

INTRODUCTION

This booklet has been prepared to ascertain the subject ship to have the sufficient stability to apply the provisions of part b-1 'subdivision and Damage stability of cargo ships' in chapter II-1 of amendments to SOLAS 1974 and IMO resolution A.684(17) 'Explanatory notes to the SOLAS Regulation on Subdivision and Damage Stability of Cargo Ships of 80 Meter in length and Over'.

The provisions of part B-1 is to be after adopted Resolution MSC. 194(80).

CONTENTS

	PAGE
1. PRINCIPAL PARTICULARS (CASE 1)	2
2. LOADING CONDITION	5
3. MINIMUM GoM CURVE	8
4. ARRANGE OF THE SUBDIVISION AND EXTEND NO.	9
5. SUBDIVISION AND COMPARTMENT GROUP	
1 COMPARTMENT DAMAGE	10
2 COMPARTMENTS DAMAGE	11
6. DAMAGE RANGE AND COEFFICIENT (Pi,Vi)	
1 COMPARTMENT DAMAGE	13
2 COMPARTMENTS DAMAGE	14
DIVISION AND COEFFICIENT (Pi,Vi)	15
7. CALCULATION	
CASE 1 (TRIM 0)	
1 SUMMARY OF RESULT	16
2 DETAIL OF EACH DAMAGE	20

PRINCIPAL PARTICULARS

[CASE 1]
(TRIM 0.0% LS)

1) PRINCIPAL DIMENSION

LENGTH	(P. P)	(m)	163.600	PASSENGER (N1)	P.
LENGTH	(LS)	(m)	169.990	PASSENGER (N2)	P.
BREADTH	(MLD)	(m)	27.000		
DEPTH	(MLD)	(m)	14.200		
DRAFT	(EXT)	(m)	10.303		

2) INTACT CONDITION

FULL LOAD	[dS]	DRAFT (MLD.)	(m)	10.283	(BETWEEN LS)
		DISPT (MLD.)	(t)	37762	
		TRIM (0.0 %)	(m)	0.00	
		KGo	(m)	10.12	
		GoM	(m)	1.20	
PARTIAL LOAD	[dP]	DRAFT (MLD.)	(m)	8.210	(BETWEEN LS)
		DISPT (MLD.)	(t)	29454	
		TRIM (0.0 %)	(m)	0.00	
		KGo	(m)	10.09	
		GoM	(m)	1.40	
LIGHT LOAD	[dL]	DRAFT (MLD.)	(m)	5.100	(BETWEEN LS)
		DISPT (MLD.)	(t)	17407	
		TRIM	(m)	2.42	
		KGo	(m)	9.68	
		GoM	(m)	4.30	

NOTE : dP = (dS - dL) x 0.6 + dL

3) SUBDIVISION INDEX

FLOOD COMPARTMENT	FULL LOAD	PART LOAD	LIGHT LOAD	ATTAINED A _i
1 COMPARTMENT	0.32577	0.56582	0.56582	0.46980
2 COMPARTMENT	0.09419	0.09433	0.33530	0.14247
3 COMPARTMENT				
4-7 COMPARTMENT				
A _i	0.41996	0.66015	0.90112	---
MIN. REQUIRED INDEX	0.30124	0.30124	0.30124	---
COEFF. (WEIGHTED)	0.4	0.4	0.2	---
ATTAINED A _i (A _c)	0.16798	0.26406	0.18022	0.61226
REQUIRED SUBDIVISION INDEX (R)				0.60247

REQUIRED (R) [CARGO SHIP]

$$R_0 = 1 - 128 / (LS + 152)$$

$$LS \geq 100 \dots R = R_0$$

$$LS < 100 \dots R = 1 - \{1 / (1 + LS / 100 \times R_0 / (1 - R_0))\}$$

4) FLOODING POINT (UNIT : m)

