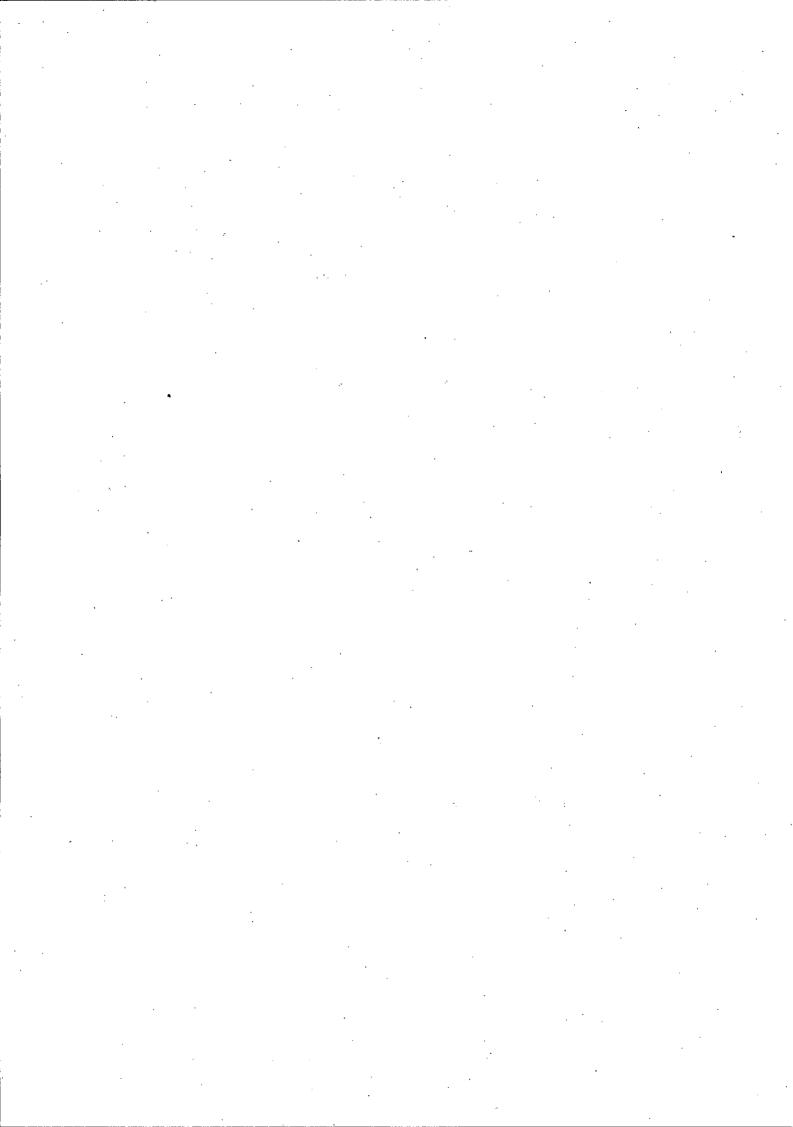
Required Speed Kts	Observations	Notes .			
Speed achieved (Knots)	* A state of the s	PROCEST PRODUCT - "Gallery, " Status of Principles - Wild, 2005 Address, of Health - The Health, Souther			
Craft response to helm commands	Satisfactory Yes □ / No □				
Craft control during the turns	Satisfactory Yes □ / 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 o	bservations	·			
Did any mechanical defects or alarms occur during the trial?		es 🗆 / 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?	Ye	es 🗆 / No 🗀			
Were any of the following conditions observed during the trial: chine walking, craft lol, proposing/ nose diving, excessive slamming, poor trim?	Ye	es □ / No □			
Was the craft responsive and controllable during the course changes?	Ye	es 🗆 / No 🗆			
Was the coxswain able to trim the craft as required for craft performance?	Ye	es 🗆 / 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 Were there any WBV issues observed during the	Yes □ / No □				
trial?	Υє	es 🗆 / No 🗆			
Detail any observations.					

.

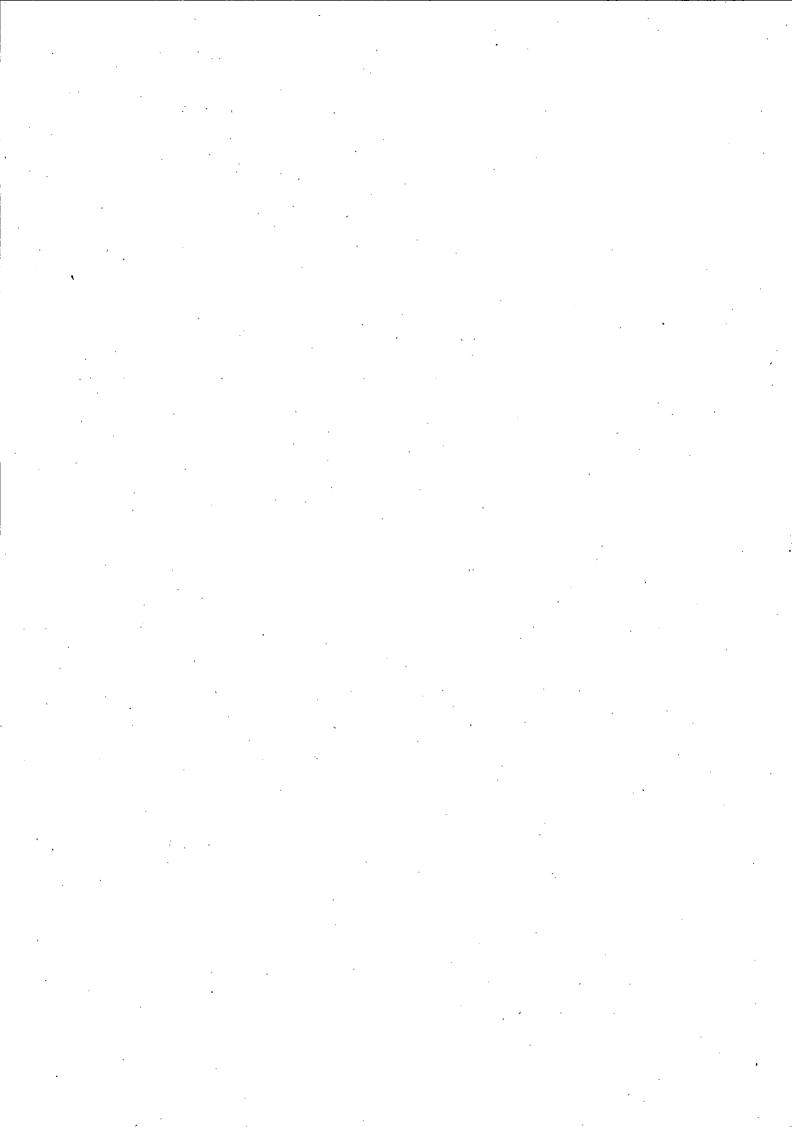
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Observation Summary Of Craft Performance During The Trial					
	Satisfactory	Not Satisfactory	Notes		
Craft Stability					
Craft course keeping					
Craft manoeuvrability		· 🗆			
Craft speed performance	. 🗆	. 🗆			
Craft acceleration					
Craft ability to stop					
Sea Keeping	, 🗆				

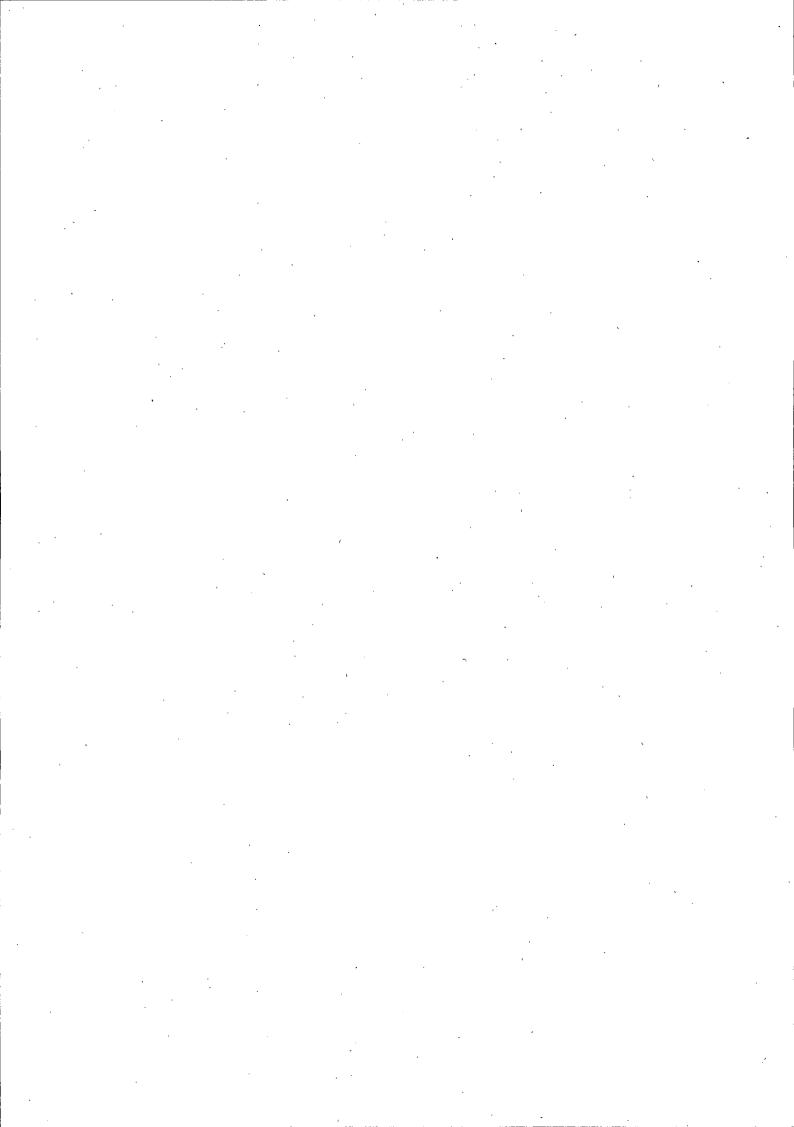


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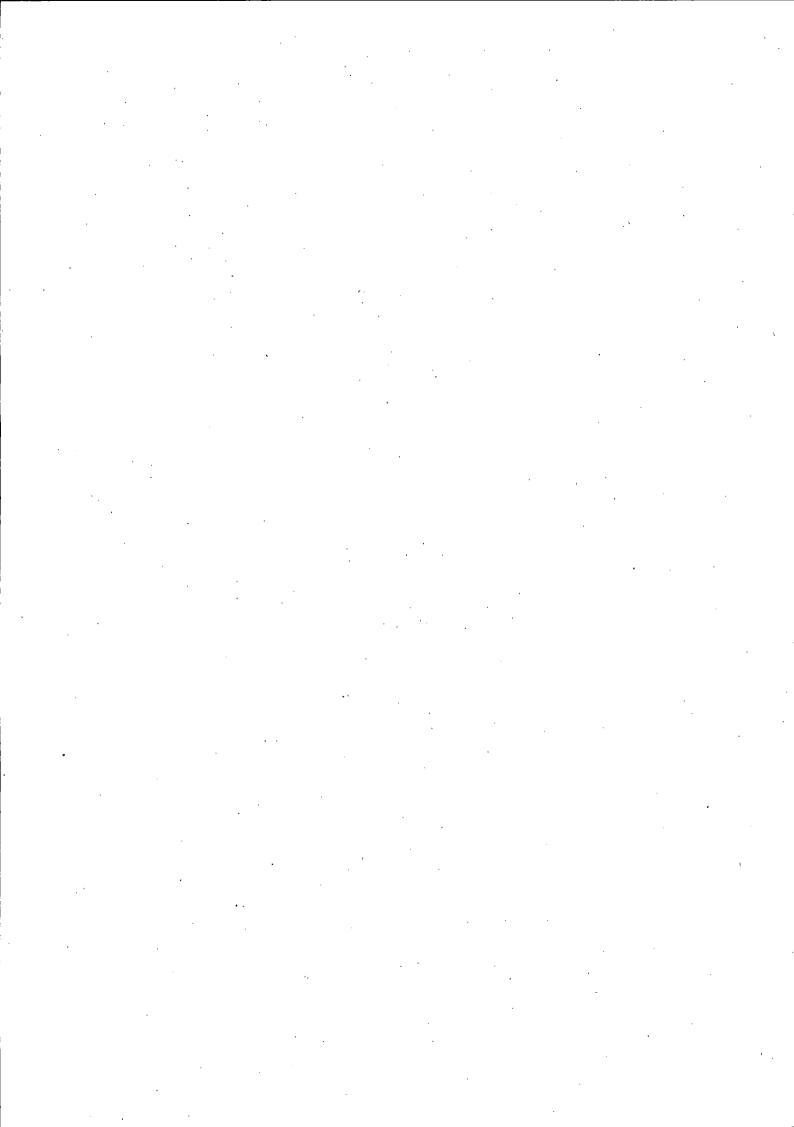


