

PRELIMINARY INTACT STABILITY BOOKLET

OF ROOSTERFISH BOAT-RF-230CP



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O	03.01.2021	Issued as per general specifications and requirements.
REV.	DATE	REVISION MEMORANDUM

IMO NO	TBD	DATE	03.01.2021
HULL NO	TBD	BOAT TYPE	COASTAL PANGA
CALCULATED BY	BADRUL	NAME OF CALCULATION	
CHECKED BY	SHAWN	PRELIMINARY INTACT STABILITY BOOKLET	
	<i>3D Engineered Boat Kits</i> Green Easy to Build Global Delivery	DOCUMENT NO.	RF-230CP -02
		REV:	0

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GENERAL PRECAUTIONS AGAINST CAPSIZING

Compliance with given stability criteria does not ensure immunity against capsizing regardless of the circumstances or absolve the Captain from his responsibilities. Captains should therefore exercise prudence and good seamanship having regard to the season of the year, weather forecasts and the navigational zone and should take the appropriate action as to speed and course warranted by the prevailing circumstances.

Care should be taken to ensure that the gears allocated to the ship are capable of being stowed so that compliance with the stability criteria can be achieved. If necessary the amount should be limited to the extent that ballast weight may be required.

In determining the sequence of tanks from which fuel oil and fresh water is to be consumed and those into which water ballast may be admitted during the voyage, the Captain must ensure, prior to departure, that the required minimum stability criteria will be maintained throughout the voyage after making allowance for free surface effects as may be appropriate.

Before a voyage commence care should be taken to ensure that the gears and sizeable piece of equipment have been properly stowed or lashed so as to minimize the possibility of both longitudinal and lateral shifting while at sea, under the effect of acceleration caused by rolling and pitching.

Asymmetrical loading distribution must be avoided and care should be taken to minimize boat's heel in all operating conditions as excessive heeling may result should the boat sustain damage when in a less favorable condition.

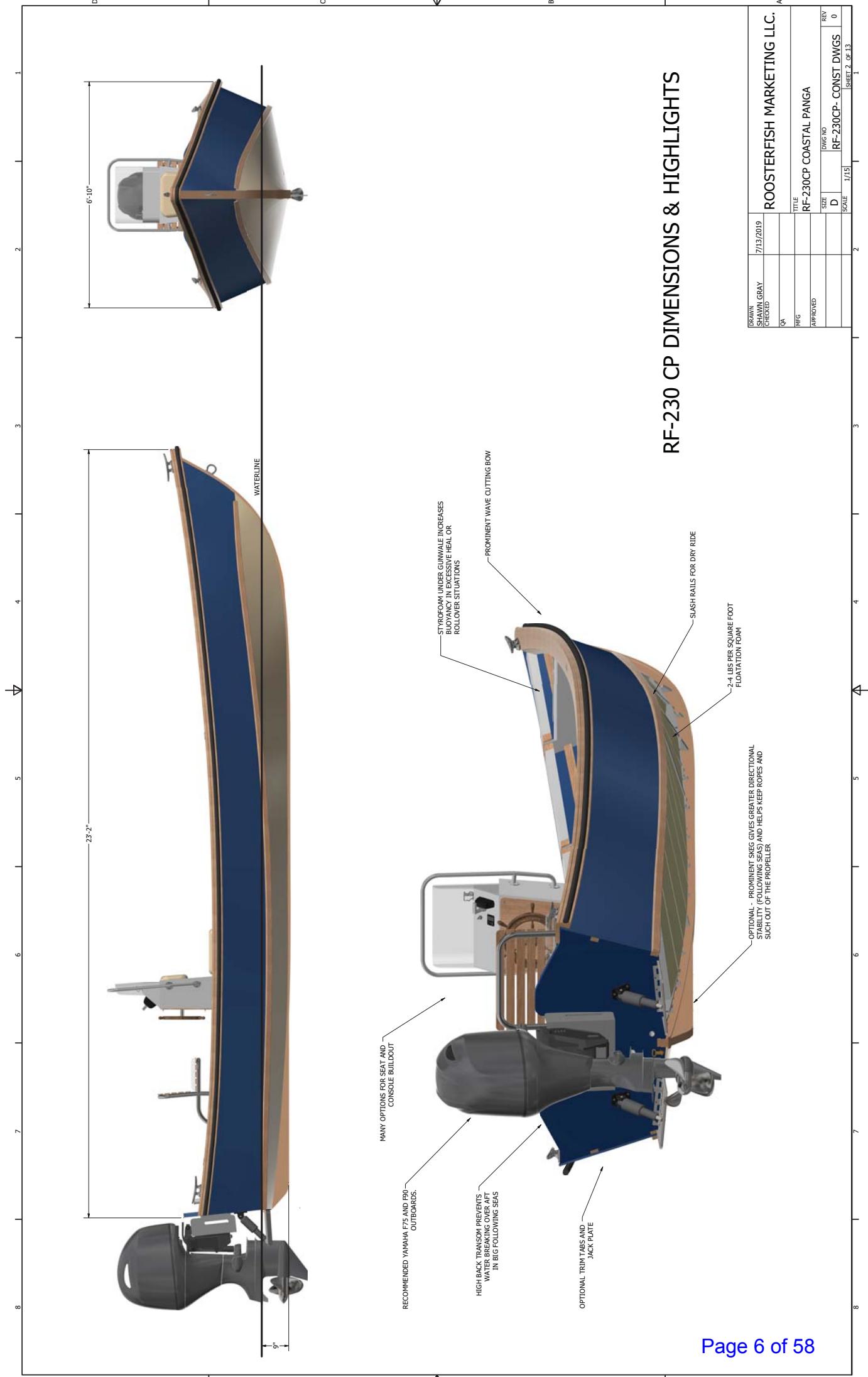
Captain should note that stability can be adversely affected by such influences as beam wind on boats with large windage area, icing on top sides and deck cargo, water trapped on deck and in deck cargo, rolling characteristics and following seas.

Access openings such as hatches, on the decks are to be secured, closed at all times when the vessel is underway. The captain must not start filling of all the tanks together. Either first fills the port and starboard tanks when these are required to be filled.

GENERAL PARTICULARS

Boat Type	Coastal Panga
Hull No.	TBA
Name of Vessel	TBA
Owner's Name & Address	RoosterFish, United States
IMO Number	TBA
Official Number	TBA
Port of Registry	TBA
International Call Sign	TBA
Flag	TBA
Year of Built	TBA
Principal Dimensions:-	
Length OA	23'-2"
Breadth (Mld.)	6'-10"
Depth (Mld.)	2'-4.5"
Draft SLWL	13.4"
Passengers	8Pax.
Gross Tonnage	TBA
Speed	29 knots
Engine Power	1 x 90 HP (Outboard)
Classification	TBA

GENERAL ARRANGEMENT



COORDINATE SYSTEM

Origin of the computer model is at AP (Aft extreme of the boat) / Baseline

Longitudinal positions marked fore/aft (of origin) (+: fore, -: aft)

Transverse positions marked s/p (starboard/port) (+: stbd, -: port)

Vertical positions positive upwards (from Baseline) (+: Above Keel)

Standard Abbreviations and Symbols

AP	Aft Perpendicular
BG	Longitudinal distance between Center of Buoyancy and Center of Gravity
BMO	Height of Initial Transverse center above Center of Buoyancy
Δ	Displacement in metric tons (t)
LOA	Length over all of ship
LBP	Length Between Perpendiculars.
B	Breadth Moulded
D	Depth
D	Mean draft from Base Line
FSC	Free Surface correction
GM	Transverse metacentric height (m)
GZ	Righting level (m)
LCF	Longitudinal center of floatation
VCB	Vertical center of buoyancy over base line (m)
KB	Distance between Keel to Center of Buoyancy
LCG	Longitudinal center of gravity from aft end or midship
VCG	Vertical center of gravity over base line (m)
KG	Distance between Keel to Center of Gravity
KG'	KG corrected for free surface effects (m)
KM	Transverse metacentric height (m)
θ	Angle of heel (deg.)
MCT	Moment to change trim one cm (t/m).
TPC	Tons per cm immersion

Conversion Table

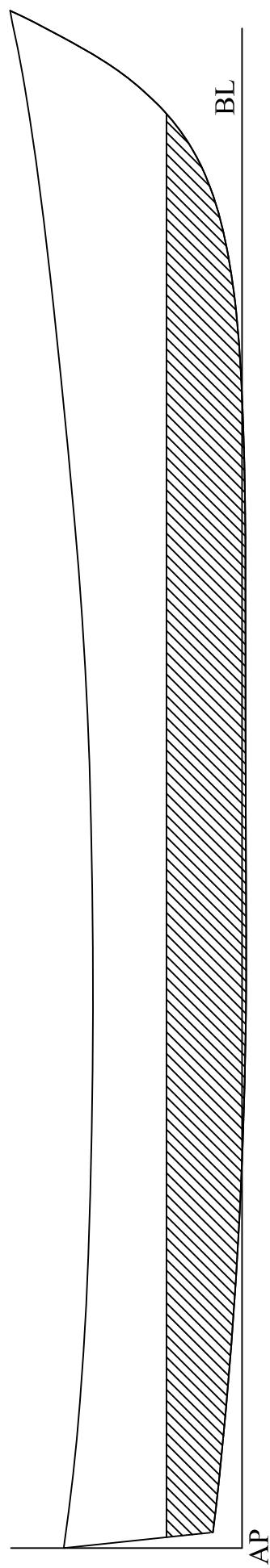
The following Conversion Table may be used to convert from British Units to Metric Units and vice-versa.

Multiply by	To convert	From To obtain	
0.03937	Millimeters	Inches	25.4
0.3937	Centimeters	Inches	2.54
3.2808	Meters	Feet	0.3048
2.2046	Kilograms	Pounds	0.45359
0.009842	Kilograms	Tons (2240 Lbs)	1016.047
0.9842	Tonnes	Tons (2240 Lbs)	1.016
2.4998	Tonnes per Cm (Immersion)	Tonnes per Inch (Immersion)	0.4
8.2014	Moment to Change Trim by One Cm [Tonne-Meters]	Moment to Change Trim by One Inch [Ton-Feet]	0.122
187.9767	Meter-Radians	Foot-Degrees	0.0053
	To obtain	To convert from	Multiply by

RELATION BETWEEN WEIGHT & VOLUME

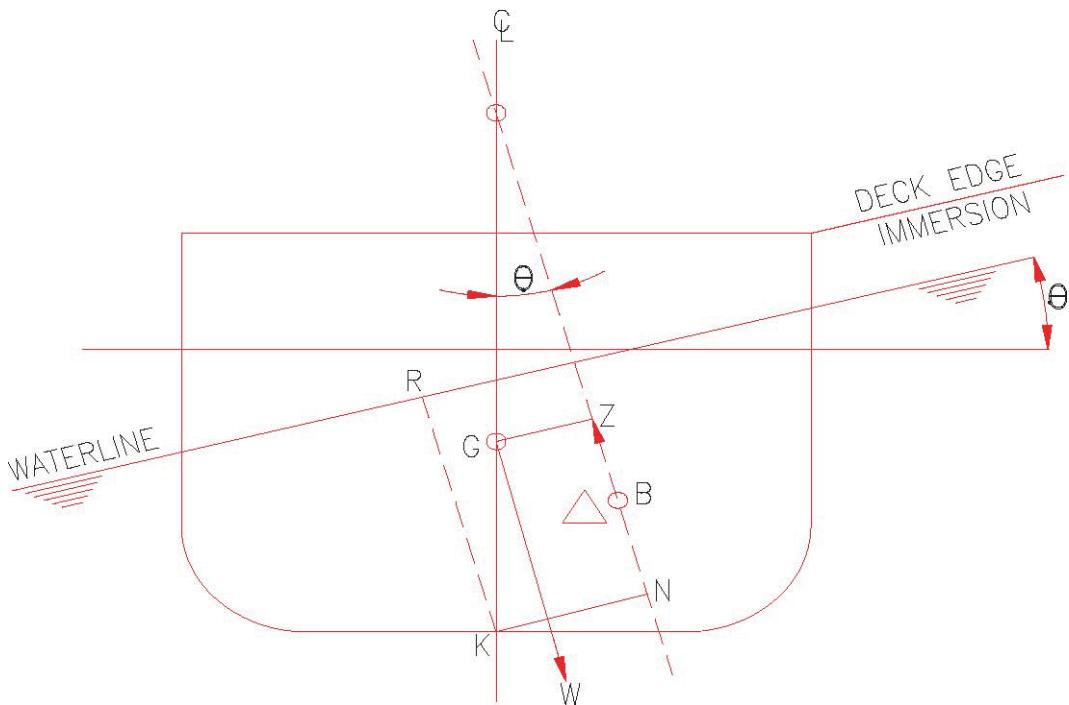
- 1000 Cubic Millimeters = 1 Cubic Centimeter
- 1 Cubic Centimeter of Fresh Water [S.G. = 1.0] = 1 gram
- 1 Cubic Meter of Fresh Water [S.G. = 1.0] = 1 Tonne
- 1 Cubic Meter of Salt Water [S.G. = 1.025] = 1.025 Tonnes
- 1 Tonne of Salt Water [S.G. 1.025] = 0.975 Cubic Meter

Buoyant Hull Definition



Shaded Area of the Buoyancy Portion.