No	N A M E	*	LONG		VERTICAL			HORIZONTAL
			FR.	DIST.	DK	ABOVE DK	ABOVE BL	FROM CL
44	VENT. (NO. 1 C. H.) AFT	0	199	0.55	1	0.91	15.43	6.45
45	VENT. (NO. 1 C. H.) FORE	0	225	-0.10	1	0.91	15.55	3.70
46	VENT. (NO. 2 C. H.) AFT	0	159	-0.10	1	0.91	15.40	7.15
47	VENT. (NO. 2 C. H.) FORE	0	200	-0.10	1	0.91	15.58	3.05
48	VENT. (NO. 3 C. H.) AFT	0	115	0.55	1	0.91	15.40	7.15
49	VENT. (NO. 3 C. H.) FORE	0	157	0.05	1	0.91	15.60	2.55
50	VENT. (NO. 4 C. H.) AFT	0	73	0.55	1	0.91	15.42	6.65
51	VENT. (NO. 4 C. H.) FORE	0	115	0.05	1	0.91	15.57	3.35
52	VENT. (NO. 5 C. H.) AFT	0	34	0.65	1	0.91	15.56	3.55
53	VENT. (NO. 5 C. H.) FORE	0	73	0.05	1	0.91	15.57	3.33
54	VENT. (PAINT ST.)	0	226	0.00	1	1.60	16.16	5.45
55	VENT. (PAINT ST.)	0	231	0.20	3	0.91	18.10	9.20
56	VENT. (ST. G. RM.)	0	-2	0.30	1	0.91	15.38	7.50
57	OPEN DOOR (ENG. RM.)	1	22	0.00	0	0.00	20.50	2.35

* (Character of Flooding Point) ... Weathertight : 0, Non-tight : 1
DK ... UPPER DECK : 1, POOP DECK : 2, F'CLE DECK : 3

STRESS OF WATERTIGHT DOOR

	N A M E	FR.	DIST.	DISTANCE	HEIGHT	MAXIMUM HEAD	DESIGN HEAD
				CL ~ (m)	BL ~ (m)	(m)	(m)
1	DOOR (BOSUN) P.	226	0.00	8.70	14.78	0.29	5.00
2	DOOR (BOSUN) S.	226	0.00	5.00	14.94	0.12	5.00

NOTE : The detective of open or close of the watertight door can be get in the wheel house by the electric system.

5) THE PROGRESSIVE FLOODING

i) THROUGH PIPES OR DOOR :

DAMAGED COMPARTMENT	PROGRESSIVE FLOODING COMPARTMENTS	UNDER CONDITION	
		T. SUBDIV	V. SUBDIV
NO. 4 U. W. F. O. T. (P)	NO. 3 U. W. F. O. T. (P)	0	0

ii) OVERFLOW POINT (UNIT : m) ;

COMPARTMENT	OVERFLOW POINT				PROVIDED AS BELOW
	FR.	DIST.	VERT.	HOR.	
NO. 4 U. W. F. O. T. (P)	159	0.00	14.00	10.95	NO. 3 U. W. F. O. T. (P)

LOADING CONDITION(ds) (CASE 1)

ORD.	DRAFT (MLD.) (m)	HALF BREADTH (b) (m)	S	S * b (m)	S * b ³ (m ³)
A. E	10.283	3.17	0.07	0.23	2.29
A	10.283	3.93	0.29	1.12	17.32
A. P	10.283	4.66	0.32	1.50	32.65
1/4	10.283	7.02	1.00	7.02	346.39
1/2	10.283	9.00	0.50	4.50	364.86
3/4	10.283	10.57	1.00	10.57	1181.60
1	10.283	11.75	0.75	8.81	1215.12
1 1/2	10.283	13.06	2.00	26.12	4456.14
2	10.283	13.47	1.00	13.47	2444.01
2 1/2	10.283	13.50	2.00	27.00	4920.75
3	10.283	13.50	1.50	20.25	3690.56
4	10.283	13.50	4.00	54.00	9841.50
5	10.283	13.50	2.00	27.00	4920.75
6	10.283	13.50	4.00	54.00	9841.50
7	10.283	13.50	1.50	20.25	3690.56
7 1/2	10.283	13.50	2.00	27.00	4920.75
8	10.283	13.49	1.00	13.49	2452.73
8 1/2	10.283	12.85	2.00	25.70	4245.63
9	10.283	10.77	0.75	8.08	937.45
9 1/4	10.283	9.00	1.00	9.00	727.79
9 1/2	10.283	6.65	0.50	3.33	146.97
9 3/4	10.283	3.69	1.00	3.69	50.08
F. P	10.283	0.00	0.37	0.00	0.00
C	10.283	0.00	0.48	0.00	0.00
F. E	10.283	0.00	0.12	0.00	0.00
T O T A L				366.13	60447.39

