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NATIONAL STANDARD OF THE PEOPLE'S REPUBLIC OF CHINA

GB/T 37303.2-2019

Ships and marine technology -- Manoeuvring of ships -- Part 2: Turning and yaw checking

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Foreword

GB/T 37303 "Ship and Marine Technology Ship Maneuverability" is divided into six parts.

--- Part 1. Basic concepts, quantities and test conditions;

--- Part 2. Swing and yaw correction;

--- Part 3. Heading stability and steering;

--- Part 4. Shipment, acceleration and traverse;

--- Part 5. Submarine special requirements;

--- Part 6. Special requirements for model tests.

This part is the second part of GB/T 37303.

This part is drafted in accordance with the rules given in GB/T 1.1-2009.

This part uses the translation method equivalent to ISO 13643-2.2017 "Ship and Maritime Technology Ship Maneuverability Part 2. Swing and

Yaw correction.

This part is proposed and managed by the National Marine Ship Standardization Technical Committee (SAC/TC12).

This section drafted by. China Shipbuilding Industry Comprehensive Technology and Economic Research Institute, Shanghai Waigaoqiao Shipbuilding Co., Ltd., China Shipbuilding Industry

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1 Scope

This part of GB/T 37303 gives the symbols for the verification test of the slewing capacity and yaw capacity of surface ships, submarines and models,

Terms and guidelines. This section is used in conjunction with GB/T 37303.1.

2 Normative references

The following documents are indispensable for the application of this document. For dated references, only the dated version applies to this article.

Pieces. For undated references, the latest edition (including all amendments) applies to this document.

GB/T 37303.1-2019 Ships and marine technology - Ship handling - Part 1. Basic concepts, quantities and test conditions

(ISO 13643-1..2017, IDT)

ISO 80000-1 quantities and units Part 1. General (Quantitiesandunits-Part 1. General)

ISO 80000-3 Quantity and units Part 3. Space and time (Quantitiesandunits-Part 3. Spaceandtime)

3 Terms and definitions

The following terms and definitions apply to this document.

3.1

Swing test turningcircletest

Determine the ship's swing characteristics by using the manipulator during the instantaneous motion cycle, relying on the initial speed, rudder angle (or equivalent operation) and back

Turn the direction to ensure a stable rotation test.

3.2

Accelerated slewing test acceleratingturntest

The ship accelerates from a standstill and simultaneously opens the manipulator to the full rudder to determine the ship's ability to accelerate the swivel.

3.3

Side push rotary test thumberturningtest

Verify the ability of the ship to rely on the thrust of the thruster when it is stationary and determine the failure rate of the thrust.

Note. This test is related to the type and arrangement of tunnel or rotary propellers. Dynamic positioning and lateral displacement tests are outside the scope of this section.

3.4

Z-shaped test zig-zagtest

Tests for the ship's swing and yaw correction capabilities are verified by the initial speed, the rudder angle, and the yaw angle.

3.5

Heading change test coursechangetest

The test of the ship's ability to change heading is verified by using the manipulator to change the angle of the turn to a set angle.

3.6

Parallel navigation test paraleltracktest

The maneuvering device is used successively in the forward and reverse directions to verify the test of the parallel navigation capability of the ship.