KN Curve Concept Diagram



Righting Lever:

$$GZ = KN - KG \sin \theta$$

Notations:

GZ = Righting Lever (measured from G)

KN = Lever (measured from K)

KG = Centre of Gravity above Keel (see note)

KR = Waterline Radius

θ = Angle of Heel

G = Centre of Gravity

B = Centre of Buoyancy

K = Keel M = Metacentre

Note:

For simplifying manual calculations, the above equation may be used to calculate GZ values using the KG duly corrected for Free Surface Effects. However, in this booklet, for greater accuracy, the actual righting arms GZ in each condition are computed by including the effect of variation of the Centre of gravity of tank contents with heel and trim.

Notes Showing Use of Cross Curves

The purpose of the Cross-Curve is to enable Statical Stability Curves to be drawn for the ship in any sailing condition.

Righting Lever:

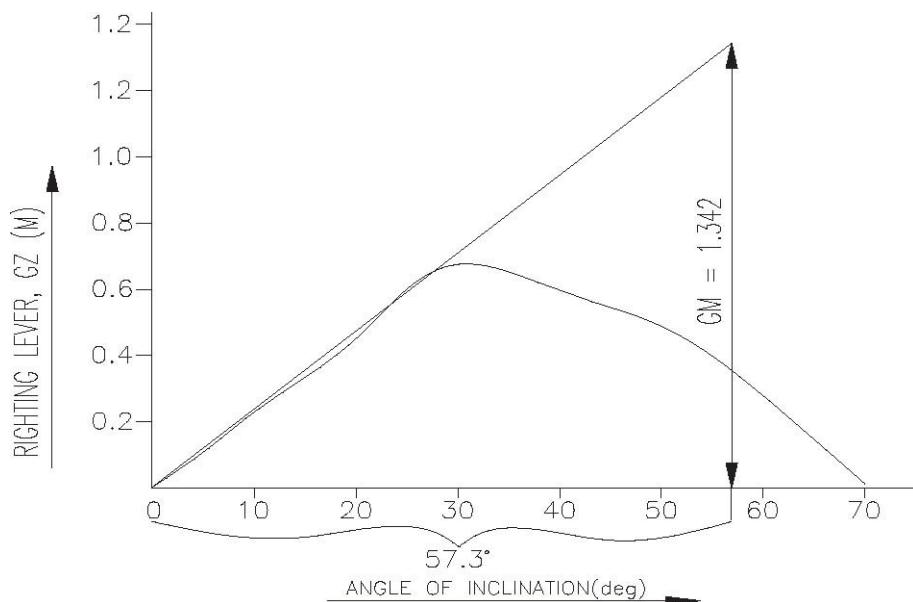
$$GZ = KN - KGc \times \sin A$$

Where

KN = Cross Curve Ordinate in meters

A = Angle of Inclination

Heel Angle, A	0°	5°	10°	20°	30°	40°	50°	60°	70°
Sin A	0.000	0.087	0.174	0.342	0.500	0.643	0.766	0.866	0.940
KGc x Sin A (M)	0.000	0.315	0.629	1.238	1.809	2.327	2.772	3.134	3.402
KN (M)	0.000	0.421	0.857	1.688	2.349	2.923	3.259	3.411	3.414
GZ (M)	0.000	0.106	0.228	0.45	0.675	0.596	0.487	0.277	0.012



Notes on Use of Free Surface Moments

Provided a tank is completely filled with liquid no movement of the liquid is possible and the effect on the ship's stability is precisely the same as if the tank contained solid materials.

If a quantity of liquid is withdrawn from the tank, immediately the situation changes completely and the stability of the ship is adversely affected by what is known as the "Free Surface Effects". This adverse effect on stability is referred to as a "Loss in GM" or as a "Virtual Rise in VCG" and is calculated as follows:

$$\frac{\text{Loss in GM}}{\text{(Due to Free Surface Moment)}} = \frac{\text{Free Surface Moment (tonne-metres)}}{\text{Displacement of Vessel (tonnes)}}$$

In this booklet, the "actual" or "true" righting arms (GZ) in each condition are computed by including the effect of the CG variation of tank contents with heel & trim.

However, for simplifying any manual calculations the maximum free surface moment for each slack tank may be used.

In case the tank is filled with a new liquid other than it was originally meant for, the loss in GM due to Free Surface Effects:

$$\frac{\text{Free Surface Moment (Tonnes-Meters)}}{\text{Displacement of Vessel (Tonnes)}} \times \frac{\text{Specific Gravity of New Liquid}}{\text{Specific Gravity of Original Liquid}}$$

Note:

The "Free Surface Effects" of all FO, FO Day Service, FW, LO & WB Tanks with the possibility of being slack should be taken into account in loading condition.

Operational procedures before and in heavy weather

- Reliance on automatic steering may be dangerous as this prevents ready changes to course which may be needed in bad weather.
- In all conditions of loading necessary care should be taken to maintain a seaworthy freeboard.
- In severe weather, the speed of the ship should be reduced if excessive rolling, propeller emergency, shipping of water on deck or heavy slamming occurs. Six heavy slammings or 25 propeller emergences during 100 pitching motions should be considered dangerous.
- Special attention should be paid when a boat is sailing in following or quartering seas because dangerous phenomena such as parametric resonance, broaching to, reduction of stability on the wave crest, and excessive rolling may occur singularly, in sequence or simultaneously in a multiple combination, creating a threat of capsizing. Particularly dangerous is the situation when the wave length is of the order of 1,0 to 1,5 ship's length. A ship's speed and/or course should be altered appropriately to avoid the above-mentioned phenomena.
- Water trapping in deck wells should be avoided. If freeing ports are not sufficient for the drainage of the well, the speed of the ship should be reduced or the course change, or both. Freeing ports provided with closing appliances should always be capable of functioning and are not to be locked.
- Captains should be aware that steep or breaking waves may occur in certain areas, or in certain wind and current combinations (river estuaries, shallow water areas, funnel shaped bays, etc.). These waves are particularly dangerous, especially for small ships.
- Use of operational guidelines for avoiding dangerous situations in severe weather conditions or an on-board computer based system is recommended. The method should be simple to use.

STABILITY CRITERIA FOR GENERAL LOADING

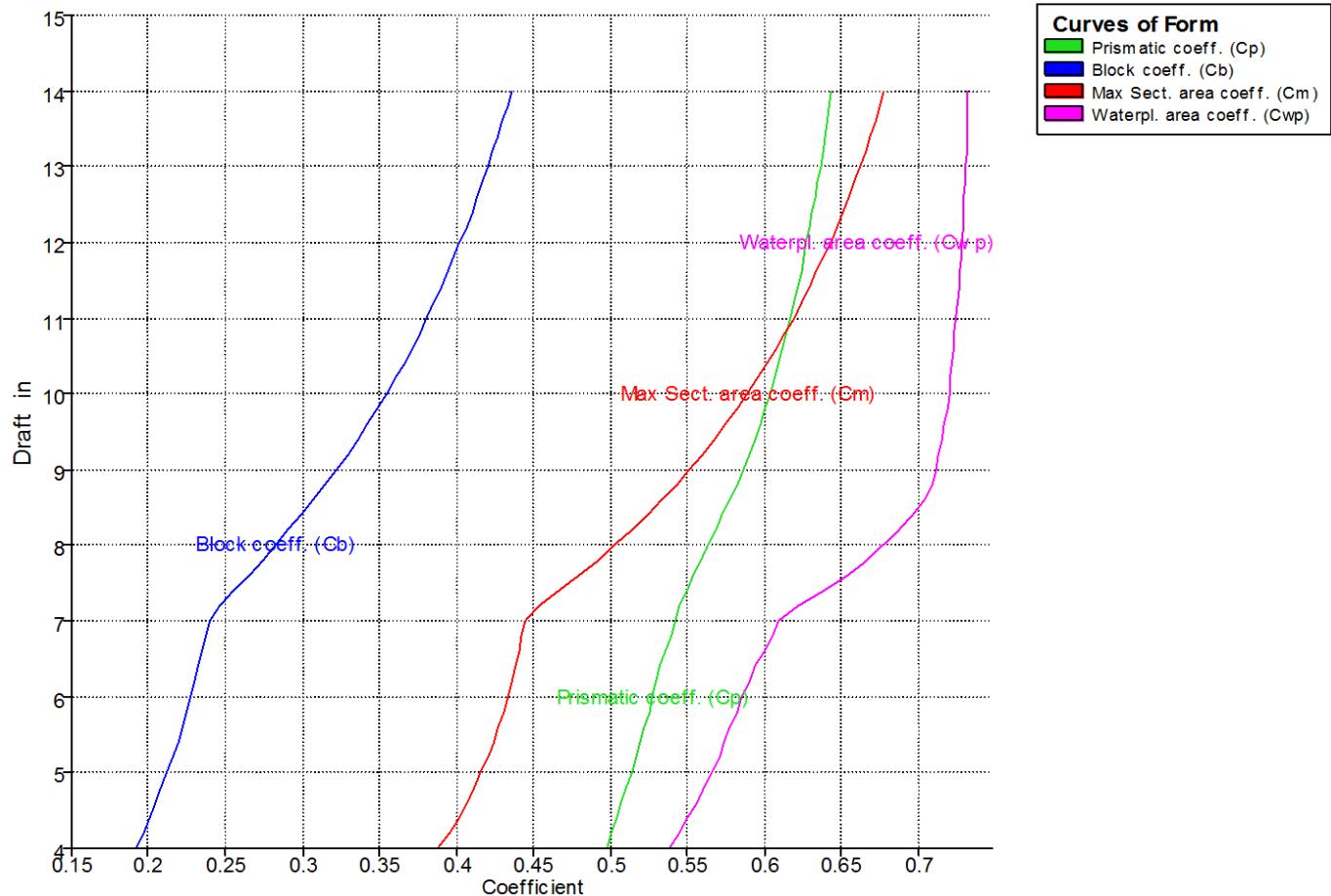
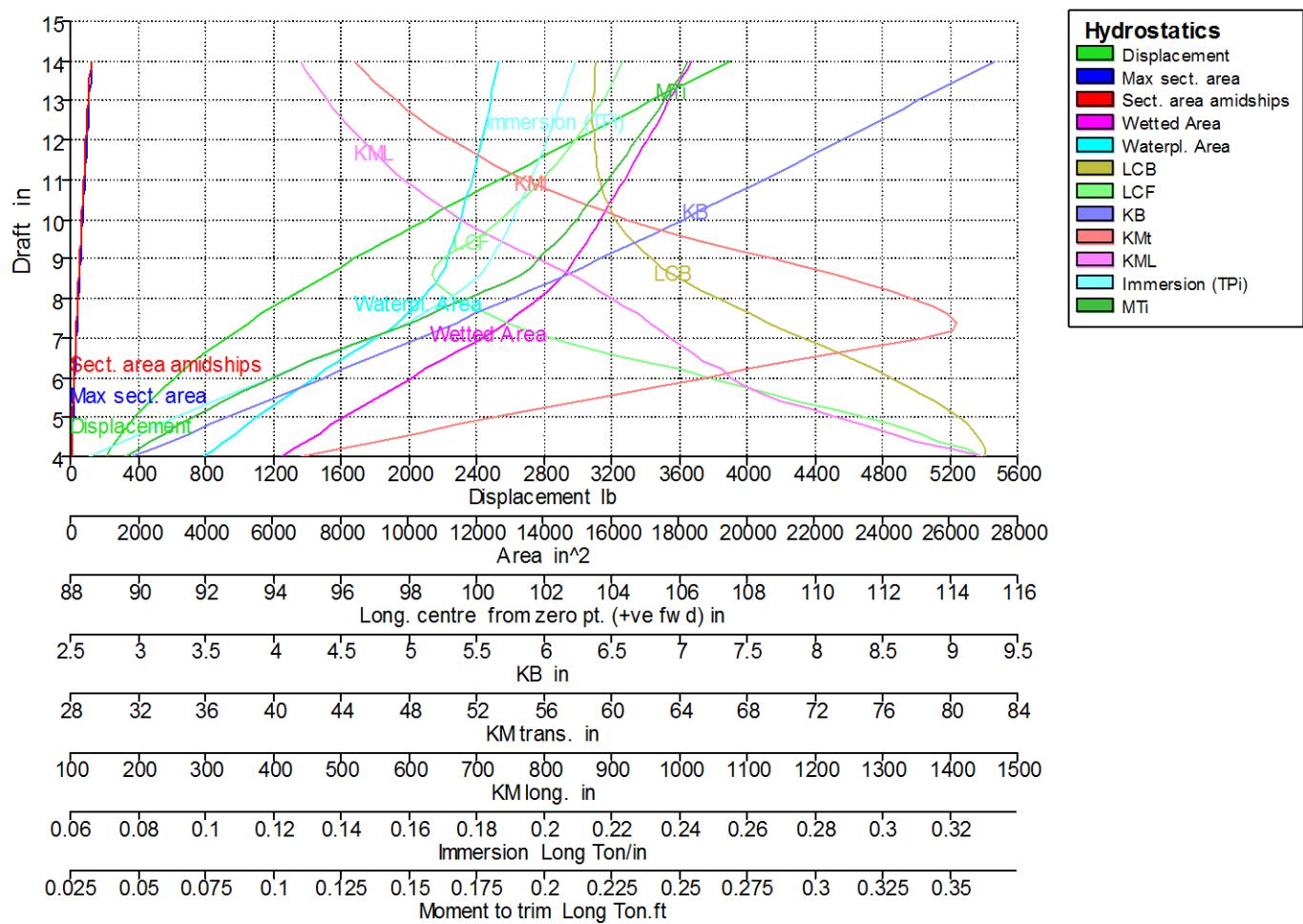
STATUTORY STABILITY REQUIREMENTS