Boat Type:	Boat	Number: `		Trial Da	te:
Trials Location:			.	<u> </u>	
Sea State:	Wind Force:	Wind Direction:	Air Tempe		Sea Temperature: (°C):
Craft condition: Light Operating / Fully Loaded	Weight of craft (Kg):		Ballast added (Kg): Type of ballast:		Fuel (ltr):
Time trial started: Time trial finished:					
planning speed as	given in the BR. I ery 15 minutes. F culated.	The craft is to it is	ion is to be recorde	ng speed fo	or 1 hour. Readings
		e speed as gi nm.	ven in the BR	Kts	क्षस्य । अस्य - व्यवस्थानि
Required	ven in the BR	e speed as gi nm.	ven in the BR	Kts	
Required speed:Kts Engine 1 = Single or Port Engine.	ven in the BR	e speed as gi nm. T1 (15min)	Time Record	Kts	nin) (T4 - 60min
Required speed:Kts Engine 1 = Single or Port Engine. Engine 2 = STBD Engine Actual average speed achieved (knots)	ven in the BR	nm.	Time Record		in) (T4 - 60min
Required speed:Kts Engine 1 = Single or Port Engine. Engine 2 = STBD Engine Actual average speed achieved (knots) RPM Oil	ven in the BR	nm.	Time Record		nin) (T4 - 60min
Required speed:Kts Engine 1 = Single or Port Engine. Engine 2 = STBD Engine Actual average speed achieved (knots) RPM Oil (BAR) FW Temp	ven in the BR	nm.	Time Record		nin) (T4 - 60min
Required speed:Kts Engine 1 = Single or Port Engine. Engine 2 = STBD Engine Actual average speed Schieved (knots) RPM Oil (BAR) FW Temp (*C) RPM Oil	ven in the BR	nm. T1 (15min)	Time Record		in) (T4 - 60min
Required speed:Kts Engine 1 = Single or Port Engine. Engine 2 = STBD Engine. Actual average speed achieved (knots) RPM Oil (BAR) FW Temp (°C). RPM Oil (BAR) FW Temp (°C). RPM Oil (BAR) FW Temp (°C).	Pre start (craft at idle)	nm. T1 (15min)	Time Record		nin) (T4 – 60min
Engine 1 = Single or Port Engine. Engine 2 = STBD Engine Actual average speed achieved (knots) RPM Oil (BAR) FW Temp (°C) RPM Oil (CC) RPM Oil (BAR) (CC) RPM Oil (BAR)	Pre start (craft at idle)	nm. T1 (15min)	Time Record		nin) (T4 - 60min

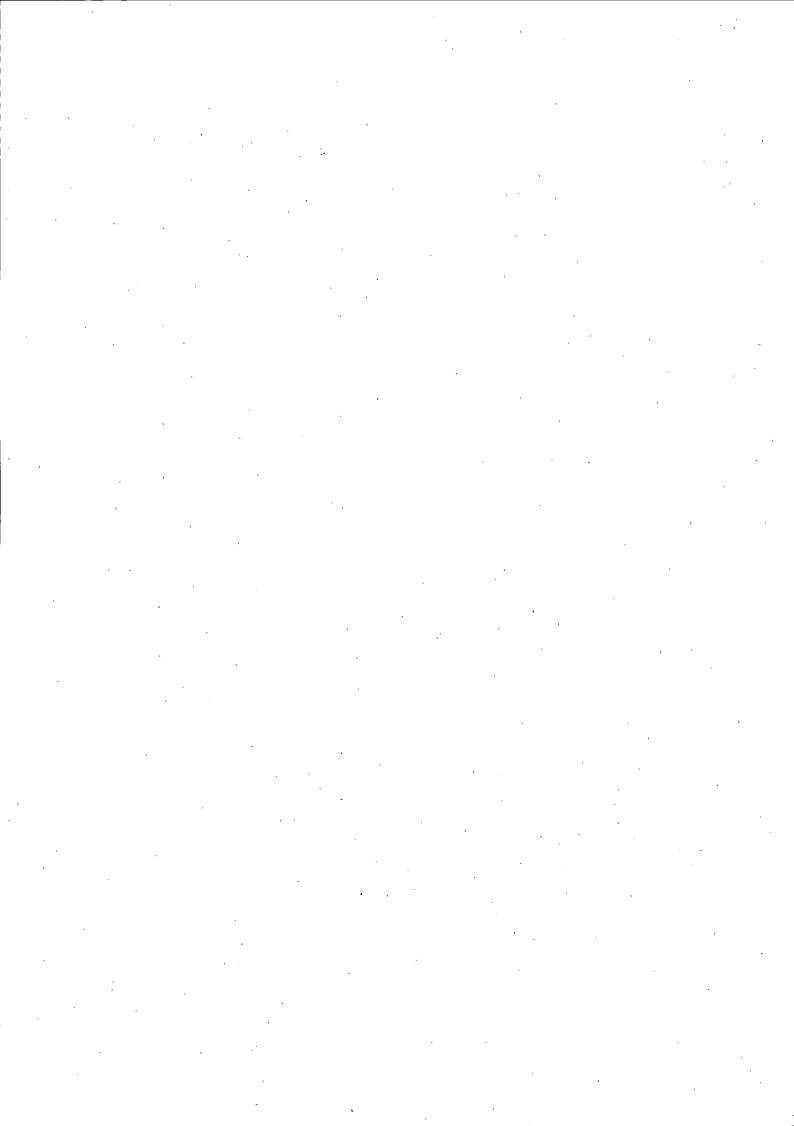
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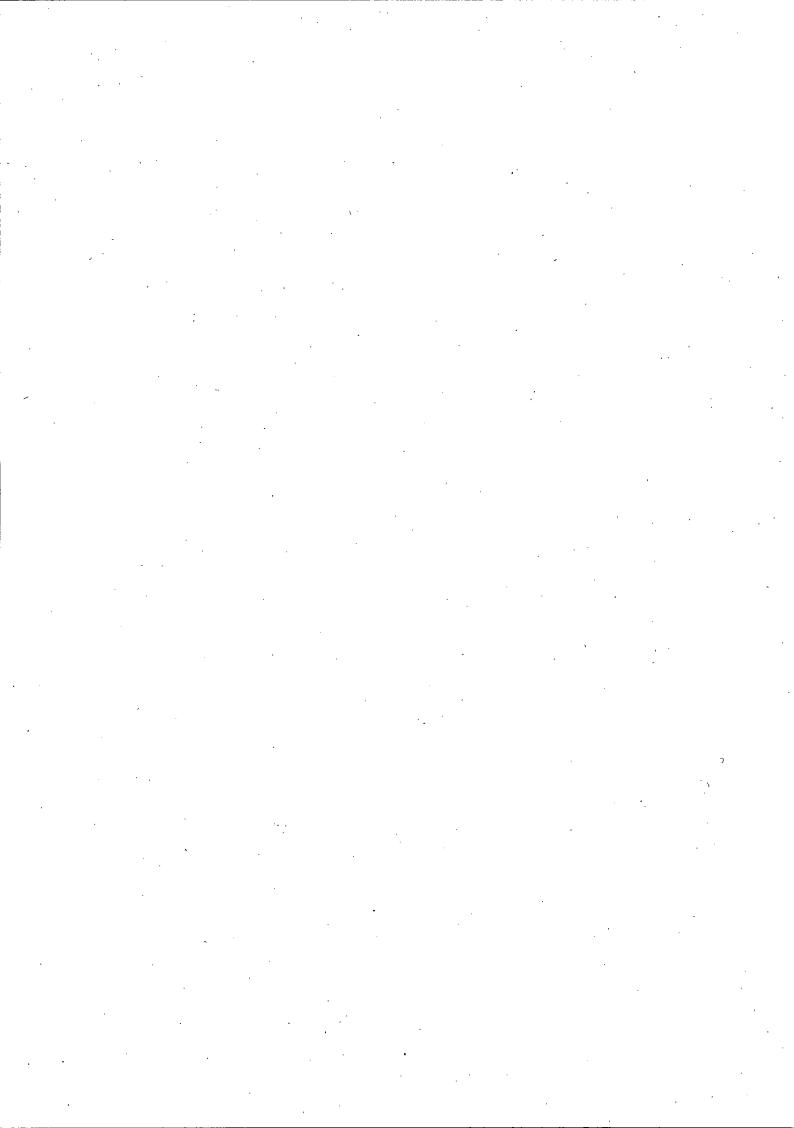
Average speed achieved:knots	Fuel used in one l	hour: ltr	Distance covered in one hour:nm					
The craft fuel tanks holdItr								
From the data recorded the nm/lt	r of the craft was:	nm/ltr						
For a craft with full fuel tanks this would give the craft a Range ofnm.								
From the data recorded the craft used Itr of fuel in one hour.								
For a craft with full fuel tanks this	would give the cra	ift an Enduranc o	e ofhrs.					
Are these figures compliant with t	he craft BR – Yes Þ	⊠ / No □						
	General trial of	bservations						
Did any mechanical defects or all during the trial?	· 		Yes □ / No □					
Was the craft stable as it accelera	ated?		Yes □ / No □					
Was the craft stable on a straight	t-line transit?	Yes □ / No □						
Was the craft stable as it de-acce	elerated?	Yes □ / No □						
Were any of the following condit during the trial: chine walking, cr proposing/ nose diving, excessive trim?	aft lol,		Yes □ / No □					
Was the craft responsive and cor the course changes?	ntrollable during		Yes □ / No □					
Was the coxswain able to trim the required for craft performance?	ne craft as	Yes □ / No □						
Was the craft easily controlled by without need for significant inpu	=	Yes □ / No □						
Were the craft controls and their suitable for the coxswain?	r positions	Yes □ / No □						
Was the craft considered noisy d		Yes □ / No □						
Were there any WBV issues obsettial?	erved during the		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	· 🛭 ·						



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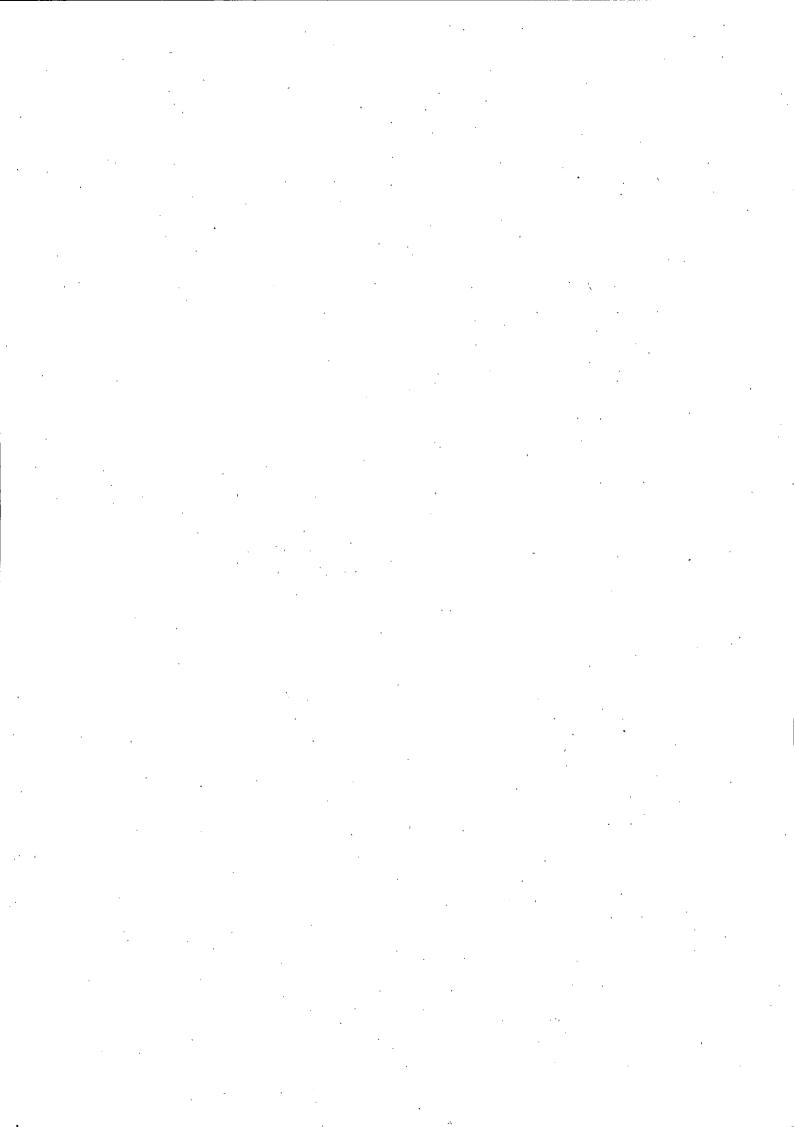


Trial Form No 7A.			₩ ₩ Sea	Keepin	8		V 1.0 1/9/19
Boat Type:		Boat Nu	nber:		- -	Trial D	ate:
Trials Location:							
Sea State:	Wind Fo	orce:	Wind Directi	on:	Air Tempera (°C):	ture	Sea Temperature: (°C):
Craft condition: Light Operating / Fully Loaded	Weight	ht of craft (Kg):		Ballast a Type of I	dded (Kg): pallast:		Fuel (ltr):
Time trial started:				Time tria	ıl finished:		
Time trial finished: Direction of sea/tide Direction of sea/tide Wave buoy Fig 1 Time trial finished:							

A trials wave buoy should preferably be employed to record sea data. If one is not available, then the nearest fixed national wave buoy should be used. Various sea keeping trials courses are promoted, 2 options are displayed above. Selection is dependent on trial area used and craft. All courses contain a run in to sea, a run with the sea, a run into the sea at 45°, a run with the sea at 45° and a run parallel to the sea. Each leg should be conducted for 5 minutes for Fig 1 and 10 minutes for Fig 2. The performance of the craft during the turn is to be monitored.

