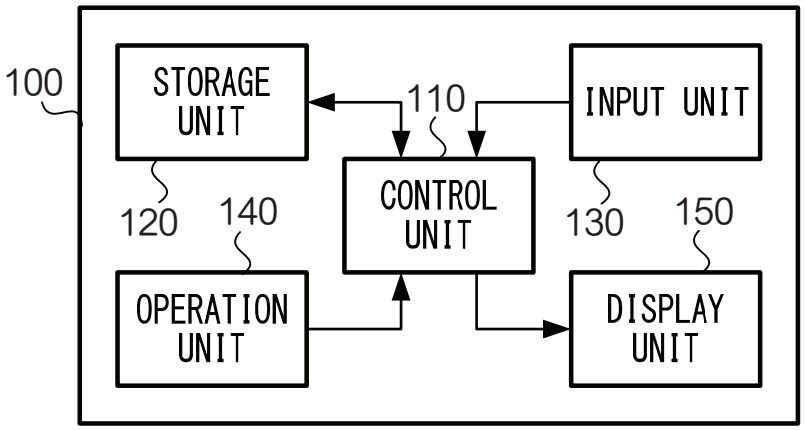
[FIG.1]

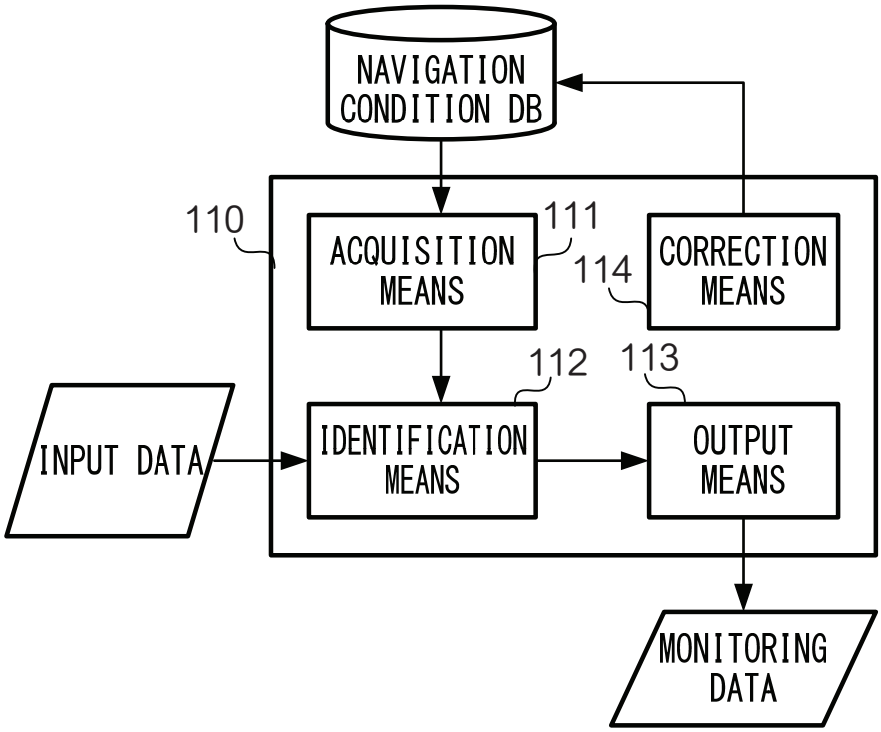


[FIG.2]

