Report No.: **6121-B**
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REPORT ON A TESTED
m.y. "BRIONI 44"
"VANGA YACHTS" d.o.o. , Ljubljana

BRODARSKI INSTITUT
ZAGREB

4. TRIAL RESULTS

All measured data and all particulars concerning the conditions under which the trials took place are given in Table No. 1. and Table No. 2.
The mile trial were covered of eight groups of double runs altering in direction to eliminate sea current effect. Measured data for each group were averaged by mean of means method.

4.1 In diagram No. 1 the engine brake power (P_B) and engine revolutions per minute are plotted on the ship speed basis. Motor yacht was tested on normal displacement.

With the engine brake power corresponding to the 100 % MCR (2 x 320 kW = 640 kW):
$P_B = 640$ kW
the ship would attained the speed of:
$V = 42.12$ kn
at the average engine speed:
$N_{EAV} = 3500.\ min^{-1}$

4.2 In diagram No. 2 the engine brake power is plotted on revolution per minute base.
On the diagram was shown that the propellers were on this normal displacement apsorbed c.c.a 100 % MCR (per engine i.e. 320 kW) with starboard engine revolution 3426 min^{-1} and port engine speed of 3574 min^{-1}.