

# IMO Safety Signs

SKU - 40020874

## Map Wheelhouse (Both Pages) IMO Poster

## DESCRIPTION

Comprehensive Custom Map Wheelhouse documentation IMO Poster for logging vital vessel data. Customisable fields include vessel name, tonnage, deadweight, steering figures, anchor chain specifics, and manoeuvring data. Tailored for your needs, with additional details on page two covering turning circles, emergency manoeuvres, stop characteristics, and man overboard procedures.

## KEY FEATURES

- **Halogen and PVC Free:** Crafted with modern, safe, and eco-friendly materials.
- **100% Environmentally Friendly and Recyclable:** Committed to reducing our carbon footprint with recyclable materials for a greener future.
- **Back Printed for Durability:** Features a back-printed design for added protection, ensuring long-lasting performance and resistance to fading.
- **Glossy, Quality Finish, Easy to Wipe Clean:** Glossy finish for easy maintenance, saving time and effort. Professional look.
- **Easy to Mount with Self-Adhesive Backing:** User-friendly self-adhesive backing for quick and hassle-free installation.
- **5-Year Warranty, Even on Outdoor Use:** Provided with a 5-year warranty, demonstrating enhanced reliability and confidence in performance, including outdoor applications. Enhanced reliability and confidence in the performance of the signs, backed by an extended warranty period.

<div style="display: flex; justify-content: space-between; align-items: center;"> <span style="font-size: 2em; font-weight: bold;">MAP WHEELHOUSE</span> <span>PAGE 1 OF 2</span> </div>		
SELNAME _____  ADRN _____  RES TONNAGE _____	NET TONNAGE _____  MAX. DISPLCN. _____ TONNES DEADWEIGHT _____ TONNES	BLOCKCOEFFICIENT _____  _____  AT SUMMER FULL LOAD DRAUGHT _____

STEERING FIGURES	ANCHOR CHAIN	MANEUVERING DATA OBTAINED DURING DRILL
IDENTIFY(2)	NO. OF BRACKLES	LOADEE TRIAL / ESTIMATED
1. RUDDER/ANGLE	PORT	MTN. FORWARD _____
2. RUDDER/ANGLE	STARBOARD	MTN. AFT _____
DEMAND FOR TRIAL EFFECT	STEER	MTN. TRIAL _____
SPEED TO STEER COURSE	MAX. RATE OF HEADING (MIN/THIRCKLE)	BALLAST TRIAL / ESTIMATED
PULLER STOPPED	KNOTS	
1. HANDOVER TO HANDOVER	PORT	MTN. FORWARD _____
H-1 POWER UNIT	STARBOARD	MTN. AFT _____
H-2 POWER UNIT	STEER	
	1 BRACKLE *	

[illegible]MAP WHEELHOUSE PAGE 2 OF 2

BELNAME _____ TABLE 5.1 NAUTICAL MILE	PERFORMANCE MAY DIFFER FROM THIS RECORD DUE TO ENVIRONMENTAL, WELL AND LOADING CONDITIONS. APPROVED BY _____ DATE _____	MAIN OVERBOARD PROCEDURE (A) CALL A LIFEBUOY (B) GRAB THE WHEEL (C) SOUND THE ALARM (D) KEEP A LOOK-OUT RECOMMENDED TURN: _____
--	--	--

**TURNING CIRCLES AT MAX. RUDDER ANGLE**

The figure consists of three sub-graphs, each showing a closed loop on a coordinate system where the vertical axis is labeled 'ADVANCE' and the horizontal axis is labeled 'TRAVERSE'. The loops are for different values of  $\alpha$ : 0.75, 0.5, and 0.25. Each loop has several points marked with 'WHS' and 'WHS ( $\alpha$ )'. The loops are roughly elliptical, with the 'WHS ( $\alpha$ )' points generally located further along the 'ADVANCE' axis compared to the 'WHS' points.

LOADED, DEEP WATER (ESTIMATED/TOTAL)      LOADED, SHALLOW WATER (WATER DEPTH/DRAUGHT RATIO = 1.2)      BALLAST, DEEP WATER (ESTIMATED/TOTAL)

[illegible]

EMERGENCY MANOEUVRES	STOP CHARACTERISTIC

The figure illustrates a two-span continuous beam bridge. The total length of the bridge is divided into two spans, \$L\_1\$ and \$L\_2\$. A unit load \$P=1\$ is shown moving across the bridge at a position \$x\$ from the left support. The diagram includes labels for the spans, the load, and the position \$x\$.

[illegible]

The diagram shows a horizontal beam of length 10 m. A triangular load starts at 0 kN/m at the left end and increases linearly to 12 kN/m at the right end. A point load of 10 kN is applied downwards at the right end of the beam. The beam is supported by a pin support at the left end and a roller support at the right end. The height of the triangular load is indicated as 12 kN/m.

Figure 1 consists of two schematic diagrams. Diagram (a) is a top view showing a central point source emitting waves towards two detectors, labeled 1 and 2, which are separated by a distance  $L$ . Diagram (b) is a side view showing the wave propagation path from the source to the detectors, with a vertical distance  $H$  and a horizontal distance  $L/2$ .

SEA AHEAD, BALLAST  
ASTERN & TURN COMPARISON

61. AFTERNOON, MICHIGAN ROVER → THE WAY  
 62. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 63. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 64. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 65. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 66. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 67. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 68. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 69. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 70. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 71. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 72. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 73. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 74. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 75. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 76. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 77. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 78. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 79. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 80. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 81. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 82. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 83. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 84. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 85. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 86. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 87. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 88. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 89. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 90. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 91. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 92. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 93. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 94. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 95. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 96. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 97. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 98. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 99. AIRMAIL, BARRACUDA ENGINEER → THE WAY  
 100. AIRMAIL, BARRACUDA ENGINEER → THE WAY

 [www.icbrindle.com](http://www.icbrindle.com)

web [www.icbimind.com](http://www.icbimind.com)





# IMO Safety Signs

SKU - 40020874

## Map Wheelhouse (Both Pages) IMO Poster

### SPECIFICATION

- Material: Halogen and PVC Free PET-X XL
- Environmental Friendly: 100% recyclable, contributing to a greener future
- Durability: Back printed design for extra protection against wear and tear
- Finish: Glossy, quality finish, easy to wipe clean
- Installation: Self-adhesive backing for easy mounting
- Warranty: 5-year warranty, even for outdoor use
- Available Sizes: 300x400mm
- Compliance: Fire-retardant and in accordance with IMO Res. A760 (18) as amended ISO 17631:2002
- Recommended height for installation: Approximately 160cm from the floor level
- PETX Sign XL Glow: 10 min / 75mcd/m<sup>2</sup> - 60 min / 10 mcd/m<sup>2</sup>, decay time: 1250 min

**Article Codes:** TP1002\_SXE0KL (page 1), TP1003\_SXE0KL (page 2)

**ISSA:** 4751010

**IMPA:** 331510

### TECHNICAL INFORMATION

- Fire-retardant, Halogen and PVC Free Safety Signs
- All Safety Signs Corresponding to IMO Res. A760 (18) as amended ISO 17631:2002
- Green Passport
- DNV Wheelmark certificate module B & D
- Texts and symbols comply with international standards
- HS Code: 39199000.99