I TRANS 219759.90 m⁴

B M 5.965 m

$$(B M = I TRANS / V1)$$

VOLUME (V1) 36841.310 m³

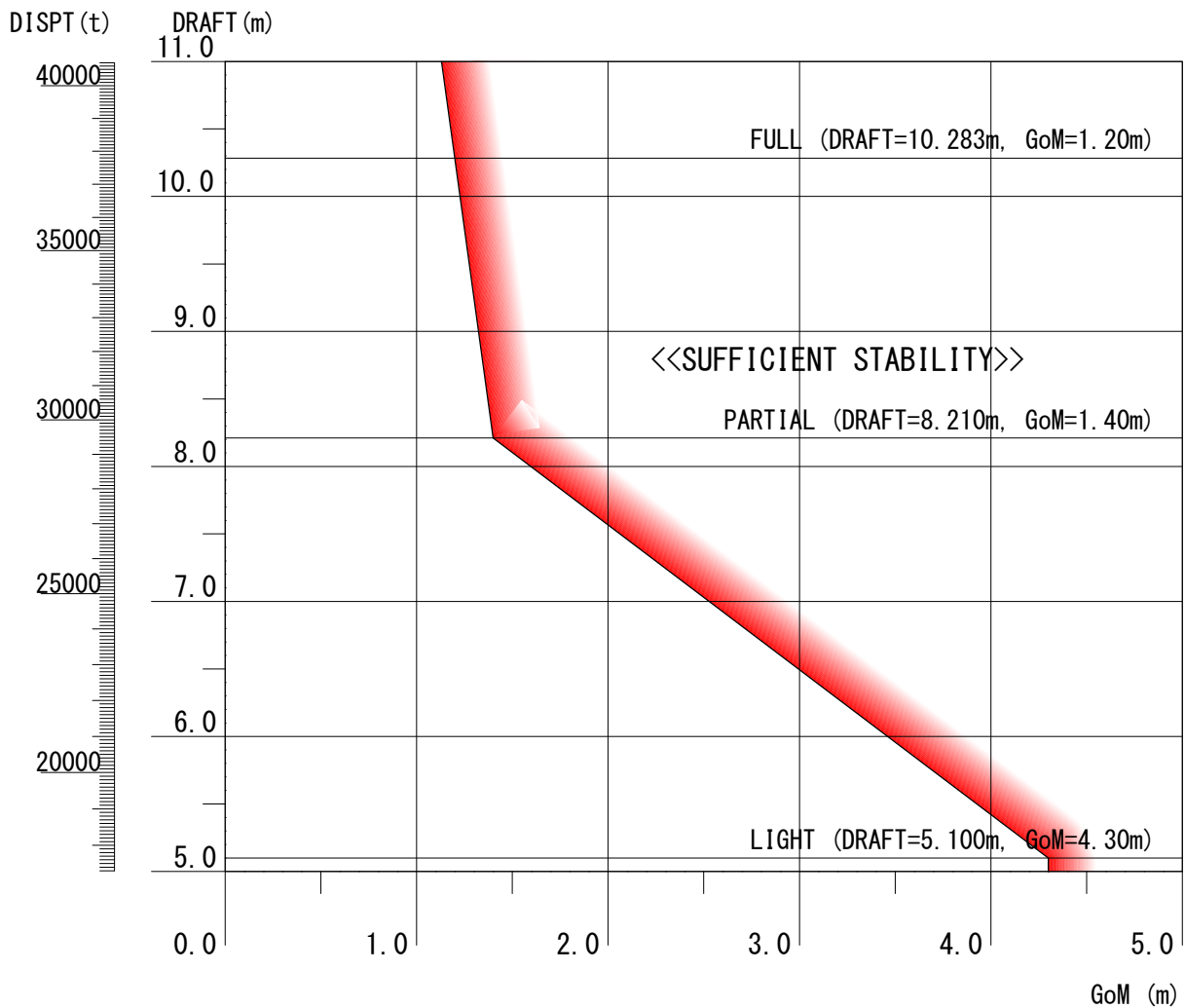
BUOYANCY ABOVE BL (KB) 5.353 m

METACENTRIC HEIGHT (TKM) 11.32 m

DISPLACEMENT (MLD.) ($\rho=1.0250$) 37762.34 t

CR. OF BUOYANCY (MID. B) -3.36 m

MINIMUM GoM CURVES (GoM)



