



The optimum trim can often be as much as 15-20% lower than the worst trim condition at the same draught and speed. As the optimum trim is hull form dependent and for each hull form it depends on the speed and draught, no general conclusions can be made. However by logging the required power in various conditions over a long time period it is possible to find the optimum trim for each draught and speed.

Or this can be determined fairly quickly using CFD or model tests. However it should be noted that correcting the trim by taking ballast will result in higher consumption (increased displacement). If possible the optimum trim should be achieved either by repositioning the cargo or rearranging the bunkers.



Optimal vessel trim reduces the required power.



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