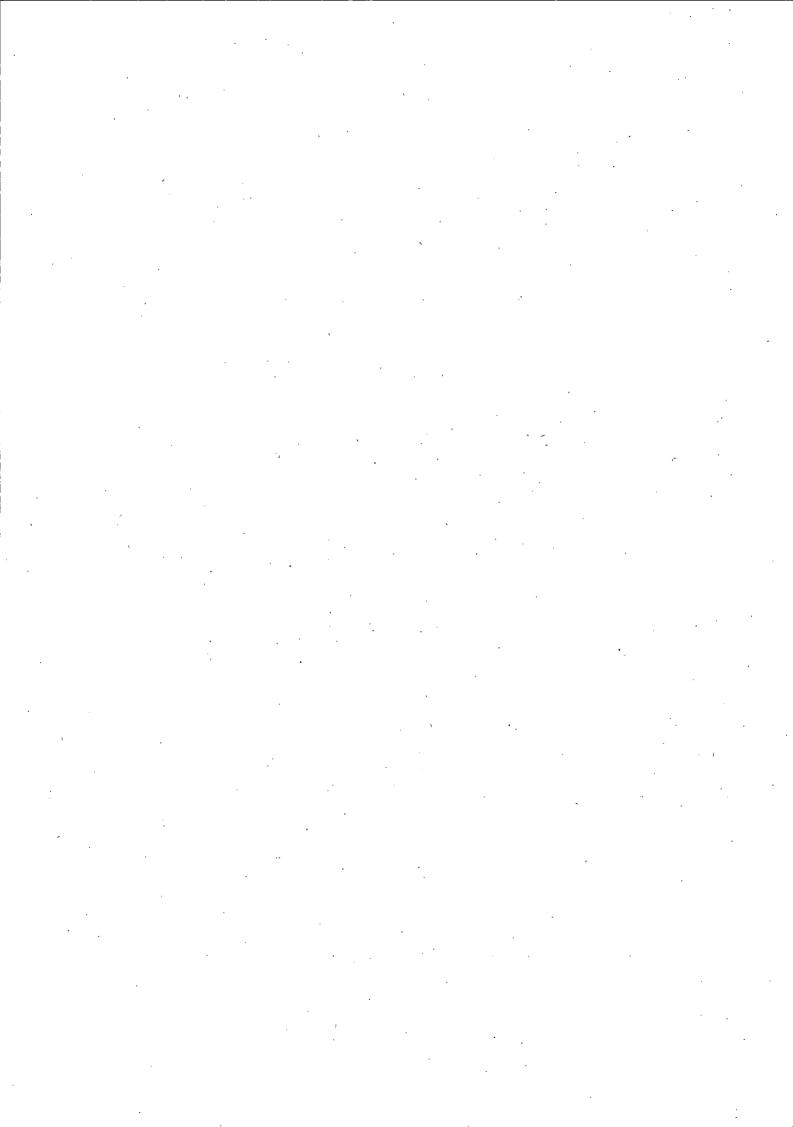
Provided the sea state is within the operating boundaries of the craft, the trial should be conducted at the maximum planning speed for the craft. However, depending on the sea conditions it is the responsibility of the coxswain to moderate the craft speed to the safest speed for the craft and passengers.

Required Speed	obstack toka		Trial Legs		
Kts	into sea	With the sea	Into the sea	With the sea	Parallel to the
			at 45	at 45	sea :
Speed achieved				3	
(Knots)					
	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
Craft stability	Yes □ / No □	Yes □ / No □			
Craft course	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
keeping	Yes □ / No □	Yes □ / No □			
-Craft	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
manoeuvrability	Yes □ / No □	Yes □./ No □			
	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
Sea keeping	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes, □ / No □	Yes ☐ / No ☐



General trial o	bservations			
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	. 🗆 .		



Trial Form No 8A.	a by the second	Bol	lard Pul			V 1.0 1/9/19
Boat Type:	Boat Nur	mber:			oate:	
Trials Location:					•	
Sea State:	Wind Force:	Wind		Air Tempera	ture	Sea Temperature:
		Direction		(°C):		(°C):
Craft condition:	Weight of craft (K	g):	Ballast added (Kg):			Fuel (ltr):
Light Operating /	,		Type of ballast:			
Fully Loaded '		٠ .				
Time trial started:			Time tria	l finished:		
				Craft		
						· · · · · · · · · · · · · · · · · · ·
		Bollar	. Load (Cell		
•						

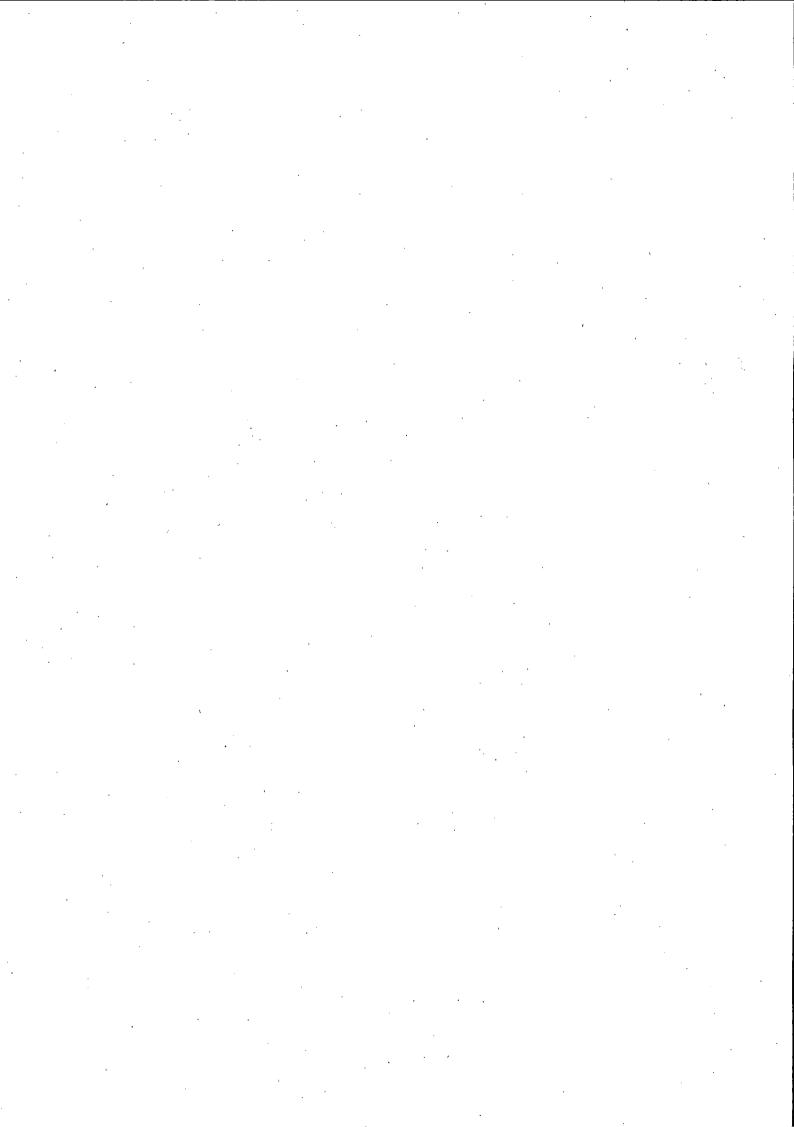
This trial is only for craft which have undergone with changes to new engines, gear boxes or propulsion units or concern that existing power trains are not producing the required thrust.

This trial requires the use of a load cell.

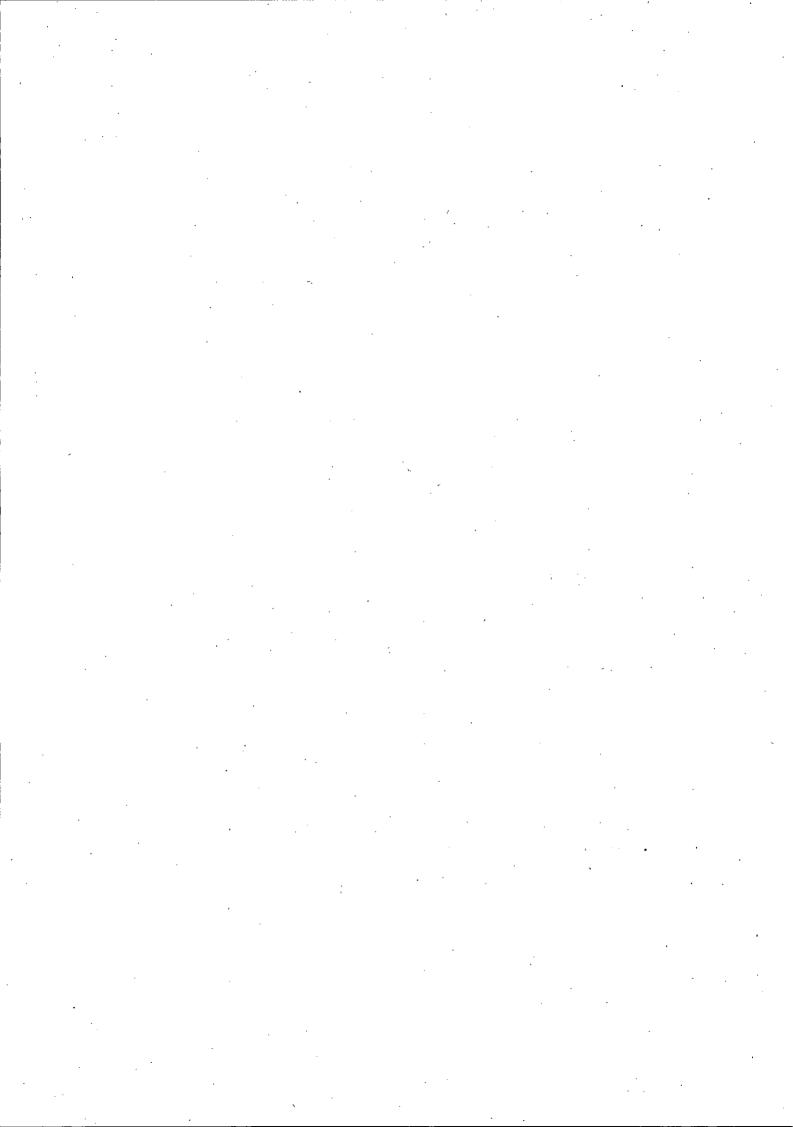
Craft engines are to be run in and at operating temperature. The craft is to slowly take up the slack of the stop with the load cell. The craft is to then apply the RPMs as given in the table below.