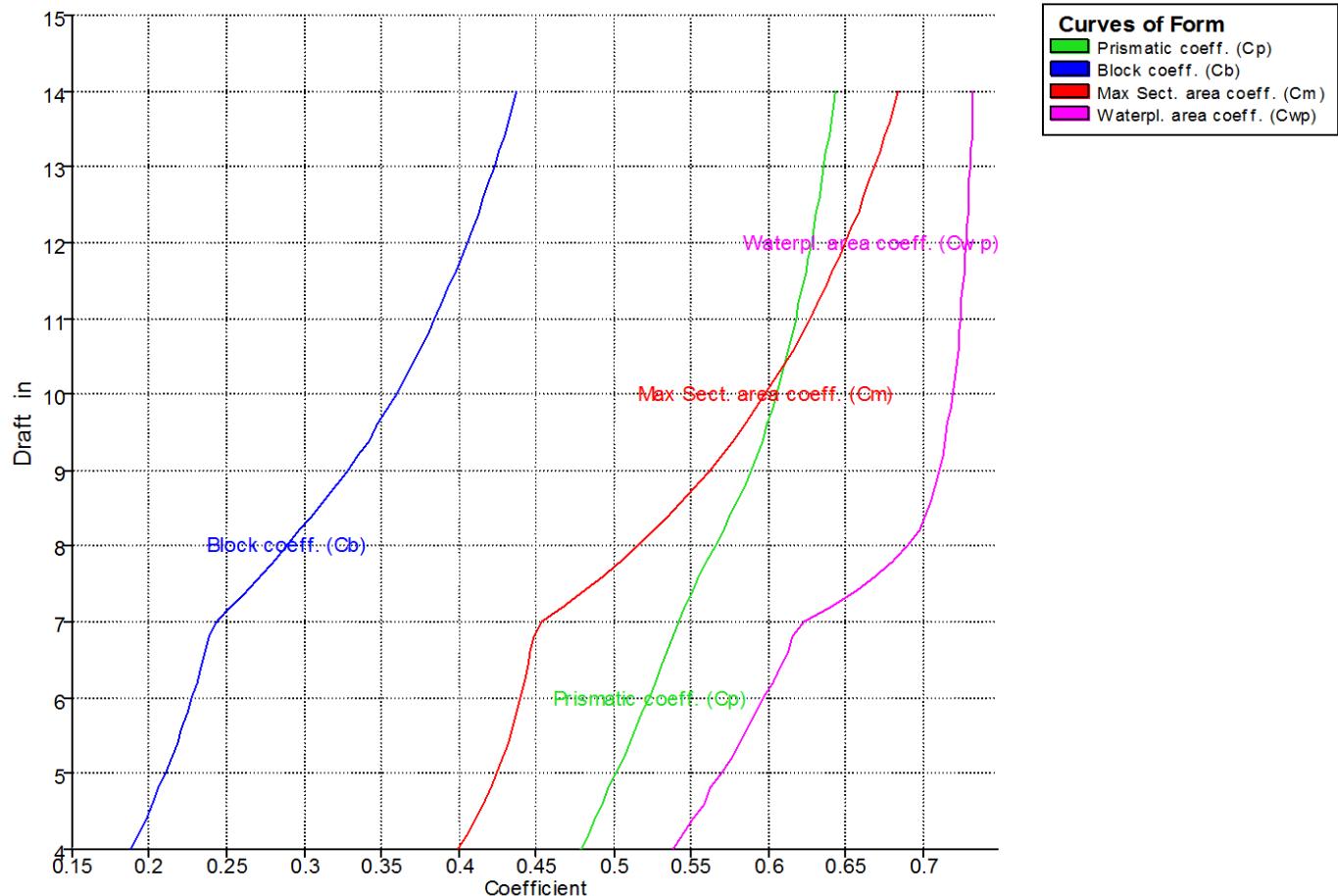
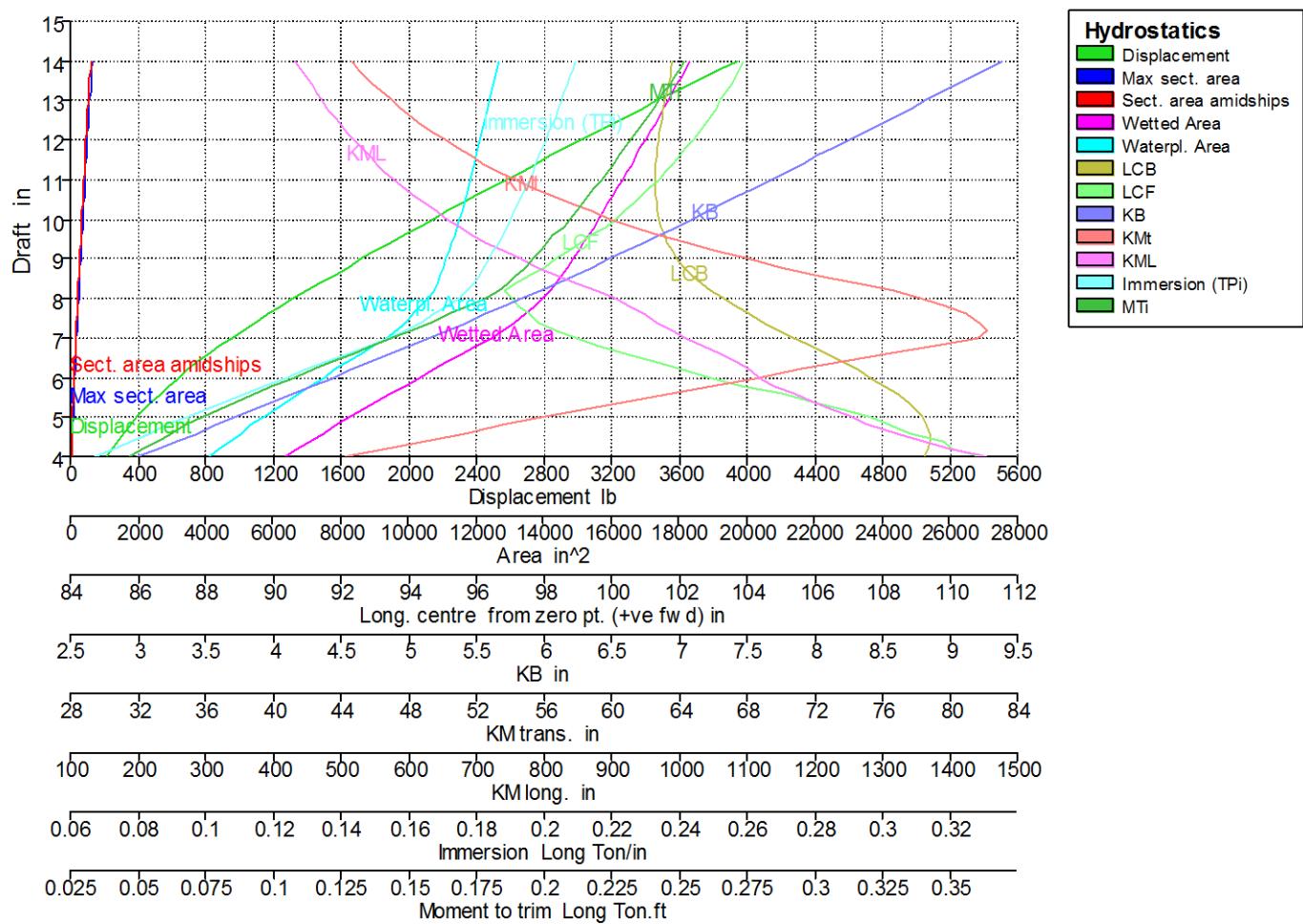
The stability of the vessel for all operational condition of loading will conform to the Criteria recommended by ISO 12217-1:2002 Code on Intact Stability & European Union (EU)-Classification of Inland Waterway Ships; as Specific Requirements Applicable to Passenger Boat-Stability-Article15.03 Code on Intact Stability.

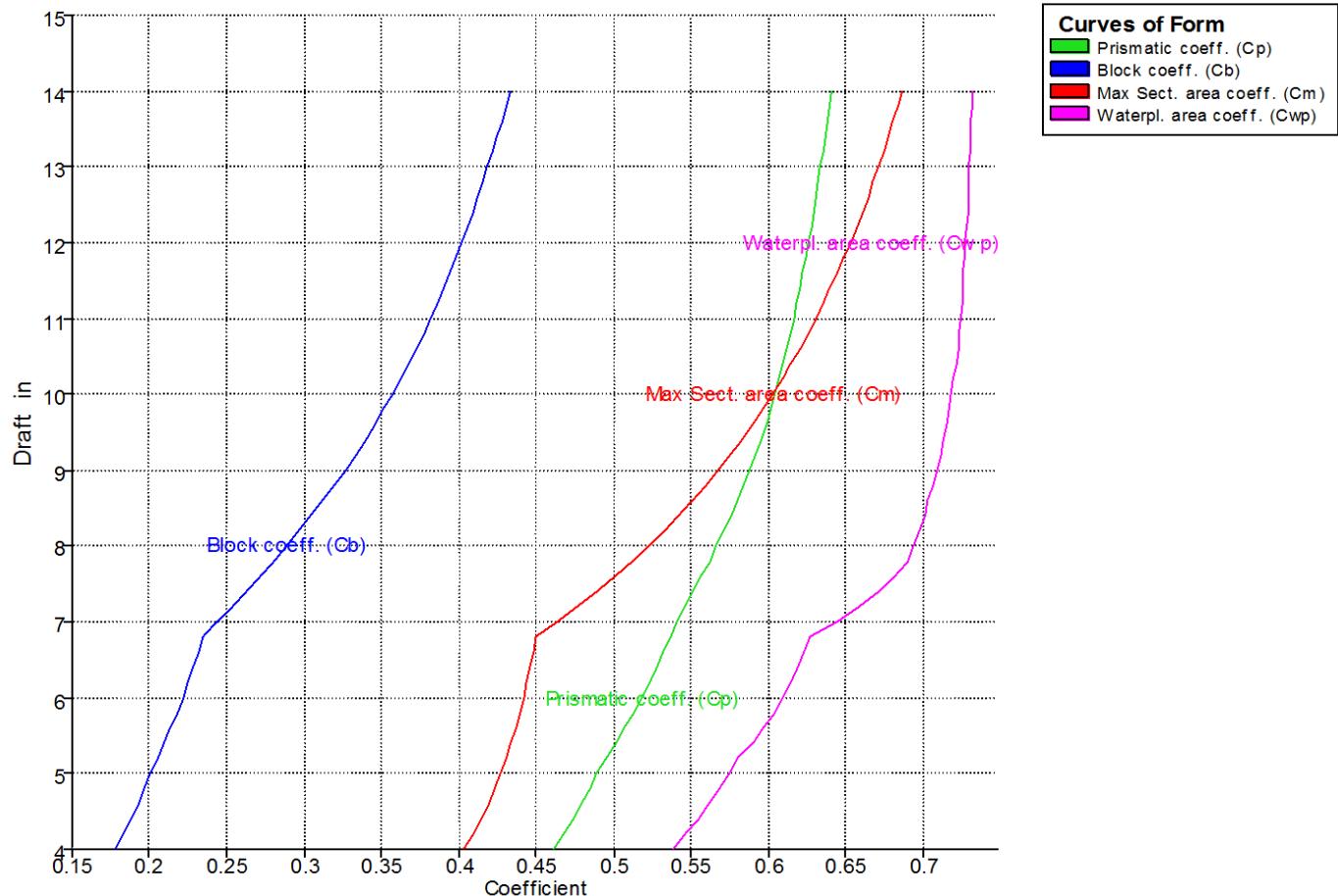
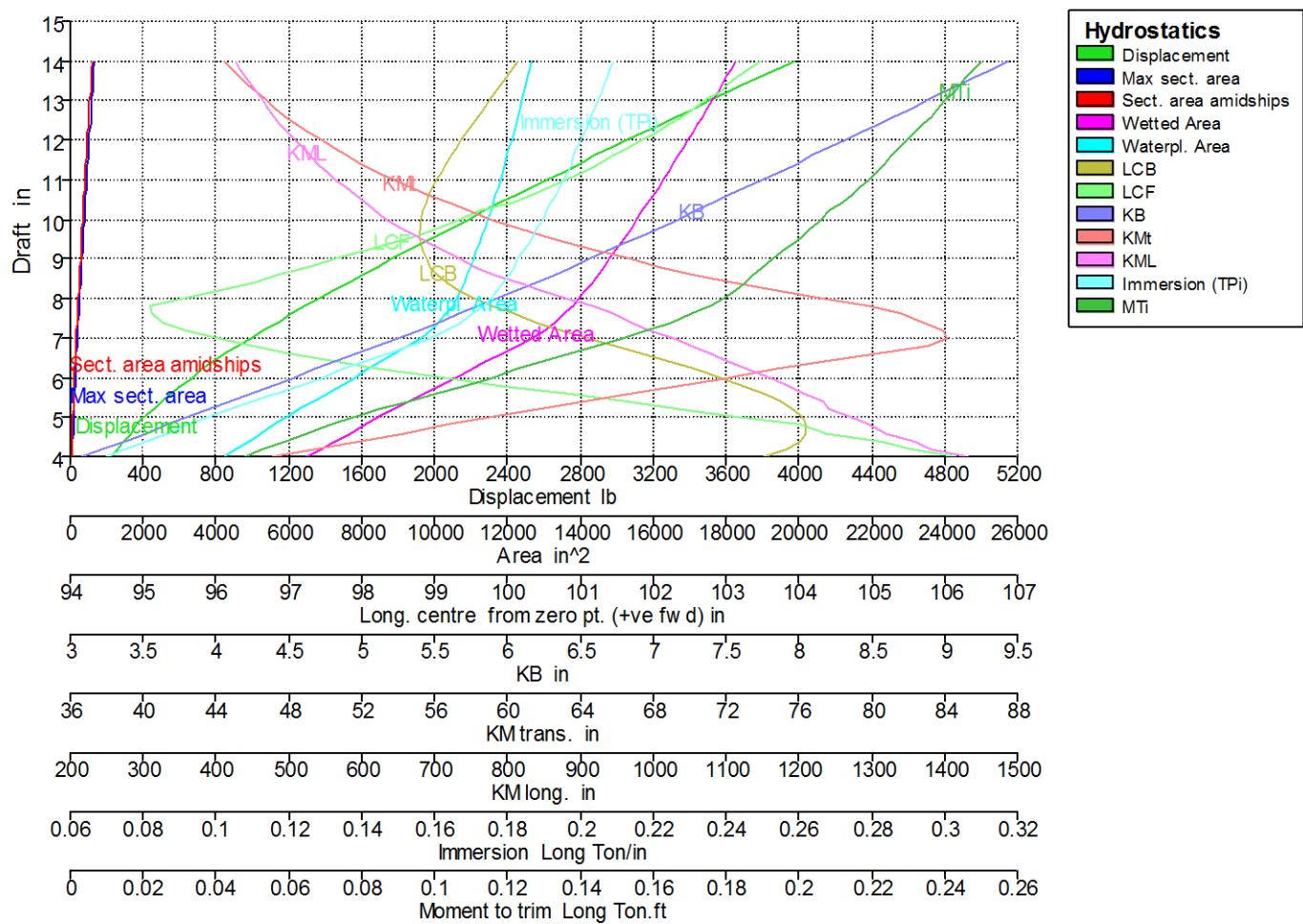
Code	Criteria
ISO 12217-1:2002(E)	6.2 Offset load test - equilibrium with heel arm 6.3.2 Rolling in beam waves and wind 6.3.3 Resistance to waves (Value of GZ) 6.3.3 Resistance to waves (Value of RM) 6.4 Heel due to wind action (Categories C and D only) 6.2 Offset load test - equilibrium with heel arm