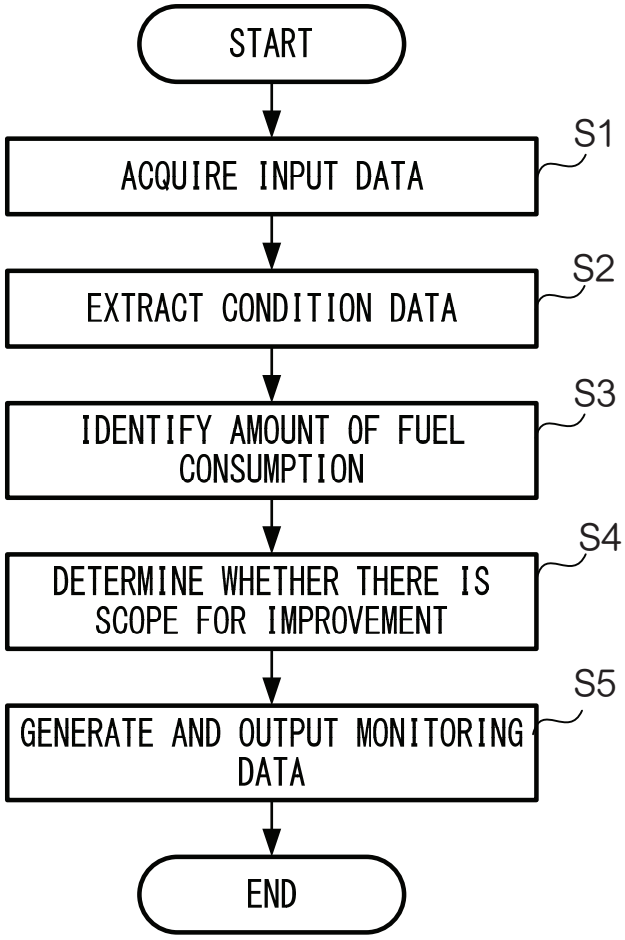
TRIM	DRAFT	SHIP SPEED	AMOUNT OF FUEL CONSUMPTION
...	...	...	...
...	...	...	...
...	...	...	...
...	...	...	...

⋮

[FIG.3]



[FIG.4]



[FIG.5]

		TRIM					
		+1m	+0.5m	0m	-0.5m	-1m	-1.5m
DRAFT	12m	101	100	98	100	101	102
	13m	102	101	100	101	102	103
	14m	105	104	103	102	103	104

[FIG.6]