(The RPM used below are indicative and may be changed to meet the actual engines parameters)

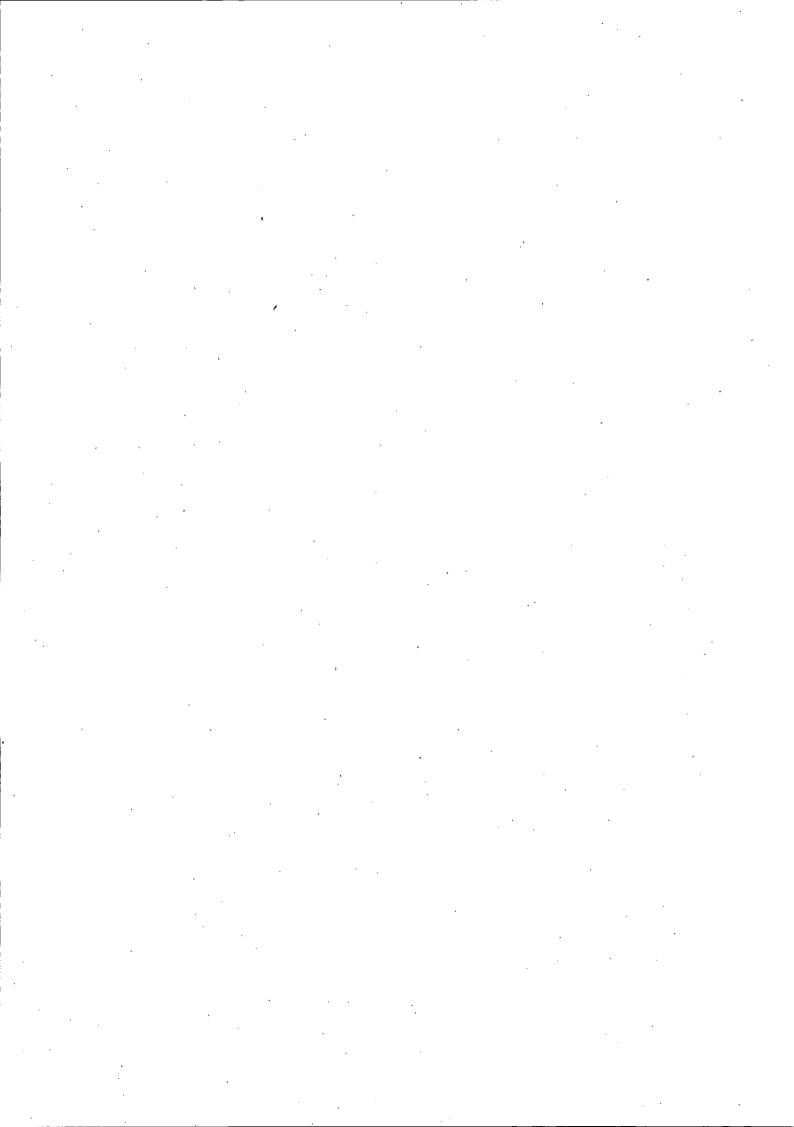
Engine 1 = Sin Port Engine.				Engine	1 (RPM)		
Engine 2 = STI	BD Engine	1500	2000	2500	3000	3500	MAX
Load '	. kg						
				'Engine	2 (RPM)		
		1500	1500	1500	1500	1500	1500
Load	kg						
ta:	200 p			Engine 1	& 2 (RPM)		
		1500	1500	1500	1500	1500	1500
Load	kg		,			·	



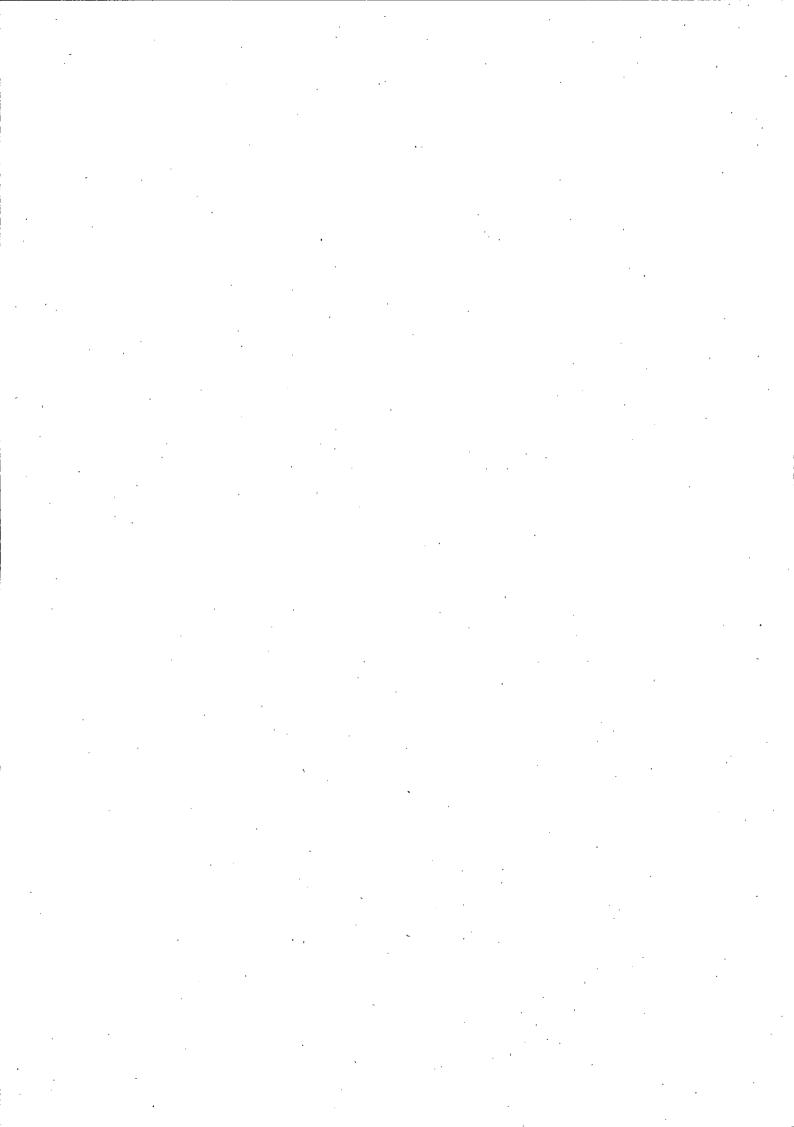
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SEA TRIALS IN THE FULLY LOADED CONDITION



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·	an Carettain ar it eat had one called	duning in the second	entanimu de l'allunative					
Trial Form No 1B.			Spe	ed Tria			V 1.0 1/9/19	
Boat Type:		Boat Nu	mber:			Trial D	Pate:	
Trials Location:								
Sea State:	Wind Force: Wind		Wind Directi	on:	Air Temperature (°C):		Sea Temperature: (°C):	
Craft condition: Light Operating / . Fully Loaded	Weight	Weight of craft (Kg):		Ballast added (Kg): Type of ballast:		Fuel (Itr):		
Time trial started:				Time trial finished:				
	Craft	-	Direction	Lnm on of sea/tide)	
Craft engines are to								

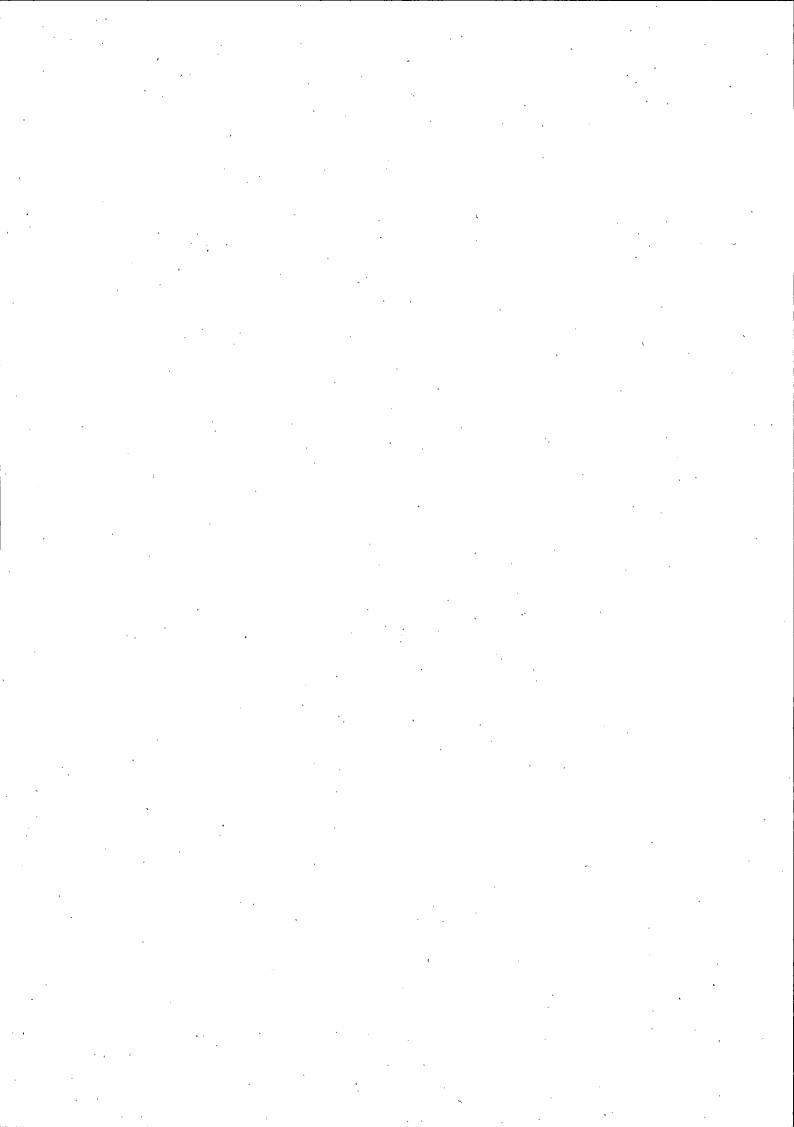
Craft engines are to be run in and at operating temperature. The craft is to accelerate up to its speed. The craft is to maintain its maximum speed for a 1nm distance. (Distance to be established using measured mile markers or GPS chart plotters.) The craft is to conduct a total of 3 runs sailing a 1nm transit in to the sea and 3 runs sailing a 1nm transit with the sea. The time to complete each run is to be recorded. The average speed of the craft is to be calculated from the recorded data.

Engine 1 = Single or Port Engine.			Trial	Runs		
Engine 2 = STBD Engine	Run 1	Run2	Run 3	Run 4	Run 5	Run 6
RPM						
Engine Oil (BAR)	5. August 1. Aug					
FWTemp (°C)	. 叫 L · · · · · · · · · · · · · · · · · ·					·
RPM	THE STATE OF THE S		,			
Engine 2 Oil (BAR)						
FW Temp (°C)	描 译:		.*			
Time to complete the run (seconds)	i i i i i i i i i i i i i i i i i i i					
Average Speed (knots)	Here			·	,	
Average speed of Runs 1-6 (knots)	100 miles v.		,			
Did the trial speed requirements as de				. Yes] / No □	

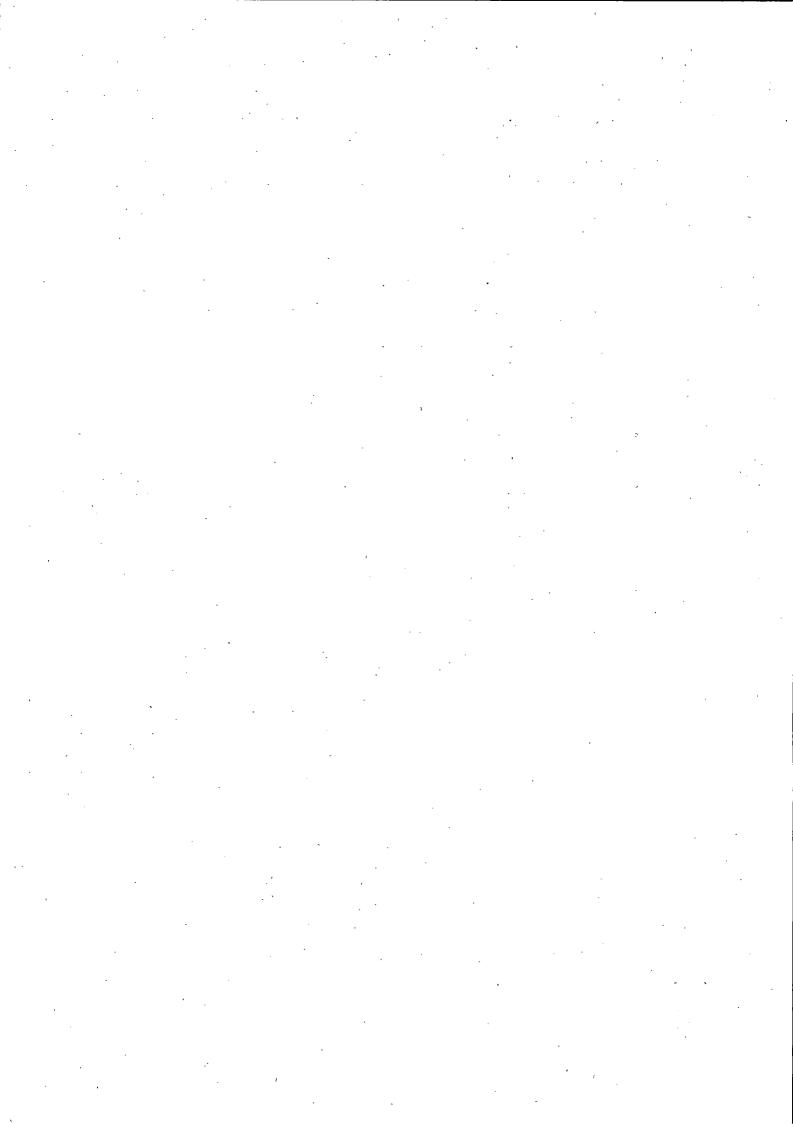


General trial ol	bservations				
Did any mechanical defects or alarms occur during the trial?	Yes □ / No □				
Was the craft stable as it accelerated?	Yes □ / No □				
Was the craft stable on a straight-line transit?	Yes □ / No □				
Was the craft stable as it de-accelerated?	Yes □ / No □				
Were any 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.					
<u> </u>	<u></u>				