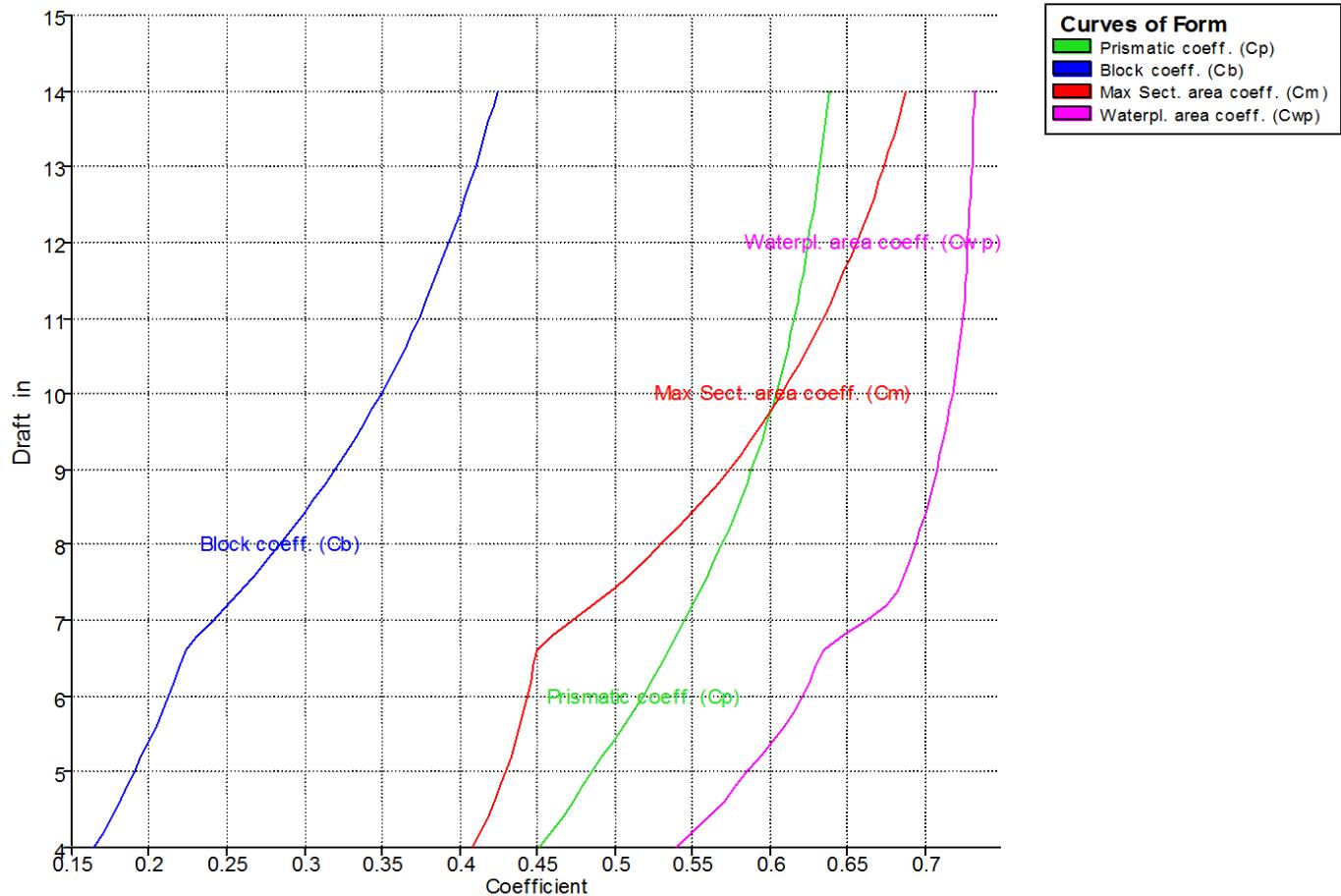
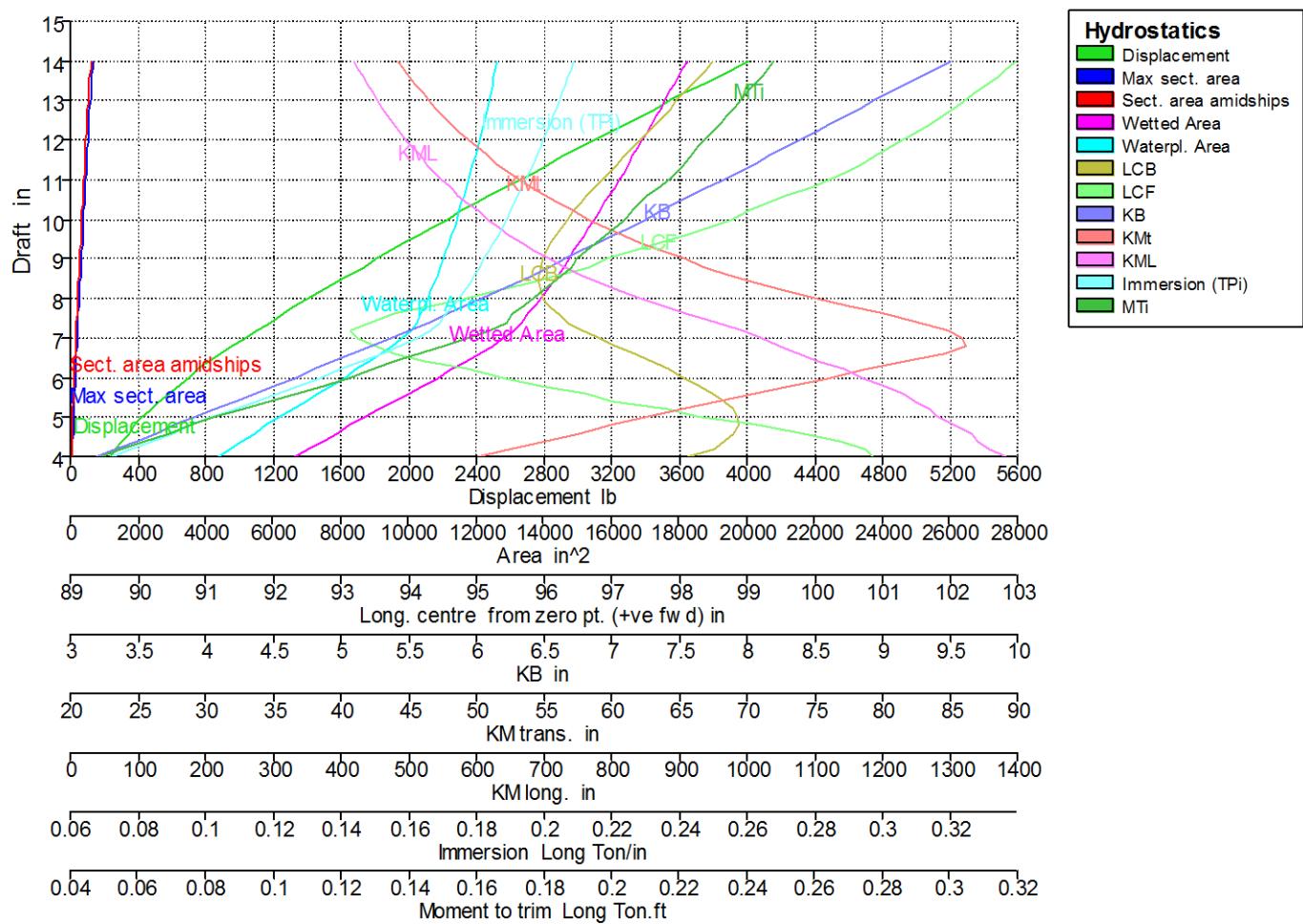
Code	Criteria
EU Passenger Vessels-Stability-Article15	3.(a)i: Angle of max GZ 3.(a)ii: Value of max. GZ 3.(b): Angle of downflooding 3.(c): GZ area between limits 3.(d): Initial GMt 3.(e): Angle of equilibrium - multiple heeling arms

