

Sea Trial Data Sheet

06/09/19	T52-016			QSM11	660		1.57:1
Test Date	Model	LOA,m.	Beam,m.	Engine/s	Output HP.	kW	Ratio

Up			Down			Average			Trim / remarks				
RPM	Knots	I/h	RPM	Knots	I/h	RPM	Knots	I/h	I/N mile	Range	Trim	dB(a)	
600	6,5	4,4	600	7,3	4,3		6,90	4	0,63	1.326	Ranges calculated on 80% of 1045 litres		
1000	9,2	14,2	1000	9,8	13,8		9,50	14	1,47	567			
1200	10,4	28,1	1200	11,5	28,4		10,95	28	2,58	324			
1400	12,6	41,6	1400	13,3	44,8		12,95	43	3,34	251			
1600	16,1	56,2	1600	17,1	58,1		16,60	57	3,44	243			
1800	20,1	70,1	1800	21,2	74,1		20,65	72	3,49	239			
2000	23,8	84,6	2000	25,5	88,1		24,65	86	3,50	239			
2200	27,1	102	2200	28,4	106		27,75	104	3,75	223			
2350	29,6	122	2350	30,1	125		29,85	124	4,14	202			

Acceleration time Idle to Knots (Sec.)

Test Condition

1) Knots	Up	Down		Displacement when tested excl. crew				Rev. counter checked (Y / N) :				Y	
0-15	9,1	9,8		Weight checked: Scale/Estimated (S / E)				Throttle opening checked (Y / N) :				Y	
0-20	13,1	13,8		Crew	8	Fuel	25%	Water	40%	X - measurement			NA
0-25	19,3	19,7		Prop. type: 25 X 32.5			P/N:		Transom angle			NA	
0-30	30,7	31,2		Speed checked by:		GPS	Y	RADAR	Air temp.			30	
										Barometric pressure			
2) Knots	Up	Down	Average	Full load measurements						Water temp.			
0-15			9,5	Engine room temp. Front:		SB		P		Sea	Slight	Wind	F2
0-20			13,5	Engine room temp. Top:						Salt water (Y / N) :			Y
				Engine inlet temp.		SB		P		Name			
				Exhaust temp.		SB		P		Roger Marshall, Dave Walker, Cedric Merveillaud,			
				Exhaust back pressure		SB		P		Dean Clarke			

Notes

Port ;35159286 Stbd;35161027