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	· 🗆							

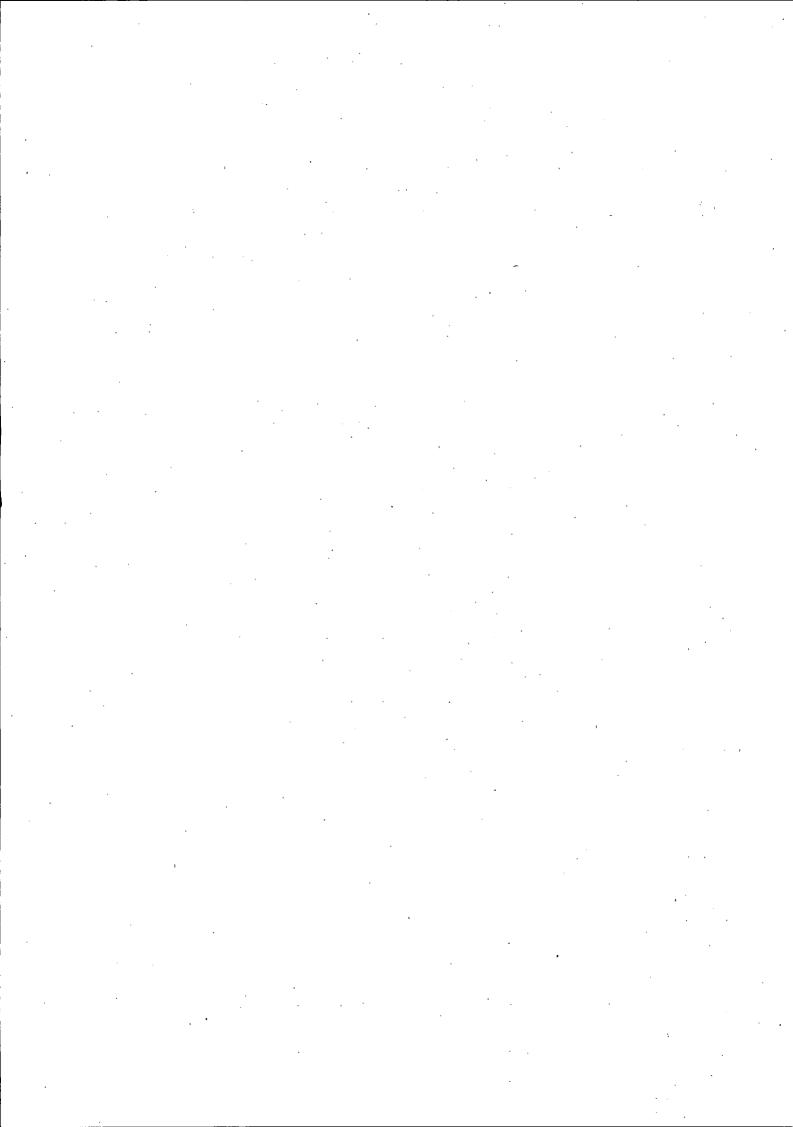


Trial Form			Accele	ration	Trial				V 1.0 1/9/19
Boat Type:		Boat Number:				Trial Date:			
Trials Location:	<u>; </u>				· ·	• •		•	
Sea State:	Wind Fo	rce:	Wind Directi	ion:	Air Temperature (°C):		Sea Ten	nperature:	
Craft condition: Light Operating / Fully Loaded	Weight	` •		Ballast added (Kg): Type of ballast:		Fuel (ltr):			
Time trial started:	1			Time tria	l finisl	ned:		_ 	
Craft maximum average speed as determined in the craft BR kts									
Craft engines are to be run in and at operating temperature. From a standing start the craft is to accelerate as quickly as possible up to its speed maximum average speed given in the BR. The craft is to conduct a total of 3 runs sailing in to the sea and 3 runs sailing with the sea. The time to reach the maximum average speed is to be recorded. The average acceleration of the craft is to be calculated from the recorded data.							BR. The The time to		
-Engine 1 = Single or Port Engine.				Telument in the second	rial Ru	Managaran da			
Engine 2 = STBD Engine Time to complete run (s)	Run 1		Run2	Run 3		Run 4		Run 5	Run 6
Average time to complete runs 1-6 (s)							,		
Average acceleration of Runs 1-6 (kts)		,				, ,			



General trial ol	bservations				
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	Δ,						
Craft course keeping			,				
Craft manoeuvrability							
Craft speed performance	- N. □ - H	. 🗆					
Craft acceleration		. 🗆					
Craft ability to stop							
Sea Keeping							



Trial Form No 3B.		Eme	rgency	/ Stoppi	ng Trial		V 1.0 1/9/19
Boat Type:		Boat Nur	mber:			Trial D	ate:
Trials Location:	•	•		٠.,			
Sea State:	Wind Fo	Wind Force: Wind Directi		on:	Air Temperature (°C):		Sea Temperature: (°C):
Craft condition: Light Operating / Fully Loaded	Weight	Weight of craft (Kg):		Ballast a Type of I	dded (Kg): ballast:		Fuel (ltr):
Time trial started:		,		Time tria	al finished:		
	S	itart emergenc	cy stop			,	•
				ord distance cracomes to rest	aft	Record for location if veers off co	craft

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.

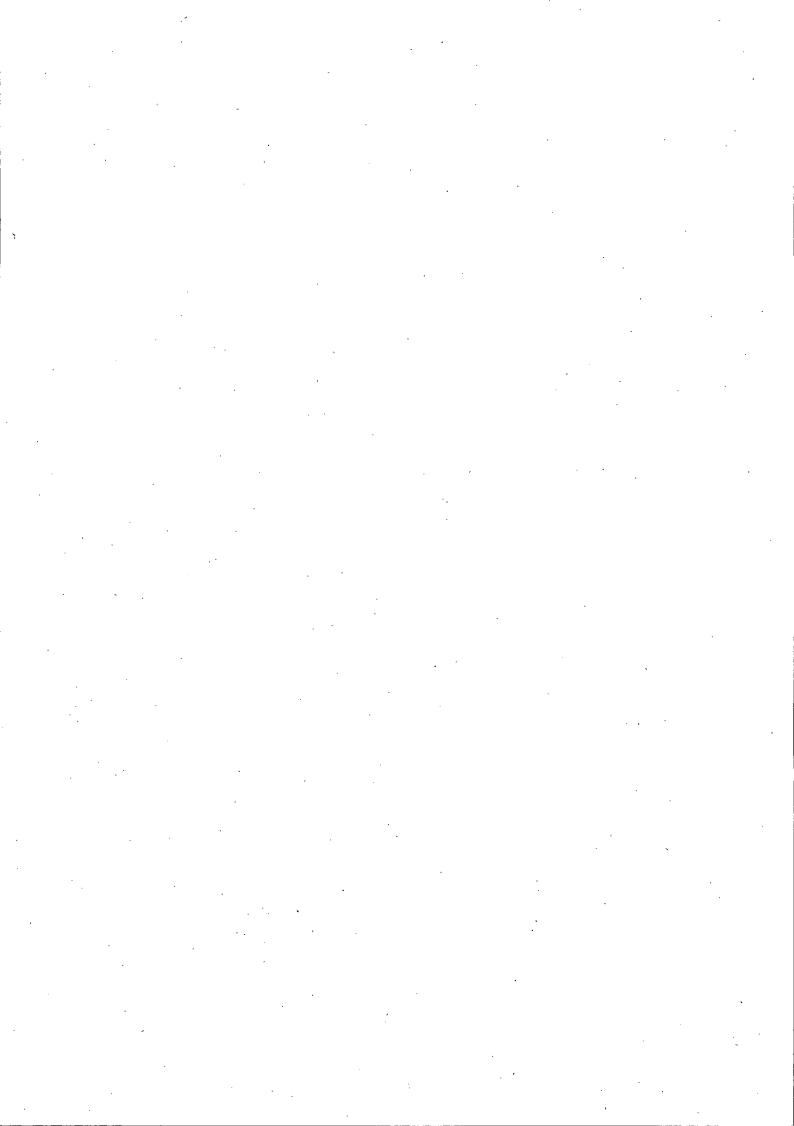
The craft is to conduct the emergency stop with the throttles and then with the Deadmans in to the sea and with the sea.

		The second section 4 to	7 Se 1- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	and the second second second second second
		The state of the s	Runs	hade William .
	Using the	throttles	Using the	Deadmans
	Run 1 -	Run2	Run 3	Run 4
Speed before				
Emergency stop			,	
(kts)				
Distance to stop				
(m)			r	
Average distance	,			
to Stop (m)				
Drift off course		,	,	,
(m)	.·			
Average drift off	,	,		
from course			•	•
heading (m)	,		<u></u>	·



General trial ol	bservations
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						



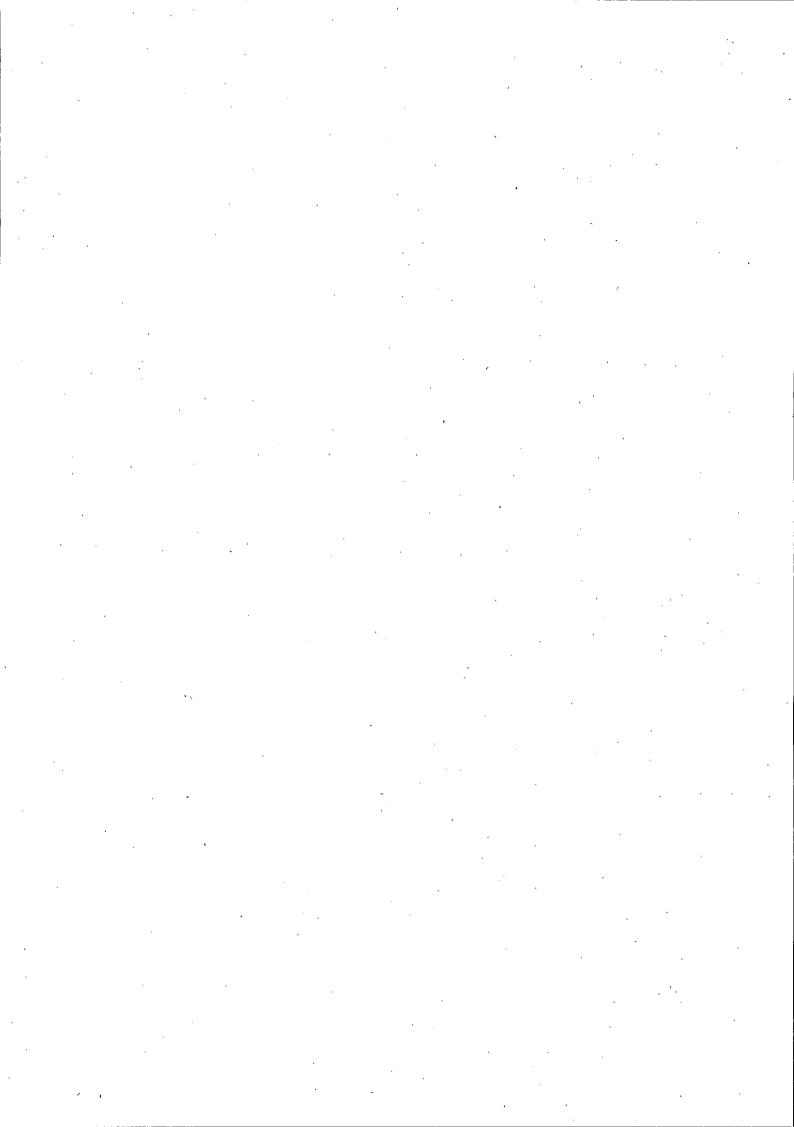
Trial Form No 4B.			Turn	ing Circ	es			V 1.0 1/9/19
Boat Type:	,	Boat Nu	mber:			Trial D	ate:	
Trials Location:						,		
Sea State:	. Wind Fo	rce:	Wind		Air Temper	ature	Sea Temper	ature:
,			Directi	on:	(°C):		(°C):	
Craft condition: Light Operating / Fully Loaded	Weight	of craft (k	(g):	Ballast a Type of	dded (Kg): ballast:		Fuel (ltr):	
Time trial started:			, , , ,	Time tria	al finished:	, .	, .	
	Crait:	<i>†</i> (<u>O</u> t	Direction	on of sea/tide		

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.