The minimum GoM are shown as follows;

	DRAFT (m)	CASE 1	CASE 2	CASE 3	CASE 4	CASE 5
FULL LOAD (As)	10.283	1.20				
PARTIAL LOAD (Ap)	8.210	1.40				
LIGHT LOAD (Al)	5.100	4.30				

The Trim of condition should be within the range as follows;

- Trim by the head -0.5% Ls (-0.850 m)
- Trim by the stern 0.50% Ls (0.850 m)

SUBDIVISION AND COMPARTMENT GROUP

No.	COMPARTMENT GROUP						
	DAMAGE COMPARTMENT		* μ	1	2	3	4
AFT. Fr. -3.9 (0.000) ~ FORE Fr. 13.0 (10.320)							
1	1	NO. 2 D. O. T. (C)	0.950	1	0	0	0
		COOL. W. TK.	0.950	1	0	0	0
		EM. FIRE PUMP RM	0.850	1	0	0	0
		STEER. G. RM	0.950	1	0	0	0
		A. P. T.	0.950	1	0	0	0
		GREY WATER T.	0.950	1	0	0	0
AFT. Fr. 13.0 (10.320) ~ FORE Fr. 34.0 (27.120)							
1	2	NO. 5 W. B. T. (P)	0.950	1	0	0	0
		NO. 5 F. O. T. (C)	0.950	1	0	0	0
		ENG. RM. (BTM. TNK SP.)	0.950	1	0	0	0
		ENG. RM. (TK. TOP-DK.)	0.850	1	0	0	0
		F. W. T. (P)	0.950	1	0	0	0
		DIST. W. T. (P)	0.950	1	0	0	0
AFT. Fr. 34.0 (27.120) ~ FORE Fr. 73.8 (53.810)							
1	3	NO. 5 CARGO HOLD	0.700	1	0	0	0
		NO. 5 W. B. T. (P)	0.950	1	0	0	0
		NO. 5 UPP. W. T. (P)	0.950	1	0	0	0
		F. W. T. (P)	0.950	1	0	0	0
		DIST. W. T. (P)	0.950	1	0	0	0
		NO. 5 F. O. T. (C)	0.950	1	0	0	0
		NO. 4/5 LOW. STOOL	0.950	1	0	0	0
		NO. 4/5 UPP. STOOL	0.950	1	0	0	0
		AFT. Fr. 75.0 (54.590) ~ FORE Fr. 115.8 (81.930)					
1	4	NO. 4 CARGO HOLD	0.750	1	1	0	0
		NO. 4 W. B. T. (P)	0.950	1	1	0	0
		NO. 4 UPP. W. T. (P)	0.950	1	1	0	0
		NO. 4 F. O. T. (C)	0.950	0	1	0	0
		NO. 4 U. W. F. O. T. (P)	0.950	0	1	0	0
		NO. 3/4 LOW. STOOL	0.950	1	1	0	0
		NO. 3/4 UPP. STOOL	0.950	1	1	0	0
		NO. 4/5 LOW. STOOL	0.950	1	1	0	0
		NO. 4/5 UPP. STOOL	0.950	1	1	0	0
		NO. 3 U. W. F. O. T. (P)	0.950	1	1	0	0
		AFT. Fr. 117.0 (82.730) ~ FORE Fr. 158.6 (110.570)					
1	5	NO. 3 CARGO HOLD	0.700	1	1	0	0
		NO. 3 W. B. T. (P)	0.950	1	1	0	0
		NO. 3 UPP. W. T. (P)	0.950	1	1	0	0
		NO. 3 U. W. F. O. T. (P)	0.950	0	1	0	0
		NO. 2/3 LOW. STOOL	0.950	1	1	0	0
		NO. 2/3 UPP. STOOL	0.950	1	1	0	0
		NO. 3/4 LOW. STOOL	0.950	1	1	0	0
		NO. 3/4 UPP. STOOL	0.950	1	1	0	0

