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: <i>chine walking, craft</i> <i>lol, proposing/ nose diving, excessive</i> <i>slamming, poor trim?</i>	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							
an and	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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Survey and Trials form 2A			Accel	eration	n Tria	tl ,	`	· · ·	V 1.0 16/10/2
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Trials Location:			· · · · · ·	. <u>.</u>	<u> </u>				
			10/im of		Air T			Sea Te	moerature
Sea State:		e. ·	Direct	tion:	(°C):	empera		(°C):	mperatar
Craft loaded condition:	Weight of	craft (ł	Kg):	Ballast Type of	added ballas	(Kg): st:	•	Fuel (Itr	<b>):</b>
Time trial started:	·			Time tri	al finis	shed:		I · =	
Craft max	kimum av	erage	e spe	ed as d	eterr kts	nined	in th	e craft	BR -
Craft max Craft engines are craft is to accelera in the BR. The cra with the sea. The average accelera	to be run ir ate as quick aft is to con- time to rea- tion of the c	erage and a ly as p duct a ch the traft is	e spe at operatorsible total o maxim to be o	ed as d ating temp e up to its f 3 runs sa num avera calculated	etern kts speed ailing i age sp	re. Fror d maxin in to the eed is t the reco	in the m a sta num a sea a o be re orded	e craft anding st verage s and 3 run ecorded. data.	BR - art the peed give s sailing The
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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: <i>chine walking, craft</i> <i>lol, proposing/ nose diving, excessive</i> <i>slamming, poor trim?</i>	Yes 🗆 / No 🗆			
Was the craft responsive and controllable during the course changes?	Yes 🗆 / No 🗆			
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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					<u></u>	,	V 1.0	1
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	Trials Location:				<u></u>	_!			-
	Sea State	Wind Force:	Wind		Air Tempe	rature	Sea Terr	perature:	
	Oca Olale.		Direc	tion:	(°C):		(°C):	· · · · · · · · · · · · · · · · · · ·	
	Craft loaded condition:	Weight of craf	t (Kg):	Ballast Type o	added (Kg): of ballast:		Fuel (ltr)		
	Time trial started:			Time ti	rial finished:		<u> </u>		
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		Start emer	gency stop					-	
		Craft	,				<i>(</i> ,		
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	Craft engines are maximum averag The distance the original heading of The craft is to cor in to the sea and 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)	to be run in an e speed as give craft takes to s during de-accel nduct the emery with the sea. Usiny Run 1	Re Id at oper en in the top is to k eration is gency sto g the thro	ating tem BR. The be record to be ob p with th ttles Run2	craft hperature. The craft is to co led. The abili- served and a e throttles ar Trial Runs F	ne craft i nduct ar ity of the any devi nd then Using the Run 3	s to transi n emergen craft to m ation reco with the Do ne Deadm	t at its ncy stop. laintain its rded. eadmans ans Run 4	

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: <i>chine walking, craft lol,</i> <i>proposing/ nose diving, excessive slamming,</i> <i>poor trim?</i>	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		ا العلم المراجع الح المراجع المراجع الح المراجع المراجع المراحي المراجع المراجع المراحي المراجع المراجع المراحي ا	Turn	ing Cir	cles		2	V 1.0 16/10/23
Boat Type:	<u></u>	Boat NL	umber:		· · · ·	Trial [	Date:	· .
Trials Location:	· . ·			 ,	· .	•		
Sea State:	Wind F	orce:	Wind Direct	ion:	Air Temper (°C):	ature	Sea Ten (°C):	nperature:
Craft loaded condition:	Weight	of craft (	Kg):	Ballast Type of	added (Kg): ballast:		Fuel (ltr)	
Time trial started:	·		•	Time tri	al 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.)

RequiredKts		Against t	the sea	With the sea			
Engine 1 = Single or Port Engine. Engine 2 = STBD Engine	2.2 A	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: <i>chine walking, craft</i> <i>lol, proposing/ nose diving, excessive</i> <i>slamming, poor trim?</i>	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							



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

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