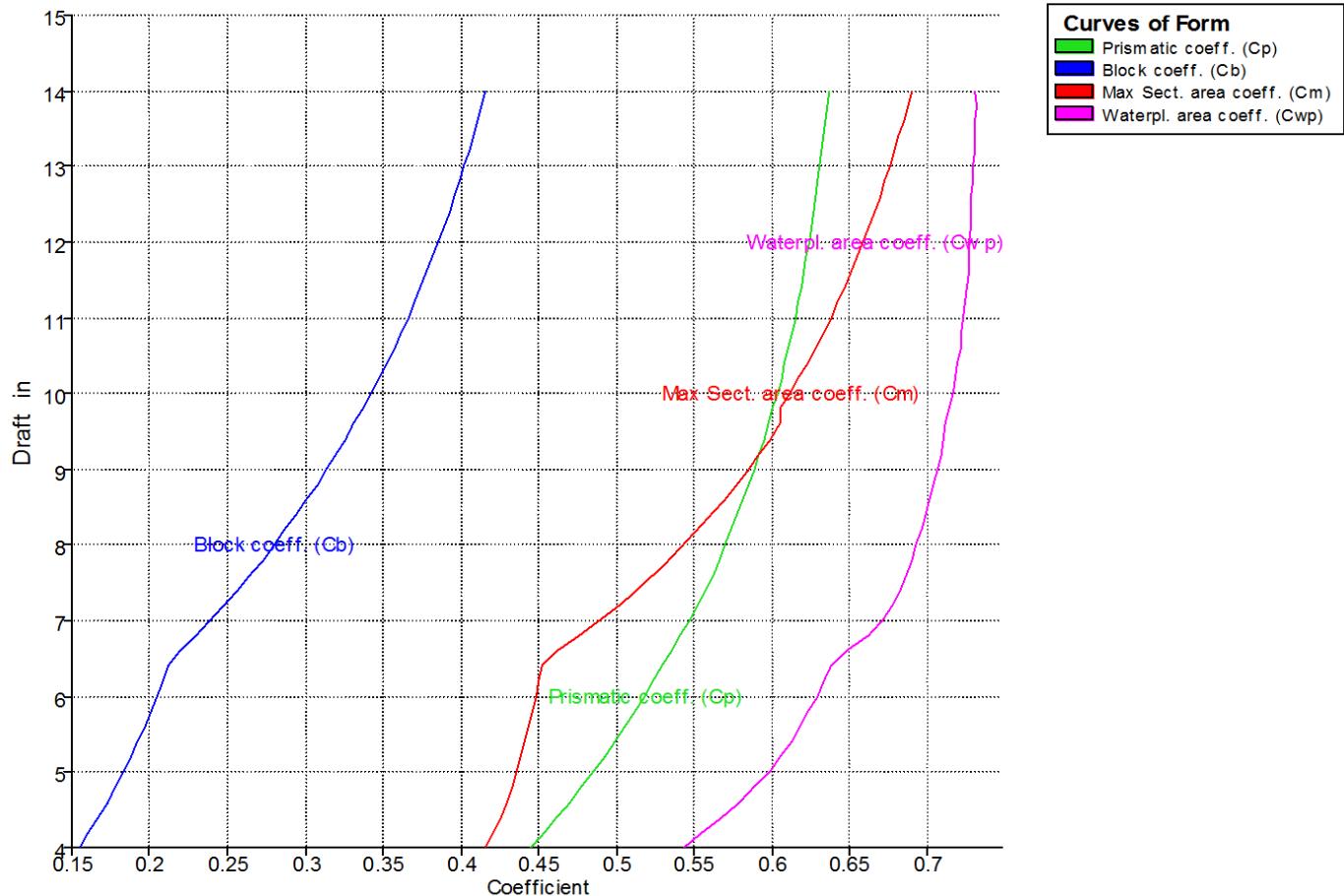
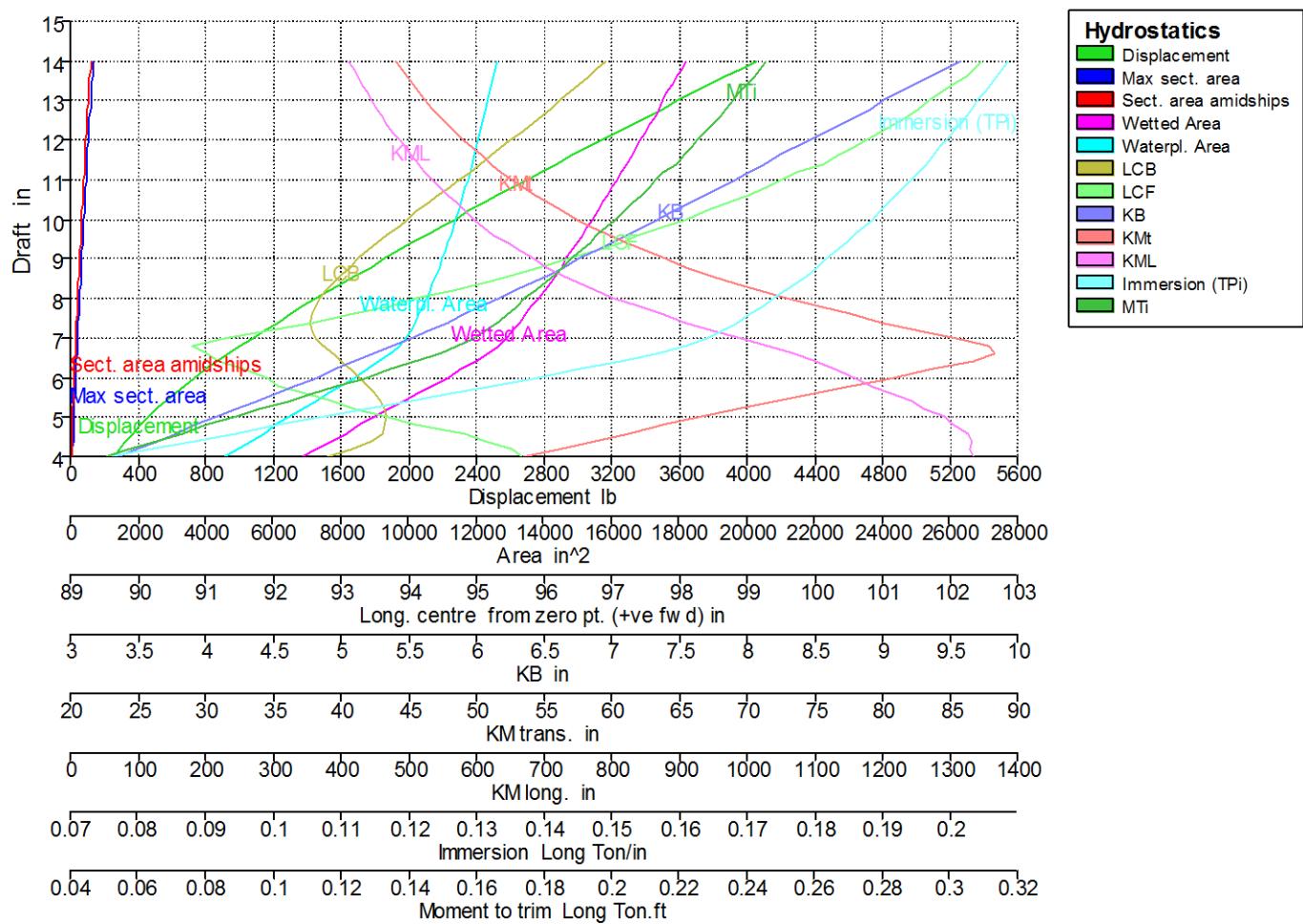
Hydrostatics

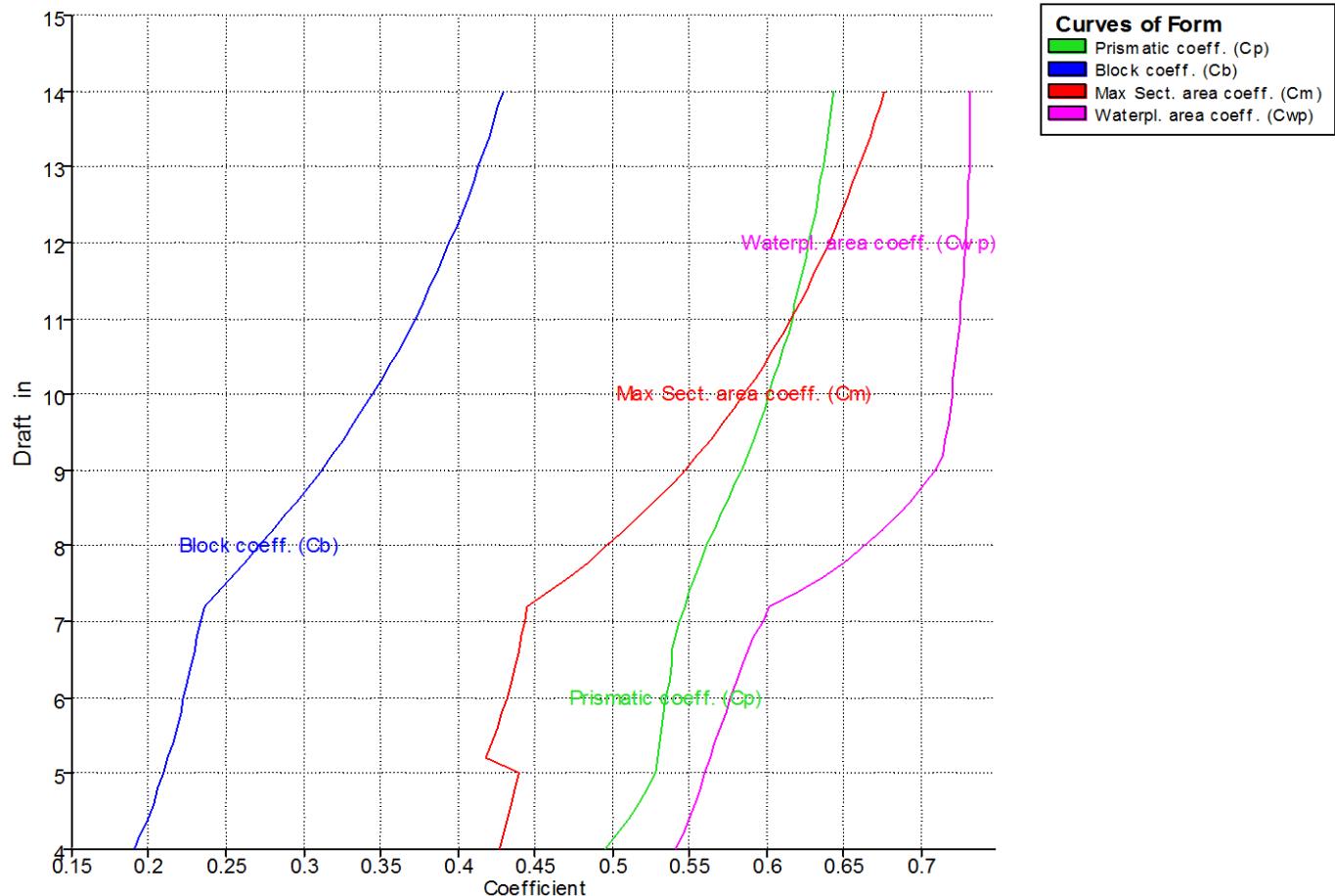
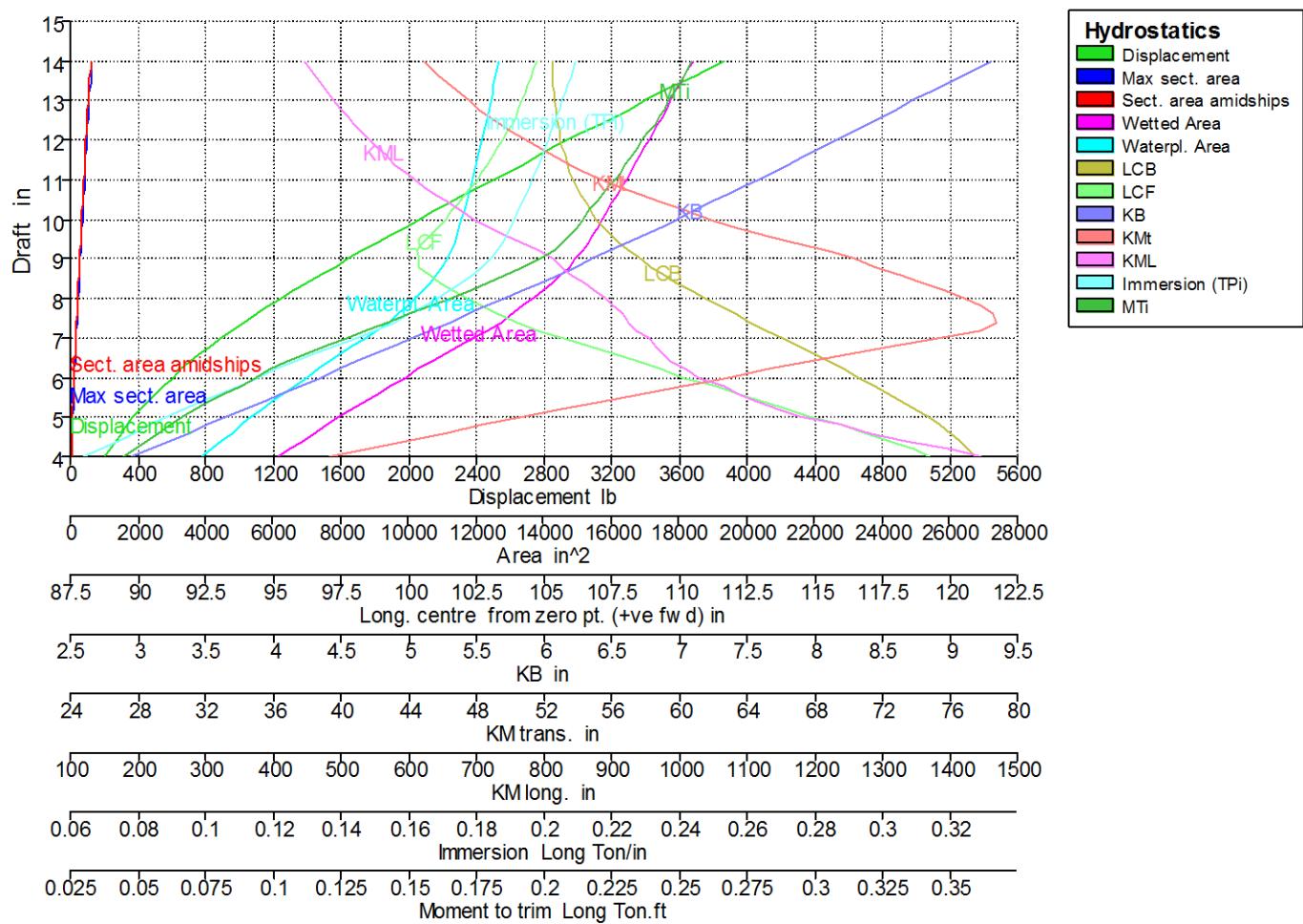