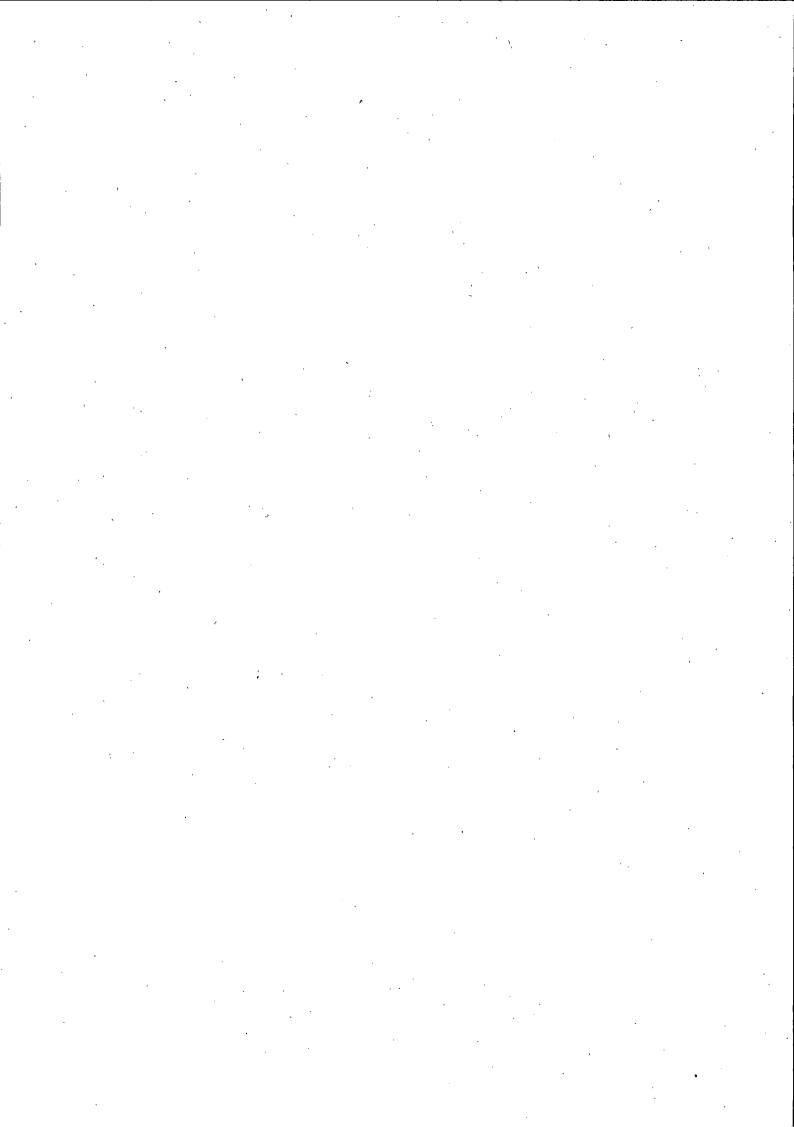
(Note. Some small high speed craft have the ability to conduct very tight violent turns. This trial is not about conducting such violent turns, it is to monitor the crafts ability to conduct a controlled circle.)

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				1	
Craft speed at start of circle	kts					
Craft speed at end of circle	kts				,	
Diameter of completed circle	boat length					



	•
General trial ob	servations
any mechanical defects or alarms occur	Yes □ / No □
the craft stable as it accelerated?	Yes □ / No □
the craft stable on a straight-line transit?	Yes □ / No □
the craft stable as it de-accelerated?	Yes □ / No □
e any of the following conditions observed ng the trial: chine walking, craft lol, posing/ nose diving, excessive slamming, poor?	. Yes □ / No □
the craft responsive and controllable during course changes?	Yes □ / No □
the coxswain able to trim the craft as uired for craft performance?	Yes □ / No □
the craft easily controlled by the coxswain out need for significant input of control?	Yes □ / No □
e the craft controls and their positions able for the coxswain?	Yes □ / No □
the craft considered noisy during the trial	Yes □ / No □
e there any WBV issues observed during the ?	Yes ⊠ / No □
ail any observations.	
e any of the following conditions observed ng the trial: chine walking, craft lol, posing/nose diving, excessive slamming, poor? the craft responsive and controllable during course changes? the coxswain able to trim the craft as aired for craft performance? the craft easily controlled by the coxswain rout need for significant input of control? the craft controls and their positions able for the coxswain? the craft considered noisy during the trial the there any WBV issues observed during the?	Yes

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						



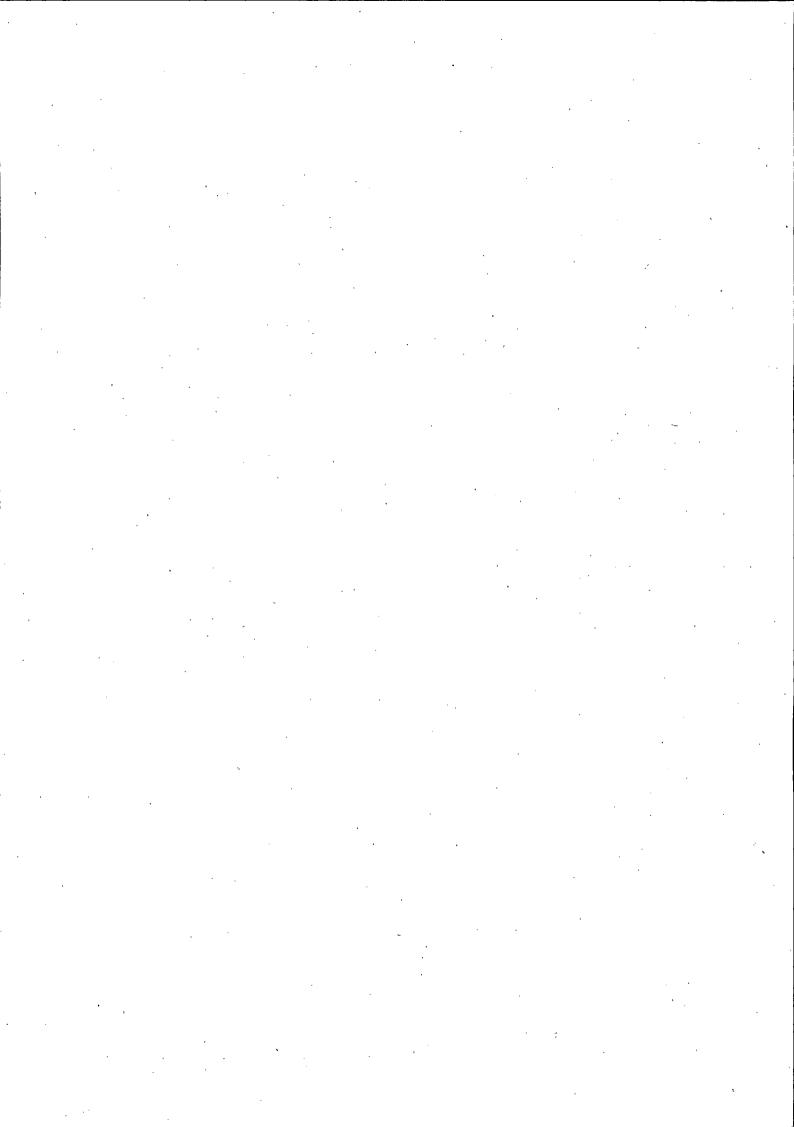
Trial Form No 5B.			Zig Zag			V 1.0 1/9/19
Boat Type:	Boa	t Number:	-		Trial Date	
Trials Location:	. 1					
Sea State:	Wind Force:	Wind Direct	ion:	Air Temperatu	- 1	ea Temperature: C):
Craft condition: Light Operating / Fully Loaded	Weight of cra	ft (Kg):	Ballast added (Kg): Fuel (Itr): Type of ballast:			iel (ltr):
Time trial started:		•	Time tr	ial finished:		
Craft	>		Direction of Fig 1	•		-
	STOD -	Rudder movement Ship movement				
			Fig 2			
Craft engines are to the craft is to accel PORT 20° from the heading for 10s the	erate to its plan original headin	nning speed g. Once stal	as specif ble on the	ed in the craft's new course the	BR. The c	raft is to turn to o maintain the

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.

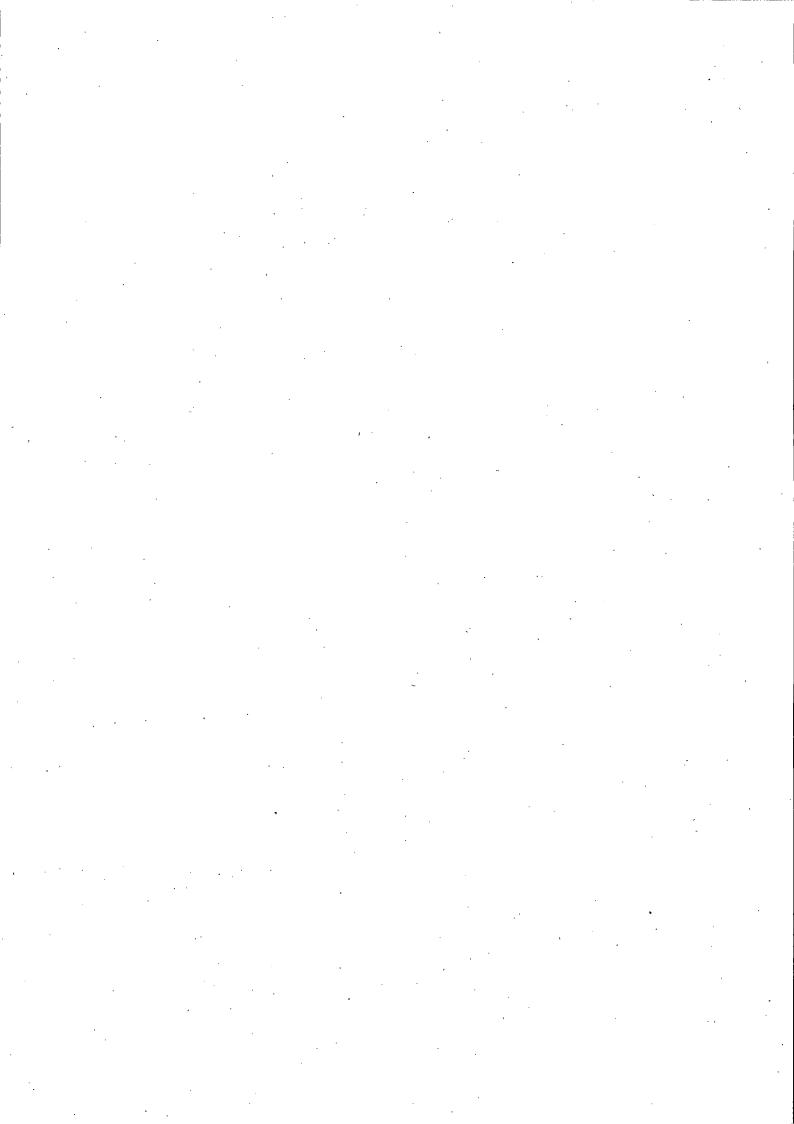
Note. This trials aim is to monitor the crafts ability to conduct a controlled turn and to take up the new heading as quickly as possible without overshooting or hunting on the new course. It assists in assessing if the craft at speed is safe, stable, manoeuvrable and responsive to the coxswain's commands.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

Required	sneed	for trial	knots
neuuneu	2DCC0	וטו נוומו	KHULS

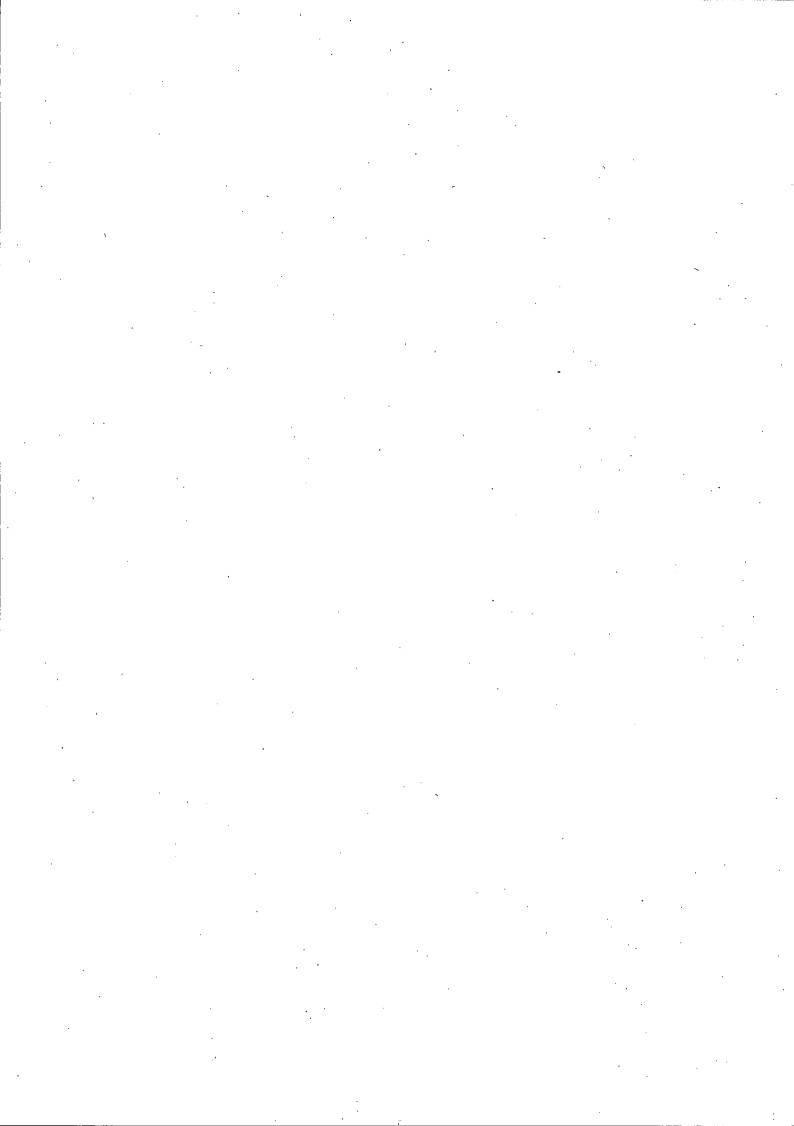


Required SpeedKts	Observations	Notes		
Speed achieved (Knots)	10 10 10 10 10 10 10 10 10 10 10 10 10 1	garage a street a special and a second		
Craft response to helm commands	Satisfactory Yes □ / No □			
Craft control during the turns	Satisfactory Yes □ / No □			
Craft stability during the turn	Satisfactory 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 o	bservations			
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	Ye	Yes □ / No □		
Were there any WBV issues observed during the trial?	Υe	es 🗆 / No 🗆		
Detail any observations.				