No.	COMPARTMENT GROUP						
	DAMAGE COMPARTMENT		* μ	1	2	3	4
AFT. Fr. 160.2 (111.670) ~ FORE Fr. 199.8 (138.230)							
1	6	NO. 2 CARGO HOLD	0.700	1	0	0	0
		NO. 2 W. B. T. (P)	0.950	1	0	0	0
		NO. 2 UPP. W. T. (P)	0.950	1	0	0	0
		NO. 1/2 LOW. STOOL	0.950	1	0	0	0
		NO. 2/3 LOW. STOOL	0.950	1	0	0	0
		NO. 1/2 UPP. STOOL	0.990	1	0	0	0
		NO. 2/3 UPP. STOOL	0.950	1	0	0	0
AFT. Fr. 201.0 (139.010) ~ FORE Fr. 230.0 (157.960)							
1	7	NO. 1 CARGO HOLD	0.700	1	0	0	0
		NO. 1 W. B. T. (P)	0.950	1	0	0	0
		NO. 1 UPP. W. T. (P)	0.950	1	0	0	0
		BOSUN STORE	0.600	1	0	0	0
		NO. 1/2 LOW. STOOL	0.950	1	0	0	0
		NO. 1/2 UPP. STOOL	0.990	1	0	0	0
AFT. Fr. 230.0 (157.960) ~ FORE Fr. 248.0 (169.990)							
1	8	BOSUN STORE	0.600	1	0	0	0
		CHAIN LOCKER (P)	0.600	1	0	0	0
		F. P. T.	0.950	1	0	0	0

The value in () shows the distance from aft end.

* μ : Permeability

The value as follows are changed for the load.

* μ	As	Ap	Al
0.700	0.70	0.80	0.95
0.900	0.90	0.90	0.95
0.601	0.60	0.70	0.95
0.350	0.35	0.70	0.95

DAMAGE RANGE AND COEFFICIENT (Pi, Vi)

[1 COMPARTMENTS]

NO	SUB NO.		EXTEND (FR.)		L (m)	B (m)	H (m)	Pi	Vi
			AFT	FORE					
1	1	As	-3.9	13.0	10.320	13.500	INFINITY	0.03927	1.00000
		Ap	(0.000)	(10.320)				0.03927	1.00000
		Al						0.03927	1.00000
2	1	As	13.0	34.0	16.800	13.500	INFINITY	0.04321	1.00000
		Ap	(10.320)	(27.120)				0.04321	1.00000
		Al						0.04321	1.00000
3	1	As	34.0	73.8	26.690	13.500	INFINITY	0.09344	1.00000
		Ap	(27.120)	(53.810)				0.09344	1.00000
		Al						0.09344	1.00000
4	1	As	75.0	115.8	27.340	1.500	INFINITY	0.02184	1.00000
		Ap	(54.590)	(81.930)				0.02184	1.00000
		Al						0.02184	1.00000
	2	As			13.500	INFINITY	0.07514	1.00000	
		Ap					0.07514	1.00000	
		Al					0.07514	1.00000	
5	1	As	117.0	158.6	27.840	1.500	INFINITY	0.02240	1.00000
		Ap	(82.730)	(110.570)				0.02240	1.00000
		Al						0.02240	1.00000
	2	As			13.500	INFINITY	0.07730	1.00000	
		Ap					0.07730	1.00000	
		Al					0.07730	1.00000	
6	1	As	160.2	199.8	26.560	13.500	INFINITY	0.09273	1.00000
		Ap	(111.670)	(138.230)				0.09273	1.00000
		Al						0.09273	1.00000
7	1	As	201.0	230.0	18.950	13.500	INFINITY	0.05326	1.00000
		Ap	(139.010)	(157.960)				0.05326	1.00000
		Al						0.05326	1.00000
8	1	As	230.0	248.0	12.030	13.500	INFINITY	0.04723	1.00000
		Ap	(157.960)	(169.990)				0.04723	1.00000
		Al						0.04723	1.00000
SUM 1 COMPARTMENT GROUPS								0.56582	

DIVISION AND COEFFICIENT (Pi, Vi)

DIV. NO	1 COMPARTMENT		2 COMPARTMENT		3 COMPARTMENT		4 COMPARTMENT	
	EXTENT (FR.)	Pi	EXTENT (FR.)	Pi	EXTENT (FR.)	Pi	EXTENT (FR.)	Pi
1	-3.9~ 13.0	0.03927	-3.9~ 34.0	0.04518				
2	13.0~ 34.0	0.04321	13.0~ 76.2	0.05654				
3	34.0~ 76.2	0.09344	34.0~118.2	0.06480				
4	75.0~118.2	0.09697	75.0~161.8	0.06706				
5	117.0~161.8	0.09970	117.0~202.2	0.06483				
6	160.2~202.2	0.09273	160.2~230.0	0.05444				
7	201.0~230.0	0.05326	201.0~248.0	0.04915				
8	230.0~248.0	0.04723						