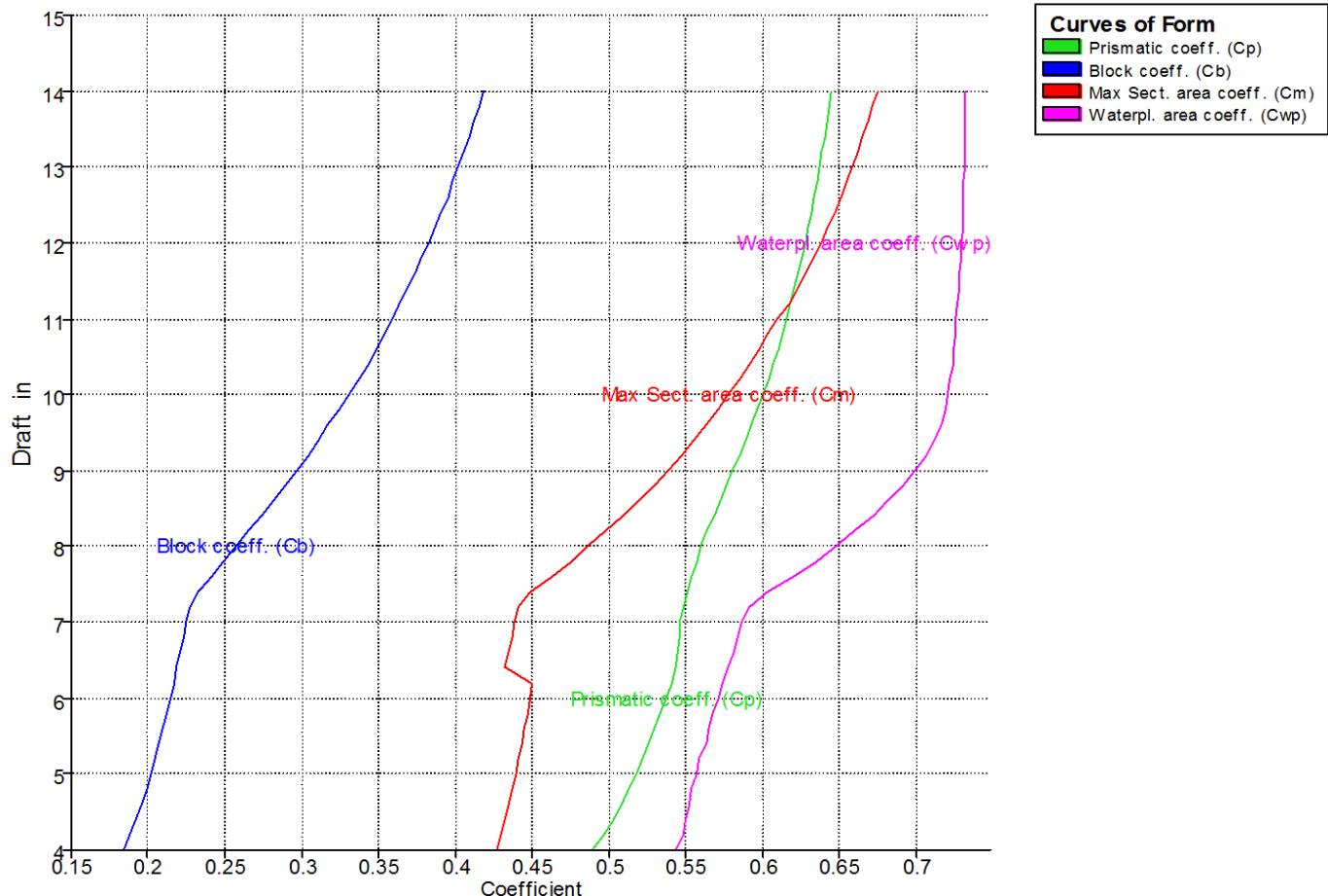
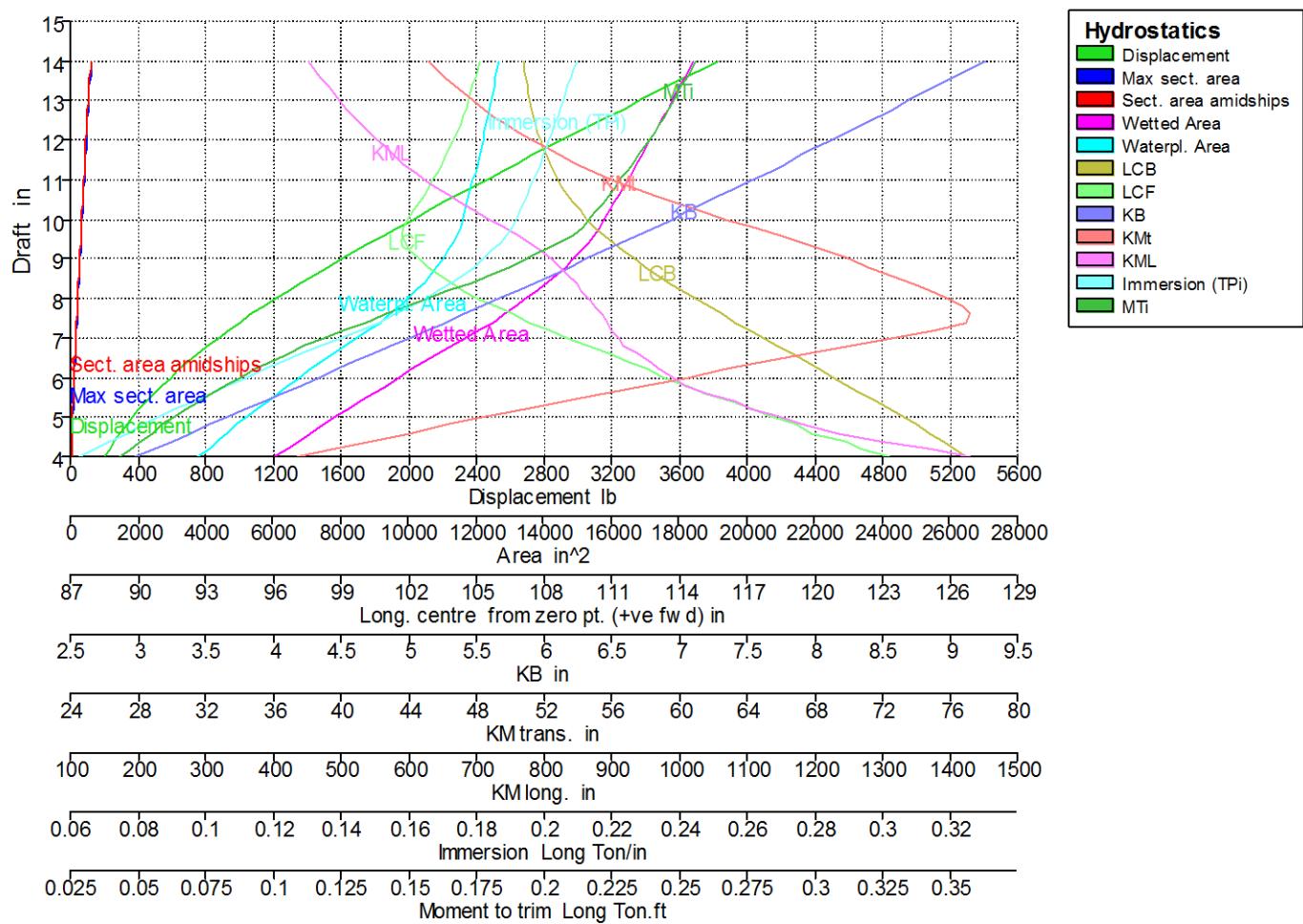


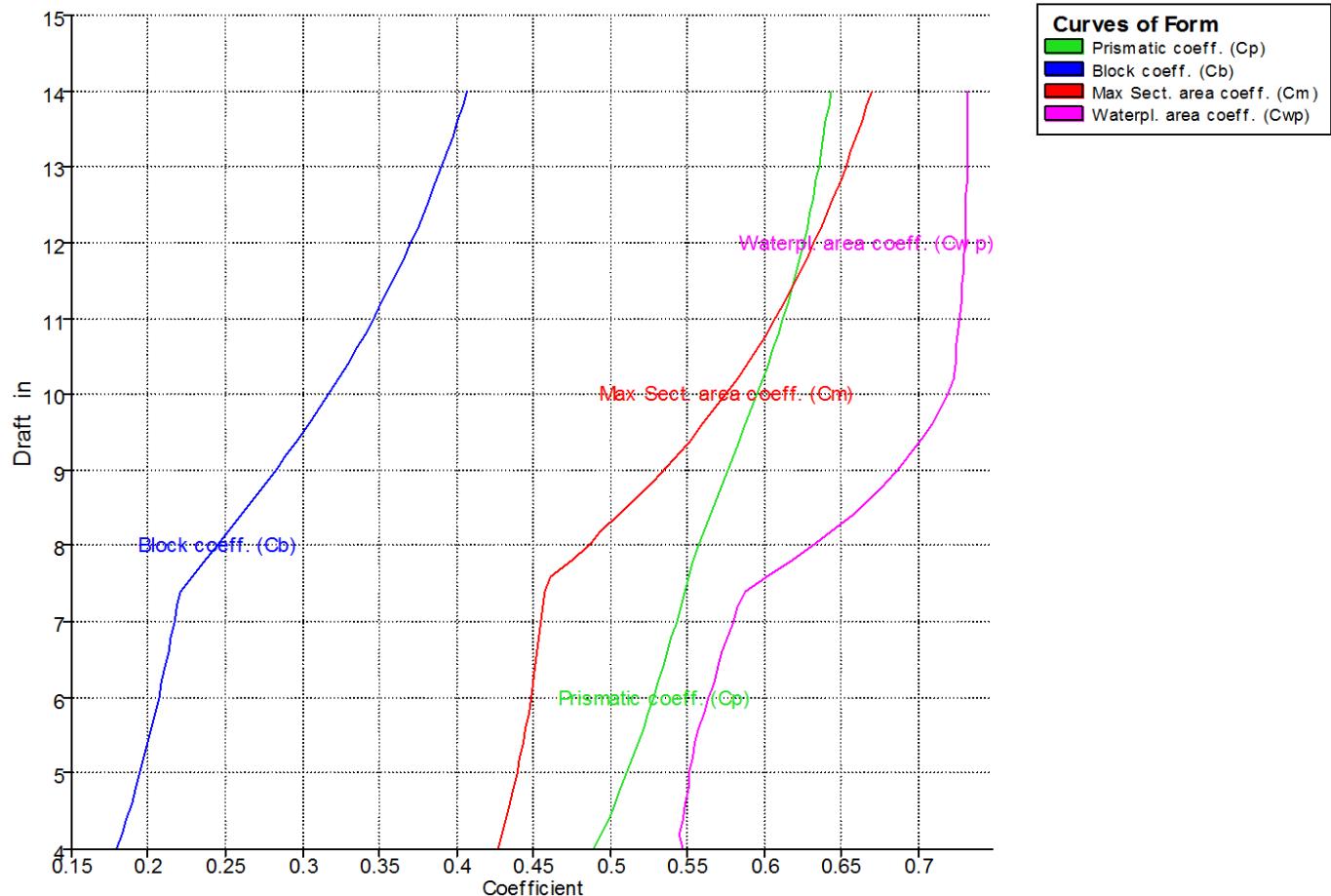
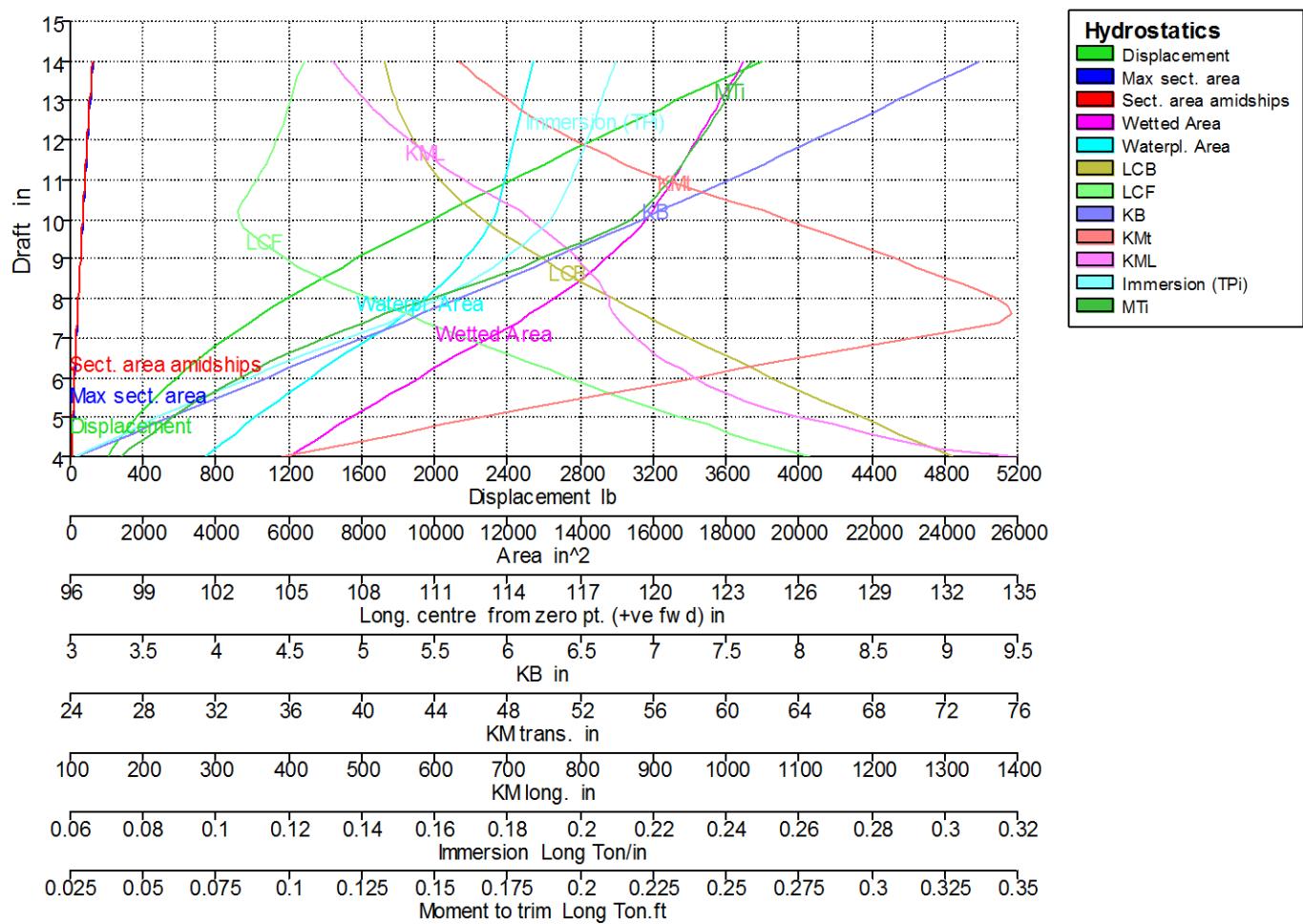