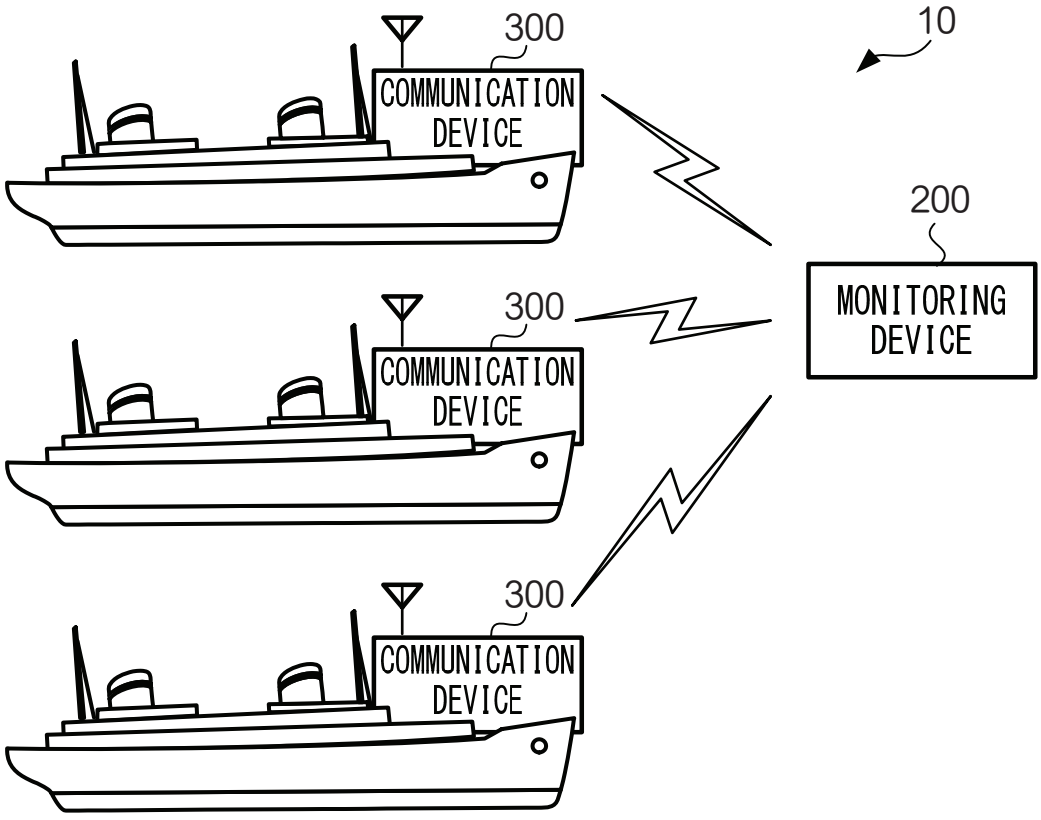
IN CASE WHERE TRIM IS +1m

DETERMINATION	TRIM (m)	OPTIMUM TRIM (m)	DRAFT (m)	SHIP SPEED (knot)	SCOPE FOR IMPROVEMENT	REMAINING DISTANCE (mile)	SCOPE TO REDUCE FUEL CONSUMPTION (ton)
C	 +1	0	13	20	2%	300	5

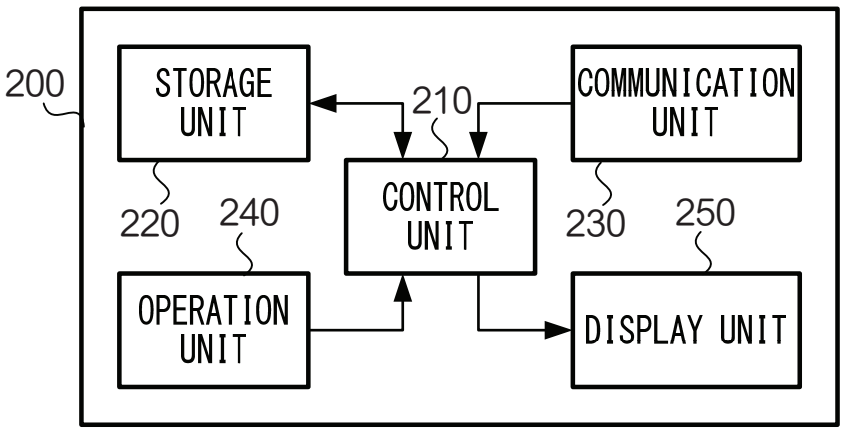
IN CASE WHERE TRIM IS 0m

DETERMINATION	TRIM (m)	OPTIMUM TRIM (m)	DRAFT (m)	SHIP SPEED (knot)	SCOPE FOR IMPROVEMENT	REMAINING DISTANCE (mile)	SCOPE TO REDUCE FUEL CONSUMPTION (ton)
A	 0	0	13	20	0%	300	0

[FIG.7]



[FIG.8]



[FIG.9]

NAME OF SHIP	DETERMINATION	TRIM (m)	OPTIMUM TRIM (m)	DRAFT (m)	SHIP SPEED (knot)	SCOPE FOR IMPROVEMENT	REMAINING DISTANCE (mile)	SCOPE TO REDUCE FUEL CONSUMPTION (ton)
AAA	C	 +1	0	13	20	2%	300	5
BBB	B	 -0.5	-1	10	21	1%	2500	20
CCC	A	 -0.1	0	9	19	0.1%	1000	1
XXX	D	 +1.5	-0.5	9	17	5%	1000	40
YYY	B	 -0.3	-1	10	18	1%	4200	30
ZZZ	D	 0	+2	11	20	5%	4500	100

[FIG.10]

TRIM	DRAFT	SHIP SPEED	WIND FORCE	WAVE HEIGHT	AMOUNT OF FUEL CONSUMPTION
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...

⋮

[FIG.11]