1 COMPARTMENT		
SUB. NO	B (m)	Ri
04-01	1.500	0.2252
05-01	1.500	0.2247

2 COMPARTMENT		
SUB. NO	B (m)	Ri
03-01	1.500	0.2124
04-01	1.500	0.2122
05-01	1.500	0.2122

NO	H (m)	Vi		
		dS	dP	dL
--	---	1.0000	1.000	1.0000

SUMMARY OF RESULT

[CASE 1]

【 1 COMP 】 SUB No.		01 - 01			02 - 01			03 - 01		
DAMAGE EXTENT (Fr.)		A. E. ~ 13.0			13.0 ~ 34.0			34.0 ~ 73.8		
CONDITION		FULL	PART	LIGHT	FULL	PART	LIGHT	FULL	PART	LIGHT
E	DRAFT (MEAN) (m)	10.34	8.23	5.11	11.07	8.85	5.64	11.70	9.56	6.37
	TRIM (m)	0.43	0.11	2.29	4.28	3.39	5.17	5.29	5.14	7.53
Q	HEEL (deg)	0.01	0.00	0.00	-4.79	-4.23	-2.38	-6.76	-4.90	-3.11
U	MAX GoZ (m)	0.458	1.140	2.433	0.215	0.919	2.447	0.084	0.596	2.084
I	RANGE (deg)	49.25	60.59	68.02	32.75	54.84	65.34	0.00	49.72	62.67
L	FLD. ANG. 1 *(deg)	19.1(22)	27.0(9)	39.7(22)	12.3(1)	22.6(22)	34.1(22)	6.6(1)	18.9(22)	30.2(22)
	FLD. ANG. 2 *(deg)	64.0(59)	80.0(59)	83.7(59)	90.0(0)	90.0(0)	90.0(0)	40.2(59)	58.0(59)	77.0(59)
Pi		0.03927	0.03927	0.03927	0.04321	0.04321	0.04321	0.09344	0.09344	0.09344
Vi		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S INT (PASS. SHIP)		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S FIN		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	0.00000	1.00000	1.00000
S MON (PASS. SHIP)		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
Ai (=Pi*Vi*Si)		0.03927	0.03927	0.03927	0.04321	0.04321	0.04321	0.00000	0.09344	0.09344
ATTAINED Ai		0.03927			0.04321			0.05606		

【 1 COMP 】 SUB No.		04 - 01			04 - 02			05 - 01		
DAMAGE EXTENT (Fr.)		75.0 ~ 115.8			75.0 ~ 115.8			117.0 ~ 158.6		
CONDITION		FULL	PART	LIGHT	FULL	PART	LIGHT	FULL	PART	LIGHT
E	DRAFT (MEAN) (m)	11.80	9.47	5.96	11.95	9.56	6.06	11.82	9.66	6.09
	TRIM (m)	1.66	1.70	3.86	1.82	1.81	4.02	-1.99	-1.84	1.27
Q	HEEL (deg)	-6.52	-8.44	-5.55	-8.61	-8.04	-5.31	-5.76	-9.76	-7.36
U	MAX GoZ (m)	0.090	0.479	2.007	0.028	0.428	2.003	0.144	0.516	2.005
I	RANGE (deg)	15.60	44.12	59.32	9.12	45.13	59.82	23.05	45.30	56.97
L	FLD. ANG. 1 *(deg)	13.2(24)	23.3(19)	37.9(19)	12.2(24)	22.8(19)	37.3(19)	10.6(9)	19.8(9)	35.4(22)
	FLD. ANG. 2 *(deg)	49.6(59)	70.0(59)	81.9(59)	48.6(59)	68.0(59)	81.9(59)	62.0(59)	76.9(59)	82.7(59)
Pi		0.02184	0.02184	0.02184	0.07514	0.07514	0.07514	0.02240	0.02240	0.02240
Vi		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S INT (PASS. SHIP)		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S FIN		0.92551	1.00000	1.00000	0.60383	1.00000	1.00000	1.00000	1.00000	1.00000
S MON (PASS. SHIP)		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
Ai (=Pi*Vi*Si)		0.02021	0.02184	0.02184	0.04537	0.07514	0.07514	0.02240	0.02240	0.02240
ATTAINED Ai		0.02119			0.06323			0.02240		