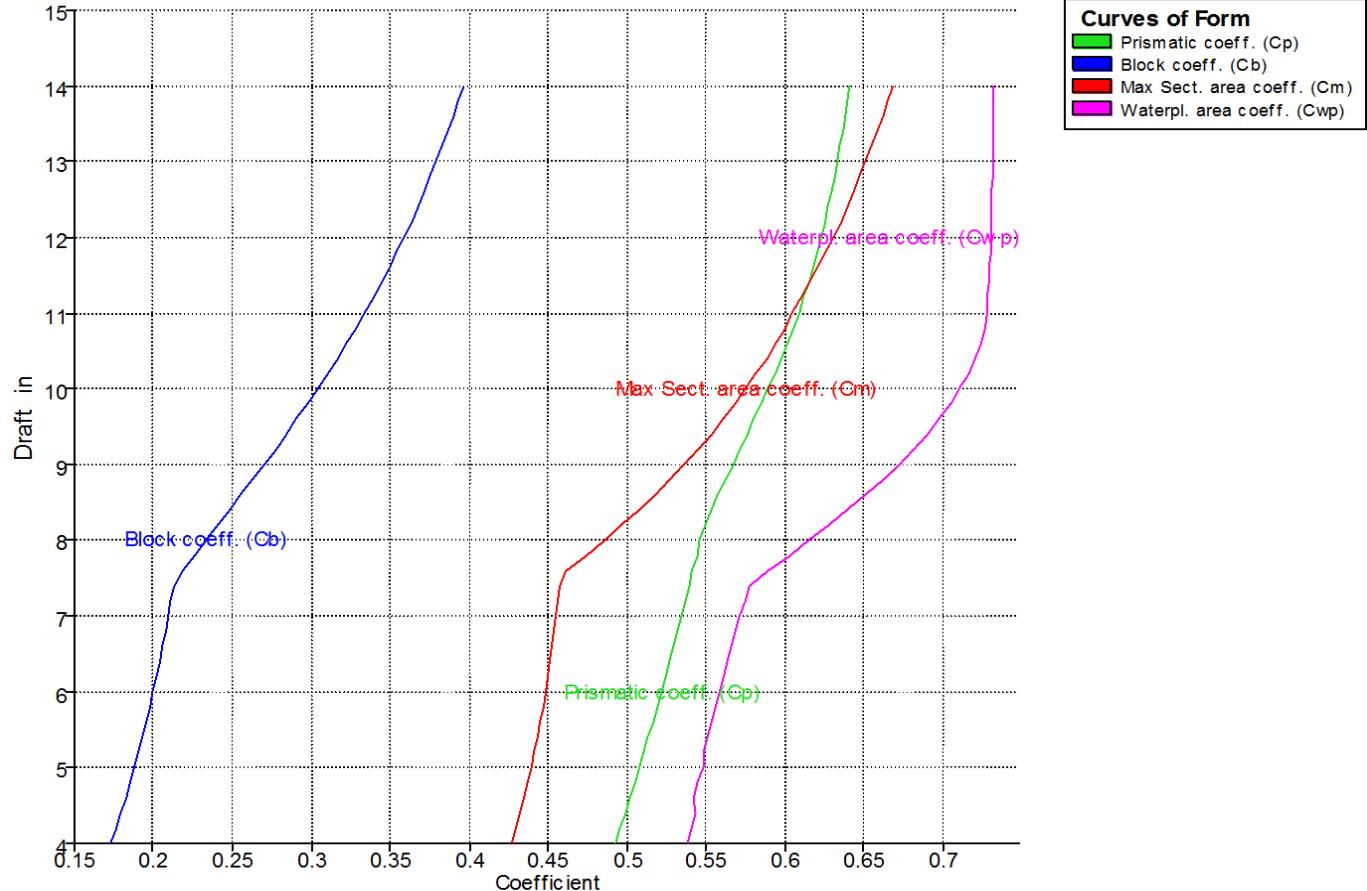
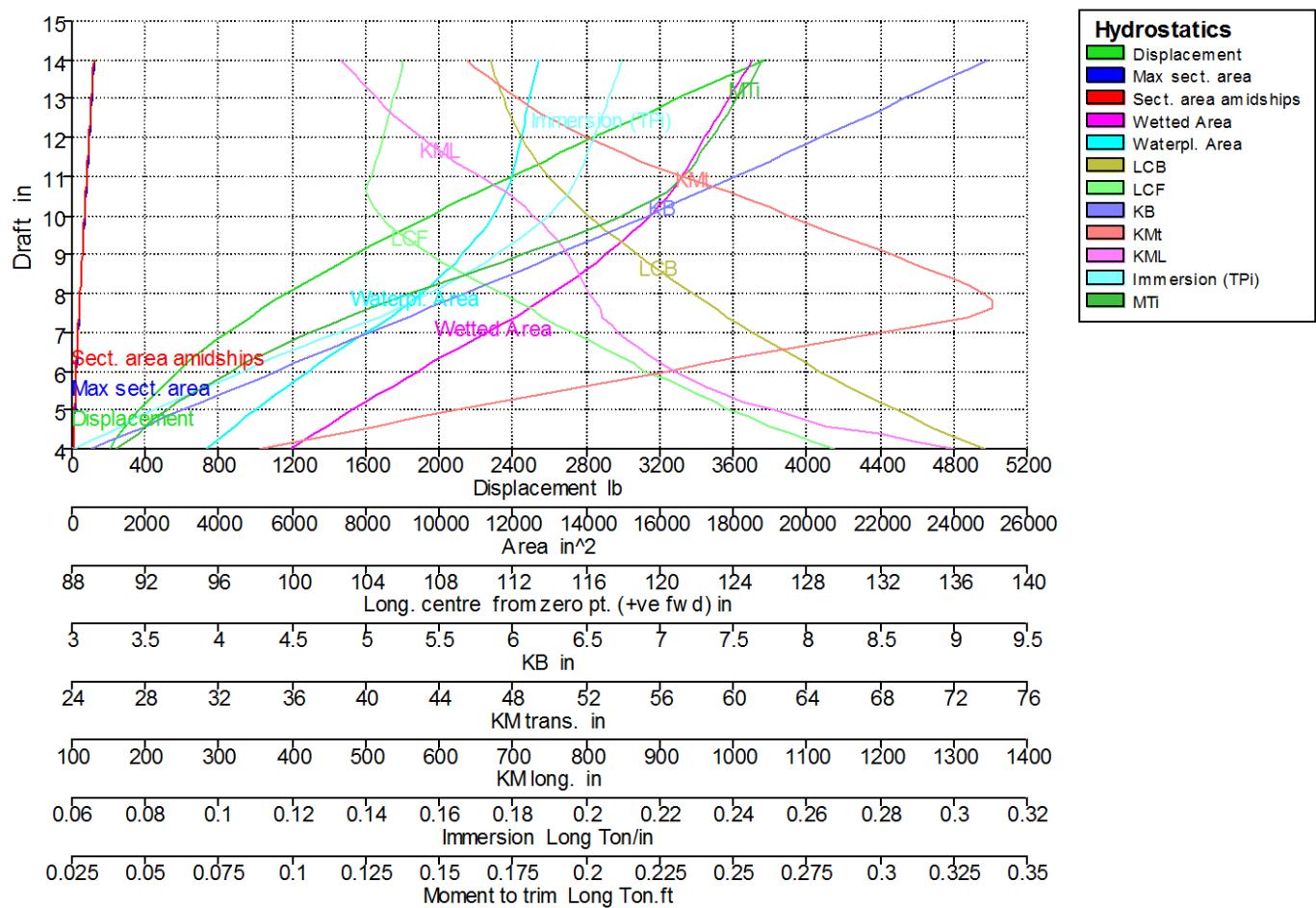












KN Calculation

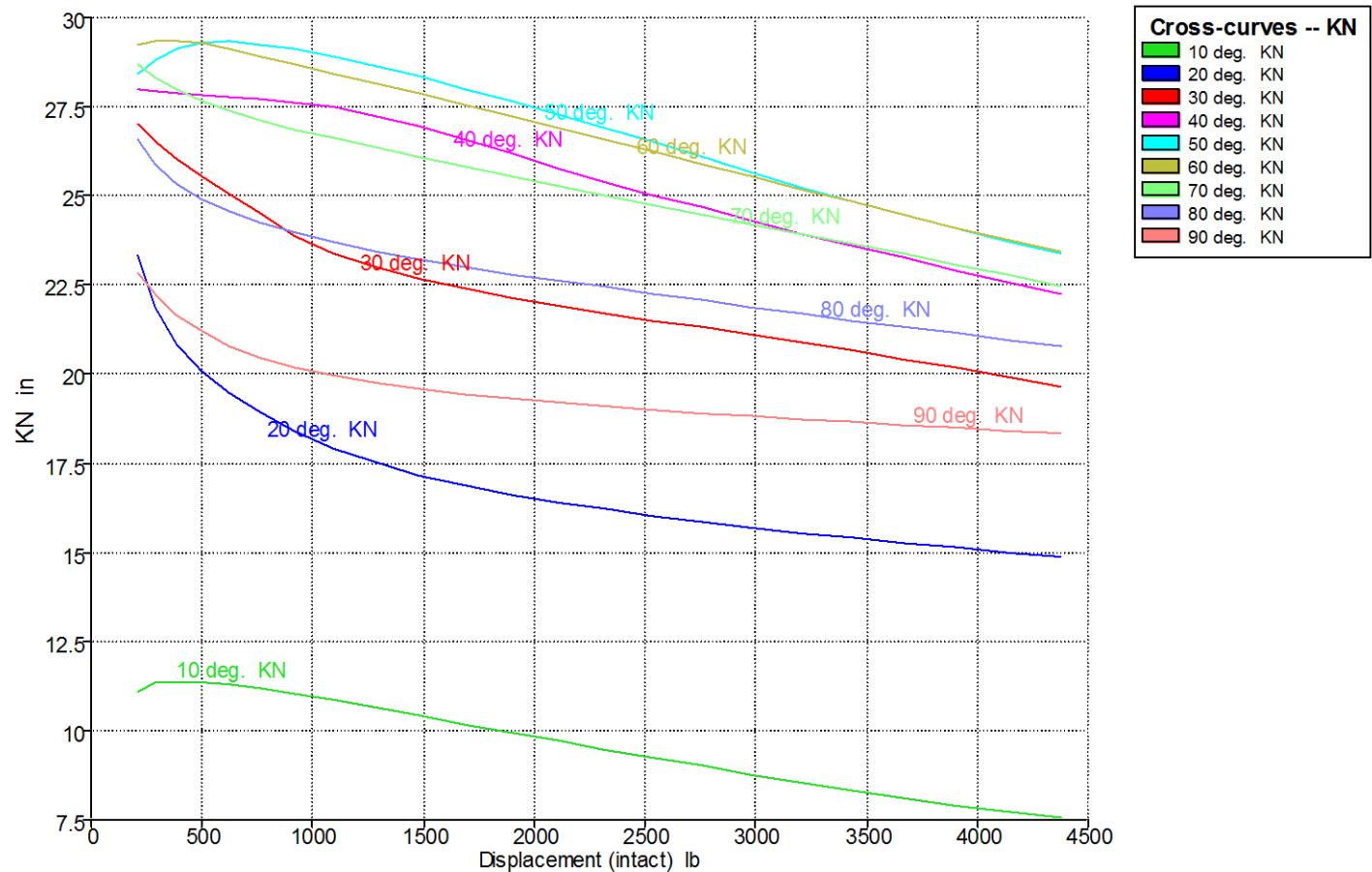
KN Calculation

Damage Case - Intact

Fixed Trim = 0 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
208.1	4.00	117.48	11.10	23.31	27.00	28.00	28.41	29.22	28.68	26.60	22.86
288.7	4.50	117.28	11.33	21.89	26.51	27.95	28.82	29.36	28.31	25.88	22.25
384.0	5.00	116.70	11.36	20.86	26.02	27.89	29.14	29.36	27.99	25.34	21.67
494.0	5.50	115.82	11.34	20.09	25.54	27.83	29.30	29.27	27.69	24.91	21.20
619.5	6.00	114.74	11.27	19.47	25.04	27.77	29.33	29.11	27.41	24.56	20.81
761.1	6.50	113.50	11.17	18.93	24.53	27.72	29.26	28.91	27.14	24.27	20.48
919.7	7.00	112.17	11.02	18.39	23.90	27.64	29.12	28.68	26.87	23.99	20.20
1095	7.50	110.84	10.84	17.92	23.37	27.48	28.91	28.44	26.62	23.72	19.95
1282	8.00	109.60	10.64	17.52	22.99	27.25	28.65	28.17	26.35	23.46	19.74
1479	8.50	108.52	10.41	17.18	22.68	26.95	28.35	27.89	26.08	23.23	19.57
1683	9.00	107.64	10.18	16.89	22.40	26.60	28.02	27.58	25.81	23.02	19.43
1892	9.50	107.02	9.95	16.63	22.14	26.18	27.67	27.26	25.54	22.82	19.31
2104	10.00	106.60	9.71	16.41	21.91	25.75	27.30	26.92	25.26	22.62	19.20
2319	10.50	106.32	9.47	16.21	21.71	25.38	26.91	26.58	24.99	22.44	19.09
2538	11.00	106.13	9.23	16.02	21.50	25.03	26.51	26.24	24.72	22.26	19.00
2759	11.50	106.02	8.99	15.85	21.30	24.67	26.09	25.89	24.46	22.07	18.90
2982	12.00	105.95	8.76	15.69	21.09	24.30	25.64	25.53	24.19	21.89	18.81
3209	12.50	105.93	8.52	15.54	20.87	23.94	25.22	25.18	23.92	21.70	18.73
3438	13.00	105.94	8.29	15.40	20.65	23.59	24.85	24.82	23.64	21.51	18.64
3669	13.50	105.97	8.07	15.26	20.42	23.25	24.48	24.46	23.36	21.32	18.56
3902	14.00	106.01	7.88	15.13	20.18	22.91	24.10	24.08	23.07	21.14	18.49
4138	14.50	106.06	7.71	15.00	19.93	22.58	23.74	23.74	22.78	20.95	18.41
4376	15.00	106.12	7.56	14.87	19.67	22.24	23.38	23.42	22.49	20.77	18.35