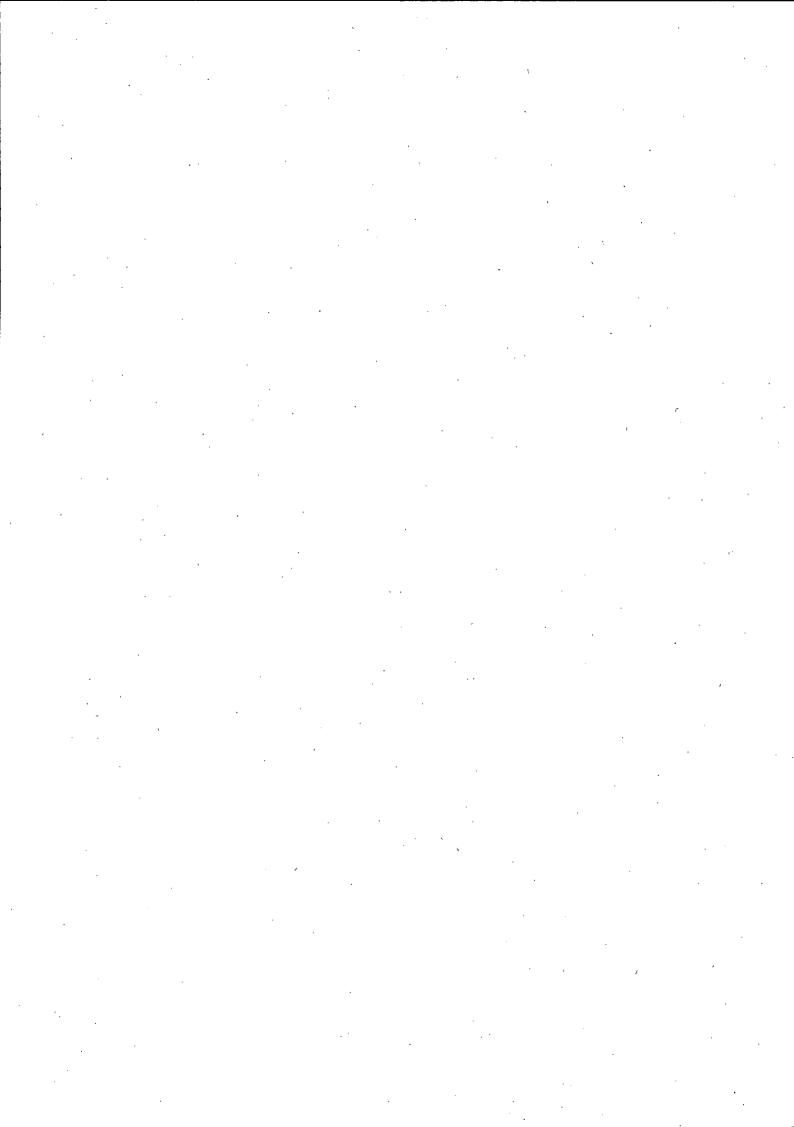
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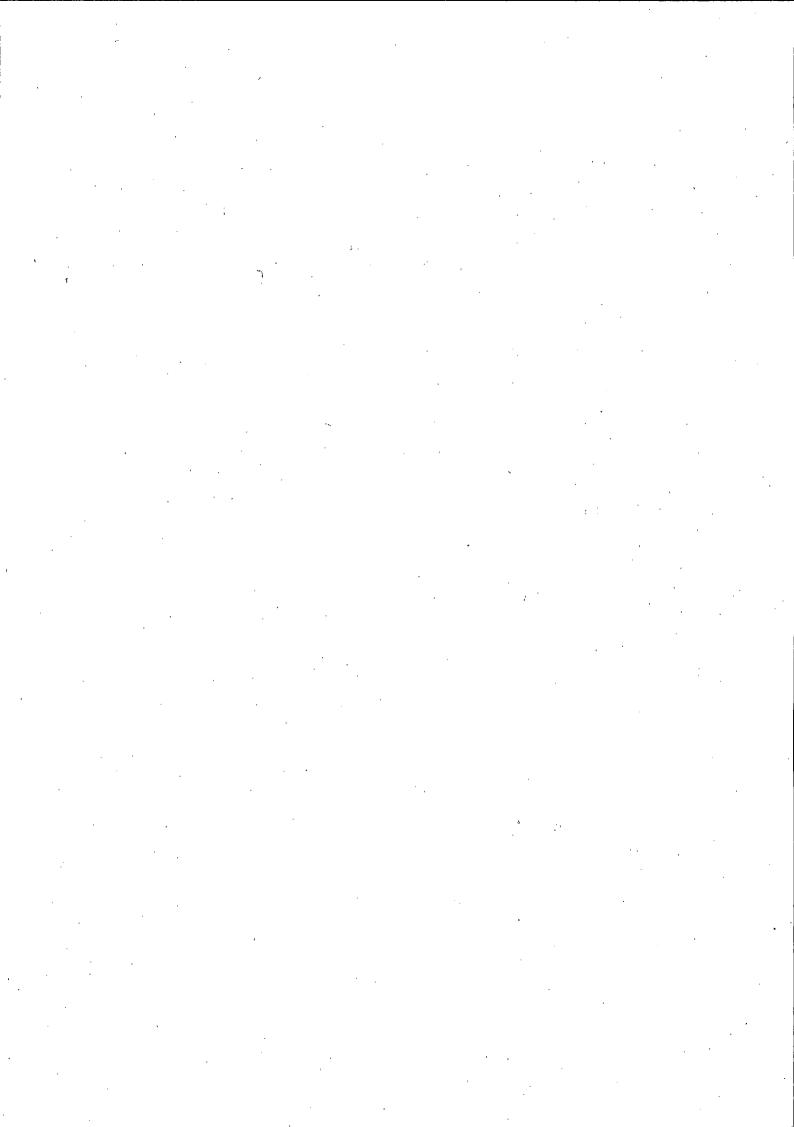
Observation Summary Of Craft Performance During The Trial						
Satisfactory Not Satisfactory Notes						
Craft Stability						
Craft course keeping						
Craft manoeuvrability						
Craft speed performance		. 🗆				
Craft acceleration		. 🗆	,			
Craft ability to stop	. 🗆					
Sea Keeping						



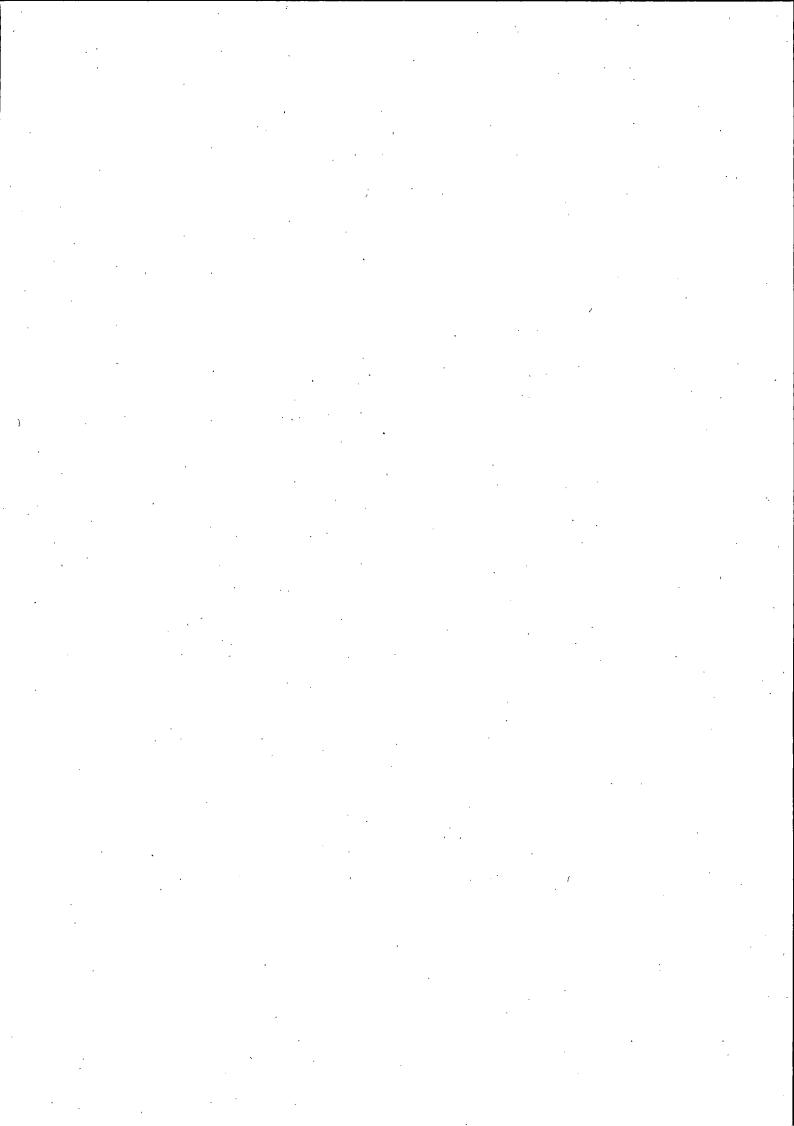
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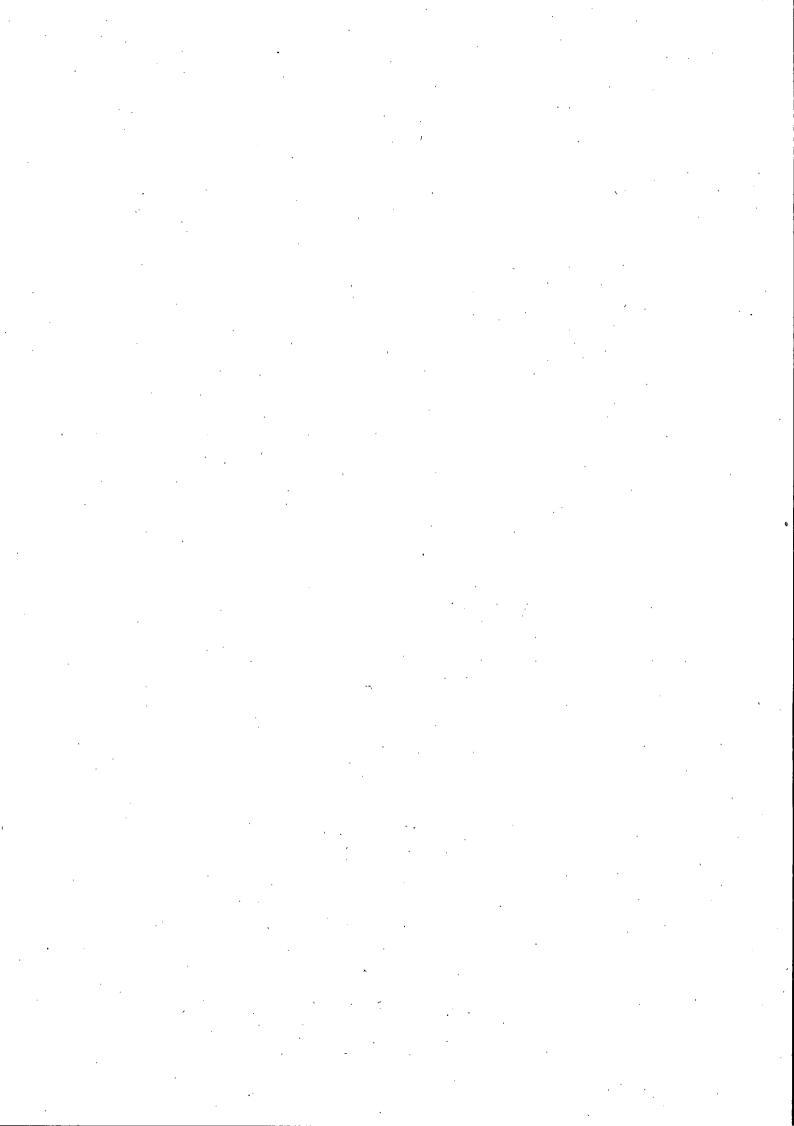
Boat Type: Trials Location: Sea State: Wind Force: Wind Direction: Craft condition: Light Operating / Fully Loaded Time trial started: Craft engines are to be run in and at operating temperature. The color planning speed as given in the BR. The craft is to maintain its plantare to be taken every 15 minutes. Fuel consumption is to be record the craft to be calculated. Craft Planning speed / Endurance speed as given in the BRCraft range as given in the BR _ nm. Required speed: Engine 1 = Single or Pre start Engine 2 = STBD Engine (craft at idle) Craft average speed achieved (knots)	craft is to a ning speed ded, Endu	accelerated for 1 hourance and	e up to its ur. Readin
Sea State: Wind Force: Wind Direction: Craft condition: Light Operating / Fully Loaded Time trial started: Craft engines are to be run in and at operating temperature. The oplanning speed as given in the BR. The craft is to maintain its planare to be taken every 15 minutes. Fuel consumption is to be recort the craft to be calculated. Craft Planning speed / Endurance speed as given in the BRCraft range as given in the BRnm. Required	craft is to a ning speed ded, Endu	accelerated for 1 hourance and	e up to its ur. Readin
Craft condition: Light Operating / Fully Loaded Time trial started: Craft engines are to be run in and at operating temperature. The collaboration of sea/lide Craft engines are to be run in the BR. The craft is to maintain its plantare to be taken every 15 minutes. Fuel consumption is to be record the craft to be calculated. Craft Planning speed / Endurance speed as given in the BRCraft range as given in the BRnm. Required speed:Kts Engine 1 = Single or Port Engine. Engine 2 = SIBD Engine Actual average speed Actual average speed	craft is to a ning speed ded, Endu	accelerated for 1 hourance and	e up to its ur. Readin
Light Operating / Fully Loaded Time trial started: Time trial finished Readings 11, 72, 73, 74 taken underway Craft engines are to be run in and at operating temperature. The oplanning speed as given in the BR. The craft is to maintain its plans are to be taken every 15 minutes. Fuel consumption is to be recort the craft to be calculated. Craft Planning speed / Endurance speed as given in the BR Craft range as given in the BRnm. Required speed:Kts Engine 1 = Single or Port Engine? Engine 2 = STBD Engine Actual average speed Time Record Tag (30min) Tag (30min)	craft is to a ning speed ded, Endu	accelerate d for 1 ho urance and	e up to its ur. Readin
Craft engines are to be run in and at operating temperature. The oplanning speed as given in the BR. The craft is to maintain its plantare to be taken every 15 minutes. Fuel consumption is to be record the craft to be calculated. Craft Planning speed / Endurance speed as given in the BRCraft range as given in the BRnm. Required	craft is to a ning speed ded, Endu Kts	d for 1 ho Irance and	ur. Readin
Craft engines are to be run in and at operating temperature. The oplanning speed as given in the BR. The craft is to maintain its plantare to be taken every 15 minutes. Fuel consumption is to be record the craft to be calculated. Craft Planning speed / Endurance speed as given in the BR Craft range as given in the BRnm. RequiredKts Engine 1 = Single or Port Engine. Engine 2 = STBD Engine	ning speed ded, Endu Kts	d for 1 ho Irance and	ur. Readin
Craft engines are to be run in and at operating temperature. The oplanning speed as given in the BR. The craft is to maintain its plantare to be taken every 15 minutes. Fuel consumption is to be recort the craft to be calculated. Craft Planning speed / Endurance speed as given in the BRCraft range as given in the BRnm. Required	ning speed ded, Endu Kts	d for 1 ho Irance and	ur. Readin
planning speed as given in the BR. The craft is to maintain its plant are to be taken every 15 minutes. Fuel consumption is to be record the craft to be calculated. Craft Planning speed / Endurance speed as given in the BR Craft range as given in the BRnm. RequiredKts Engine 1 = Single or Pre start Port Engine. Engine 2 = STBD Engine	ning speed ded, Endu Kts	d for 1 ho Irance and	ur. Readin
Port Engine. Engine 2 = STBD Engine (craft at idle) T1 (15min) T2 (30min) Actual average speed	T3 (4		
Anna Janes and the property of the first of		5min)	(T4 - 60m
			,
RPM Oil (BAR)			
Engine 1 FW Temp (°C)			·.
RPM . Oil (BAR)			
Temp.		orisidades quantum que a constante de la const	
Fuel litres Distance		1912 (1827 - 18	