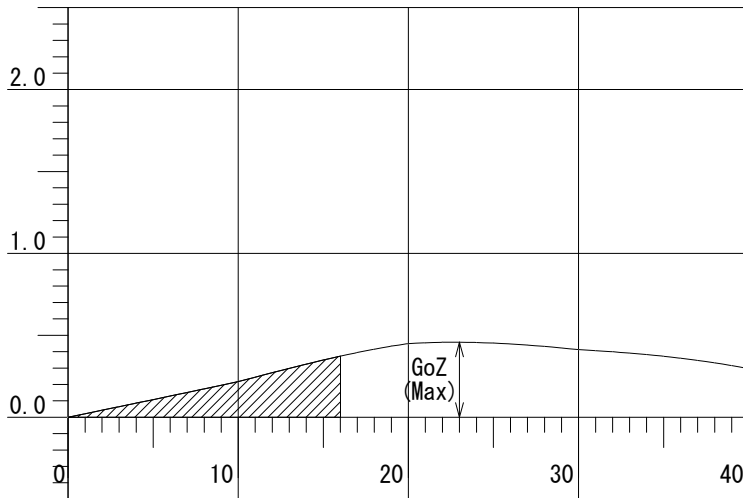
【 1 COMP 】 SUB No.		05 - 02			06 - 01			07 - 01		
DAMAGE EXTENT (Fr.)		117.0 ~ 158.6			160.2 ~ 199.8			201.0 ~ 230.0		
CONDITION		FULL	PART	LIGHT	FULL	PART	LIGHT	FULL	PART	LIGHT
E	DRAFT (MEAN) (m)	11.86	9.66	6.09	0.00	9.77	6.02	11.16	8.98	5.47
	TRIM (m)	-2.06	-1.86	1.27	0.00	-6.50	-1.79	-4.94	-5.07	-0.52
Q	HEEL (deg)	-7.45	-10.27	-7.36	0.00	-10.96	-7.24	-2.65	-2.65	-1.44
U	MAX GoZ (m)	0.046	0.376	1.895	0.000	0.326	1.782	0.226	0.734	2.287
I	RANGE (deg)	10.56	40.92	53.53	0.00	40.37	57.10	33.20	53.78	64.55
L	FLD. ANG. 1 *(deg)	10.3(9)	19.5(9)	35.3(22)	0.0(0)	12.9(9)	31.9(9)	9.1(14)	17.8(14)	36.0(14)
	FLD. ANG. 2 *(deg)	61.0(59)	76.9(59)	83.0(59)	0.0(0)	81.9(59)	84.9(59)	78.0(59)	82.8(59)	84.7(59)
Pi		0.07730	0.07730	0.07730	0.09273	0.09273	0.09273	0.05326	0.05326	0.05326
Vi		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S INT (PASS. SHIP)		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S FIN		0.70913	1.00000	1.00000	0.00000	1.00000	1.00000	1.00000	1.00000	1.00000
S MON (PASS. SHIP)		1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
Ai (=Pi*Vi*Si)		0.05482	0.07730	0.07730	0.00000	0.09273	0.09273	0.05326	0.05326	0.05326
ATTAINED Ai		0.06831			0.05564			0.05326		

TRIM : (-) trim by the head, HEEL : (-) heel to port

FLD. ANG. 1 * : Minimum flooding angle for weather tight, FLD. ANG. 2 * : Minimum flooding angle for non tight

