

## Delta 80 (88) with 3xIPS1200

Boat displacement	47150 kg Calc	
Fuel cap./fill	6,8 m³	53%
Water cap./fill	0,9 m³	0%
Crew	3	285 kg
Tested total displ.	47535 kg Calc	
Tested Lcg	7,94 m Calc	
Propellers	Q6	
Wind	2-4m/s	
Air temp	5°	
Water temp	5°	
L <sub>wl</sub>	23,63 m	B <sub>pm</sub> 5,70 m
B <sub>oa</sub>	6,25 m	B <sub>pt</sub> 5,56 m
L <sub>p</sub>	23,80 m	β <sub>t</sub> 15,0°
A <sub>p</sub>	114,5 m²	β <sub>m</sub> 22,6°
CA <sub>p</sub>	10,15 m	F.area 21,0 m²



### Static ref. by VBOX

**0,0      0,0      0,0      0,0**

Down (southwest)

Up (northeast)

Speed [kn]	Trim [°] *	Engine [rpm]	Fuel [l/h]	Fuel [l/NM]	Speed [kn]	Trim [°] *	Engine [rpm]	Fuel [l/h]	Fuel [l/NM]
7,5	0,3	600	16,0	2,14	7,4	-0,2	600	16,00	2,16
11,7	0,5	1000	70,0	5,98	11,7	0,9	1000	64,00	5,49
14,6	2,1	1200	105,0	7,19	14,2	2,0	1200	102,00	7,16
18,5	2,6	1400	148,0	8,01	17,9	2,3	1400	145,00	8,09
22,4	1,9	1600	190,0	8,49	21,9	2,2	1600	194,00	8,85
26,0	2,6	1800	245,0	9,43	26,3	2,6	1800	255,00	9,70
30,2	2,2	2000	316,0	10,47	29,9	2,0	2000	313,00	10,47
32,5	2,1	2100	357,0	11,00	32,3	1,9	2100	363,00	11,25
34,5	2,1	2200	401,0	11,62	34,0	2,1	2200	382,00	11,24
35,8	2,2	2250	435,0	12,15	35,0	2,1	2250	417,00	11,90
36,4	2,1	2300	456,0	12,52	36,1	1,9	2300	449,00	12,45
37,8	2,0	2373	496,0	13,11	37,7	2,1	2373	503,00	13,35

### Average

Speed [kn]	Trim [°] *	Engine [rpm]	Fuel [l/h]	Fuel [l/NM]
7,4	0,1	600	16,0	2,2
11,7	0,7	1000	67,0	5,7
14,4	2,0	1200	103,5	7,2
18,2	2,4	1400	146,5	8,1
22,1	2,0	1600	192,0	8,7
26,1	2,6	1800	250,0	9,6
30,0	2,1	2000	314,5	10,5
32,4	2,0	2100	360,0	11,1
34,3	2,1	2200	391,5	11,4
35,4	2,2	2250	426,0	12,0
36,2	2,0	2300	452,5	12,5
37,8	2,0	2373	499,5	13,2

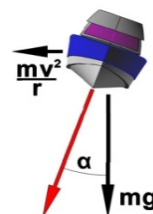
### Acceleration

Speed	Time [s]
idle-to-10	2,9
idle-to-15	5,4
idle-to-20	7,5
idle-to-25	10,3
idle-to-30	14,1
idle-to-35	21,4
idle-to-40	-
idle-to-45	-
idle-to-50	-