Average speed achieved:knots	Fuel used in one I	hour: ltr	Distance covered in one hour:nm
The craft fuel tanks holdI	ltr		, , , , , , , , , , , , , , , , , , , ,
From the data recorded the nm/lt	r of the craft was:	nm/ltr	
For a craft with full fuel tanks this	would give the cra	ift a Range of _	nm.
From the data recorded the craft	used Itr of fo	uel in one hour.	
For a craft with full fuel tanks this	would give the cra	ift an Enduranc	e ofhrs.
Are these figures compliant with t	:he craft BR – Yes ∑	☑ / No □	
	General trial o	bservations	
Did any mechanical defects or all during the trial?		. •	Yes □ / No □
Was the craft stable as it acceler	ated?		Yes □ / No □
Was the craft stable on a straight	t-line transit?		Yes □ / No □
Was the craft stable as it de-acce	elerated?		Yes □ / No □
Were any of the following condit during the trial: chine walking, cr proposing/nose diving, excessive trim?	raft IoI,	÷	Yes □ / No □
Was the craft responsive and cor the course changes?	ntrollable during		Yes □ / No □
Was the coxswain able to trim the required for craft performance?	ie craft as		Yes □ / No □
Was the craft easily controlled by without need for significant inpu			Yes □ / No □
Were the craft controls and their suitable for the coxswain?			Yes □ / No □
Was the craft considered noisy d			Yes □ / No □
Were there any WBV issues obsetrial?	rved during the		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	Π.		`				
Sea Keeping							



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Trial Form No 6B.			Sea	Keepin	g		V 1.0 1/9/19
Boat Type:		Boat Nur	mber:		٠.	Trial D	ate:
Trials Location:							,
Sea State:	Wind Fo	rce:	Wind Directi	on:	Air Tempera	iture	Sea Temperature: (°C):
Craft condition: Light Operating / Fully Loaded	Weight	of craft (K	g):	Ballast a	dded (Kg): ballast:		Fuel (ltr):
Time trial started:		,		Time tria	al finished:		
	Wave buoy	Craft			Direction of seaf	raft.	

A trials wave buoy should preferably be employed to record sea data. If one is not available, then the nearest fixed national wave buoy should be used. Various sea keeping trials courses are promoted, 2 options are displayed above. Selection is dependent on trial area used and craft. All courses contain a run in to sea, a run with the sea, a run into the sea at 45°, a run with the sea at 45° and a run parallel to the sea. Each leg should be conducted for 5 minutes for Fig 1 and 10 minutes for Fig 2. The performance of the craft during the turn is to be monitored.

Provided the sea state is within the operating boundaries of the craft, the trial should be conducted at the maximum planning speed for the craft. However, depending on the sea conditions it is the responsibility of the coxswain to moderate the craft speed to the safest speed for the craft and passengers.

Required Speed	man graffing.		Trial Legs		
Kts	Into sea	With the sea	Into the sea	With the sea	Parallel to the sea
Speed achieved (Knots)					
	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
Craft stability	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □
Craft course	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
keeping	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □
Craft	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
manoeuvrability	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □
	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
Sea keeping	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □	Yes □ / No □

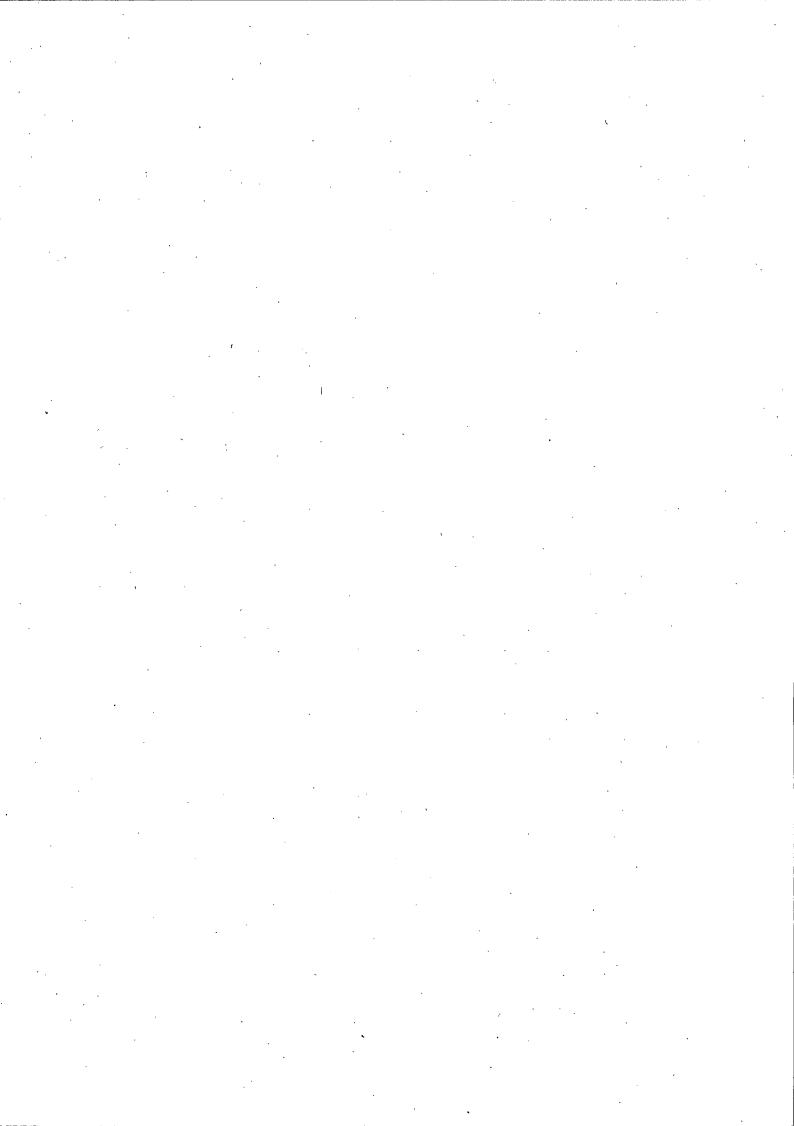


General trial of	oservations
Did any mechanical defects or alarms occur	Yes □ / No □
during the trial?	
Was the craft stable as it accelerated?	Yes □ / No □
Was the craft stable on a straight-line transit?	Yes □ / No □
Was the craft stable as it de-accelerațed?	Yes □ / No □
Were any of the following 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								



	Overv	riew Of	Trials	standard adults and the state of the standard of the state of the stat	/ 1.0 1/9/19	
Boat Type:	Boat Numb	er:		Trial Date:		
Т	rials Conducted I	n Light C	perating C	ondition		
Trial 1A. Speed Trial				Yes □ / No □		
Trial 2A. Acceleration				Yes □ / No □		
Trail 3A. Emergency Stoppin	ng .			Yes □ / No □		
Trial 4A. Turning Circles				Yes □ / No □		
Trial 5A. Zig Zag				Yes □ / No □		
Trial 6A. Endurance and Fue	el Consumption			Yes □ / No □		
Trial 7A. Sea Keeping				Yes 🗆 / No 🗆		
Trial 8. Bollard Pull				Yes □ / No □	· · · · ·	
Cra	aft Performance	In Light (Operating (Condition		
	Satisfactory	Not Sa	tisfactory	Notes		
Craft Stability						
Craft course keeping				•		
Craft manoeuvrability			□.			
Craft speed performance				· · · · · · · · · · · · · · · · · · ·	<u> </u>	
Craft acceleration						
Craft ability to stop	. 🗆 ~			·		
Sea Keeping				, 	•	
· · · · · · · · · · · · · · · · · · ·						
	Trials Conducted	In Fully	Loaded Co	ndition		
Trial 1B. Speed Trial				Yes □ / Nó □		
Trial 2B. Acceleration			Yes □ / No □			
Trail 3B. Emergency Stoppin	ng ·			Yes □ / No □		
Trial 4BA. Turning Circles		•	Yes □ / No □			
Trial 5B. Zig Zag				Yes □ / No □		
Trial 6B. Endurance and Fue	el Consumption			Yes □ / No □		
Trial 7B. Sea Keeping	•			Yes □ / No □		
	Craft Performa	nce In L	oaded Cond	lition		
,	Satisfactory	Not Sa	tisfactory	Notes		
Craft Stability			· `			
Craft course keeping				·		
Craft manoeuvrability	, D					
Craft speed performance						
Craft acceleration	. 🗆		□ .			
Craft ability to stop	_ ·					
Sea Keeping					•	
		Defects				



Detail any de	fects noted du	ring the trial:			•		
		,			,		• .
					:	:	
					·		·
	,	·	Declara	tion	· ·	·	
contained is	a true record	d of the Boats	s performance	within documen e on the date sho eturn to service.			n a

Trial witnessed b	y Contractor represent	ative		
Signature	Name	Company	Date	
	·			
Trial witnessed b	y MOD representative			
Signature	Name	MOD DE&S Section	Date	
	,		·.	