COMPARTMENT NO.	SUBDIVISION NO.
1	01 - 01

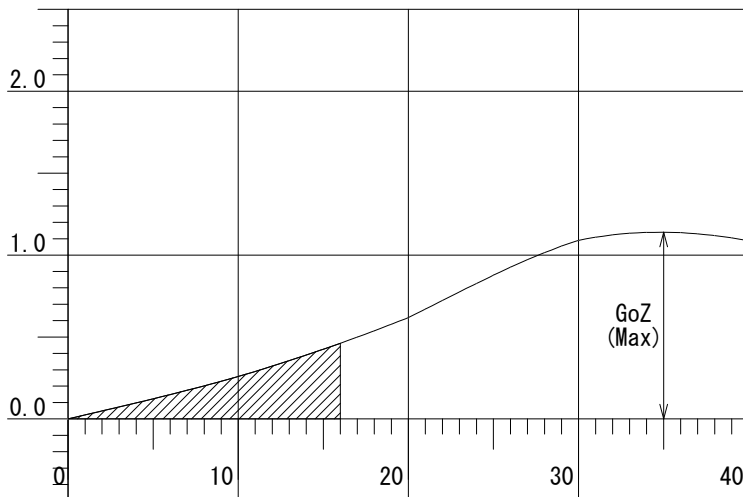
GoZ (m)

FULL LOAD CONDITION

HEEL ANGLE (deg)

DRAFT (m)	10.28	TRIM (m)	0.00	
K G (m)	10.12	GoM (m)	1.20	
DRAFT (m)	FORE	10.13	Pi	0.03927
	AFT	10.56	Si	1.00000
	MEAN	10.34	Pi*Si	0.03927
TRIM (m)	0.43	Vi	1.00000	
HEEL (deg)	0.01	Ai	0.03927	
MAX. GoZ (m)	0.46	(%)	(100)	
RANGE (deg)	49.25	0.4 * Ai	0.01571	
FLD. ANG. 1 (deg)	19.1 (22)			
FLD. ANG. 2 (deg)	64.0 (59)			

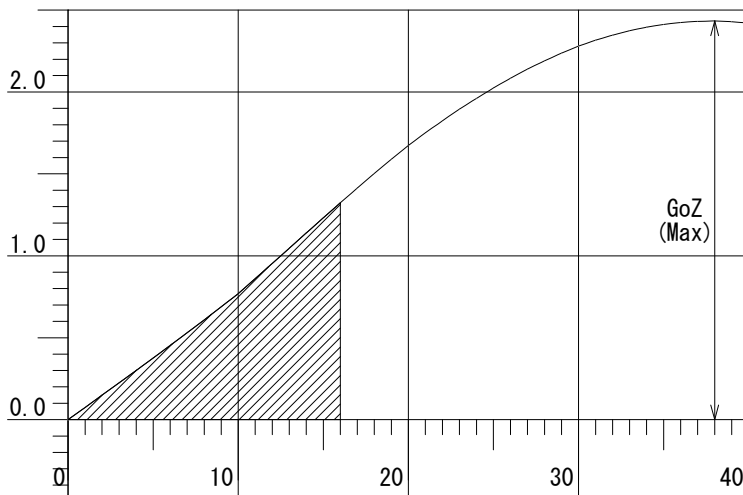
GoZ (m)

PARTIAL LOAD CONDITION

HEEL ANGLE (deg)

DRAFT (m)	8.21	TRIM (m)	0.00	
K G (m)	10.09	GoM (m)	1.40	
DRAFT (m)	FORE	8.17	Pi	0.03927
	AFT	8.28	Si	1.00000
	MEAN	8.23	Pi*Si	0.03927
TRIM (m)	0.11	Vi	1.00000	
HEEL (deg)	0.00	Ai	0.03927	
MAX. GoZ (m)	1.14	(%)	(100)	
RANGE (deg)	60.59	0.4 * Ai	0.01571	
FLD. ANG. 1 (deg)	27.0 (9)			
FLD. ANG. 2 (deg)	80.0 (59)			

GoZ (m)

LIGHT LOAD CONDITION

HEEL ANGLE (deg)

DRAFT (m)	5.10	TRIM (m)	2.33	
K G (m)	9.68	GoM (m)	4.30	
DRAFT (m)	FORE	3.96	Pi	0.03927
	AFT	6.25	Si	1.00000
	MEAN	5.11	Pi*Si	0.03927
TRIM (m)	2.29	Vi	1.00000	
HEEL (deg)	0.00	Ai	0.03927	
MAX. GoZ (m)	2.43	(%)	(100)	
RANGE (deg)	68.02	0.2 * Ai	0.00785	
FLD. ANG. 1 (deg)	39.7 (22)			
FLD. ANG. 2 (deg)	83.7 (59)			

TRIM : (-) trim by the head
 HEEL : (-) heel to port
 FLD. ANG. 1 : Min. flood. angle for weather tight
 FLD. ANG. 2 : Min. flood. angle for non tight