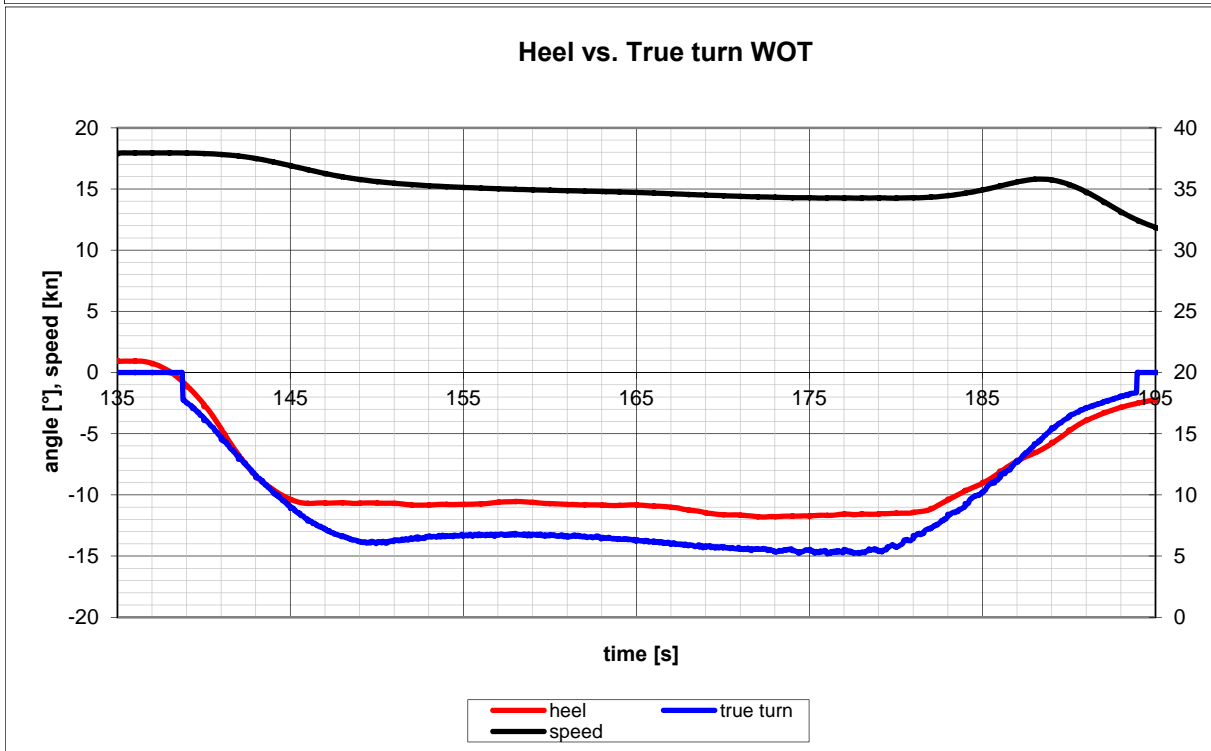
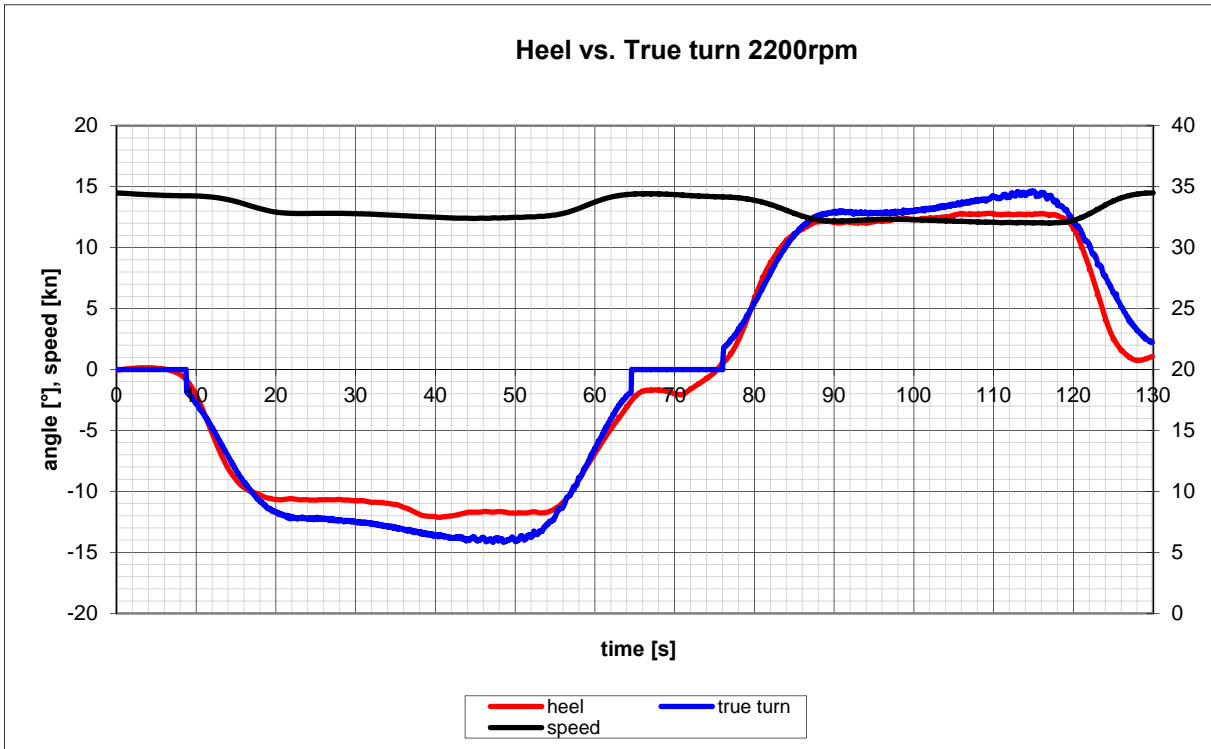
\*: compensated, i.e. Δ trim (percieved trim change from static)

Steering mode: average values for minimum (also see graphs)

Direction	Speed	Radius	Heel	Rpm	TT*	Heel-TT
PRT	32,7	115,0	-11,3	2200	-14,1	2,8
STB	32,2	115,0	12,4	2200	13,7	-1,2
PRT	34,7	145,0	-11,1	WOT	-12,6	1,5
STB	-	-	-	-	-	-



\*: TT= true turn, arctan(v²/(rg))



The step wise rpm and acceleration test is performed with interceptors  
 The turning test is performed with no interceptors  
 Weight and Lcg is to be presented by the yard