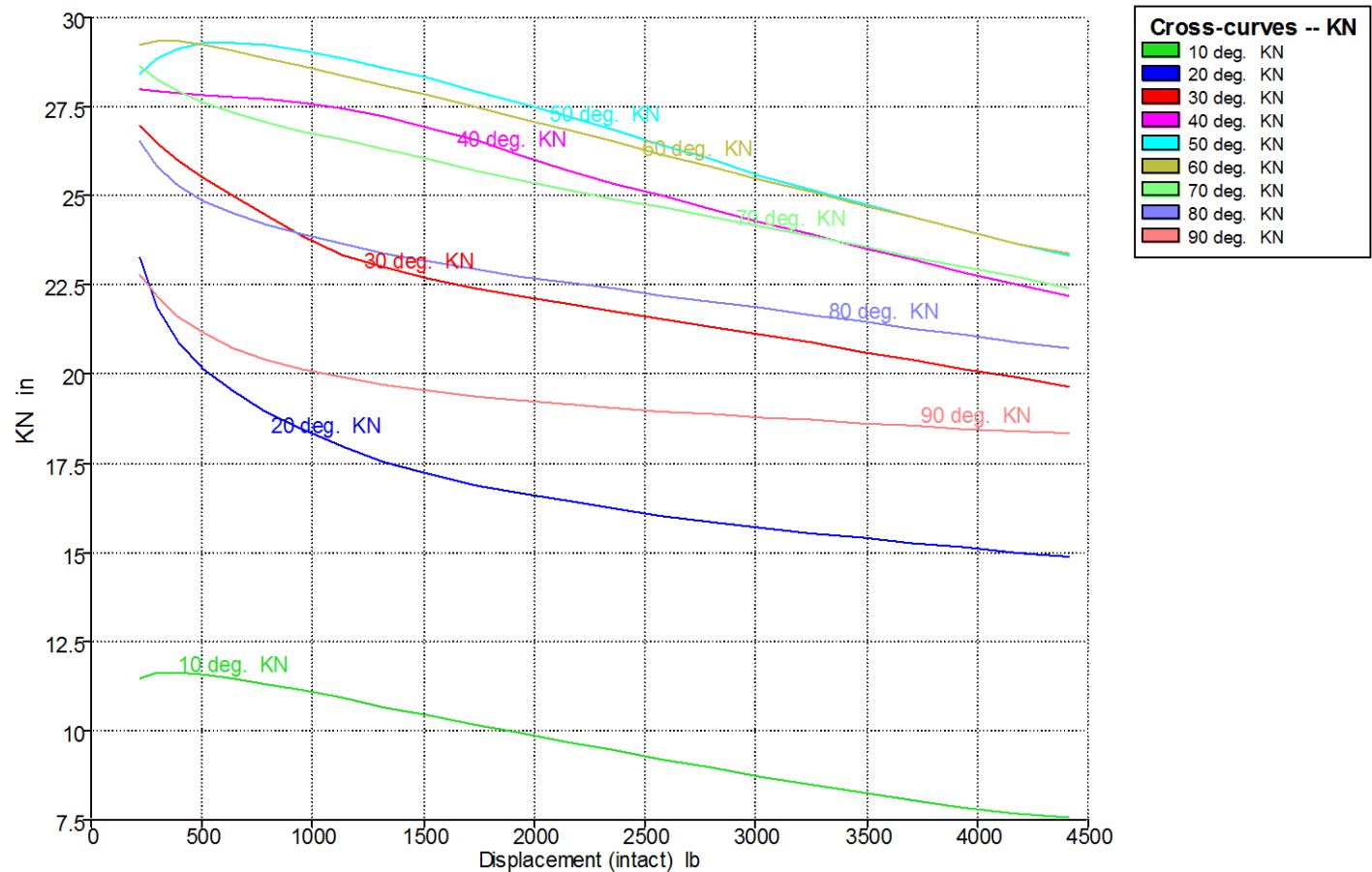
KN Calculation

Damage Case - Intact

Fixed Trim = 1 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
215.4	4.00	111.85	11.45	23.30	26.95	27.98	28.43	29.22	28.62	26.52	22.81
298.6	4.50	112.06	11.64	21.88	26.46	27.92	28.84	29.35	28.26	25.82	22.19
397.0	5.00	111.78	11.64	20.88	25.98	27.86	29.14	29.33	27.94	25.28	21.62
511.1	5.50	111.19	11.58	20.13	25.49	27.81	29.29	29.23	27.64	24.86	21.15
641.3	6.00	110.28	11.47	19.51	25.00	27.76	29.31	29.06	27.36	24.52	20.76
788.6	6.50	109.20	11.31	18.97	24.48	27.71	29.23	28.86	27.08	24.22	20.43
952.9	7.00	108.02	11.12	18.43	23.85	27.62	29.08	28.63	26.82	23.92	20.14
1133	7.50	106.88	10.90	17.95	23.34	27.45	28.86	28.39	26.56	23.65	19.89
1324	8.00	105.87	10.66	17.54	22.98	27.21	28.60	28.12	26.29	23.40	19.68
1523	8.50	105.04	10.42	17.20	22.70	26.91	28.29	27.83	26.02	23.17	19.52
1727	9.00	104.48	10.17	16.91	22.43	26.56	27.96	27.51	25.74	22.96	19.38
1935	9.50	104.15	9.93	16.65	22.18	26.14	27.61	27.19	25.47	22.76	19.26
2146	10.00	103.95	9.68	16.42	21.95	25.71	27.24	26.85	25.20	22.57	19.16
2361	10.50	103.85	9.44	16.22	21.74	25.35	26.85	26.51	24.93	22.39	19.06
2579	11.00	103.83	9.19	16.03	21.53	25.01	26.45	26.17	24.66	22.20	18.96
2799	11.50	103.85	8.95	15.86	21.31	24.65	26.03	25.82	24.40	22.02	18.87
3023	12.00	103.91	8.71	15.69	21.10	24.28	25.58	25.46	24.13	21.84	18.78
3249	12.50	103.99	8.48	15.54	20.87	23.91	25.16	25.11	23.86	21.66	18.70
3477	13.00	104.09	8.24	15.40	20.64	23.56	24.79	24.76	23.58	21.47	18.61
3708	13.50	104.20	8.03	15.26	20.40	23.21	24.42	24.39	23.30	21.28	18.53
3942	14.00	104.32	7.84	15.13	20.16	22.86	24.04	24.01	23.02	21.10	18.46
4177	14.50	104.44	7.68	15.00	19.90	22.52	23.68	23.68	22.73	20.91	18.39
4415	15.00	104.56	7.53	14.86	19.64	22.19	23.32	23.36	22.44	20.73	18.32

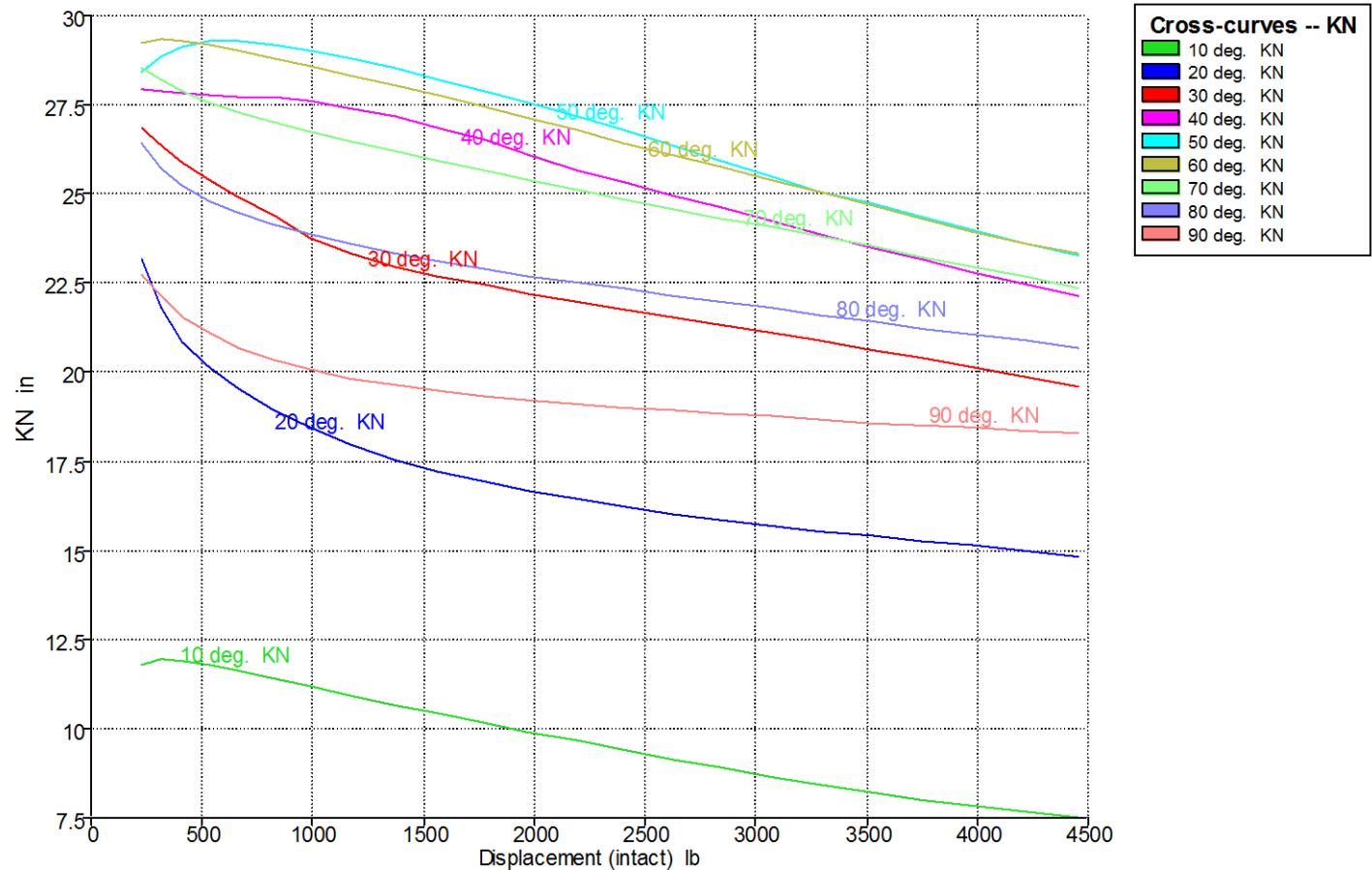
KN Calculation

Damage Case - Intact

Fixed Trim = 2 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
225.7	4.00	106.35	11.79	23.14	26.88	27.95	28.45	29.22	28.56	26.41	22.74
311.9	4.50	106.86	11.92	21.82	26.39	27.89	28.85	29.33	28.20	25.73	22.12
413.9	5.00	106.82	11.90	20.86	25.91	27.84	29.14	29.30	27.88	25.22	21.56
532.6	5.50	106.40	11.79	20.12	25.42	27.79	29.27	29.18	27.58	24.81	21.08
668.3	6.00	105.68	11.63	19.51	24.92	27.74	29.29	29.01	27.30	24.47	20.69
821.3	6.50	104.76	11.42	18.97	24.39	27.70	29.20	28.81	27.03	24.15	20.35
991.4	7.00	103.82	11.18	18.43	23.78	27.60	29.04	28.58	26.77	23.85	20.06
1175	7.50	102.93	10.93	17.96	23.31	27.42	28.81	28.33	26.50	23.58	19.82
1369	8.00	102.20	10.67	17.55	22.97	27.17	28.54	28.05	26.22	23.33	19.62
1568	8.50	101.75	10.41	17.21	22.71	26.87	28.23	27.76	25.95	23.11	19.46
1771	9.00	101.51	10.15	16.92	22.45	26.51	27.90	27.44	25.67	22.90	19.33
1978	9.50	101.41	9.90	16.66	22.21	26.09	27.55	27.12	25.40	22.70	19.22
2189	10.00	101.42	9.65	16.43	21.99	25.67	27.17	26.78	25.13	22.51	19.11
2403	10.50	101.49	9.40	16.22	21.77	25.32	26.78	26.44	24.86	22.33	19.02
2621	11.00	101.61	9.15	16.03	21.55	24.98	26.38	26.09	24.59	22.15	18.93
2841	11.50	101.76	8.90	15.86	21.32	24.62	25.95	25.74	24.33	21.97	18.84
3064	12.00	101.93	8.66	15.69	21.10	24.25	25.50	25.39	24.06	21.79	18.75
3290	12.50	102.11	8.42	15.54	20.87	23.88	25.09	25.04	23.80	21.61	18.67
3518	13.00	102.29	8.19	15.39	20.63	23.52	24.73	24.68	23.52	21.43	18.59
3749	13.50	102.48	7.99	15.26	20.38	23.16	24.36	24.32	23.25	21.24	18.51
3982	14.00	102.67	7.81	15.12	20.13	22.81	23.98	23.95	22.97	21.06	18.43
4217	14.50	102.85	7.65	14.99	19.87	22.47	23.61	23.62	22.68	20.87	18.36
4455	15.00	103.04	7.51	14.84	19.60	22.13	23.26	23.31	22.38	20.69	18.29

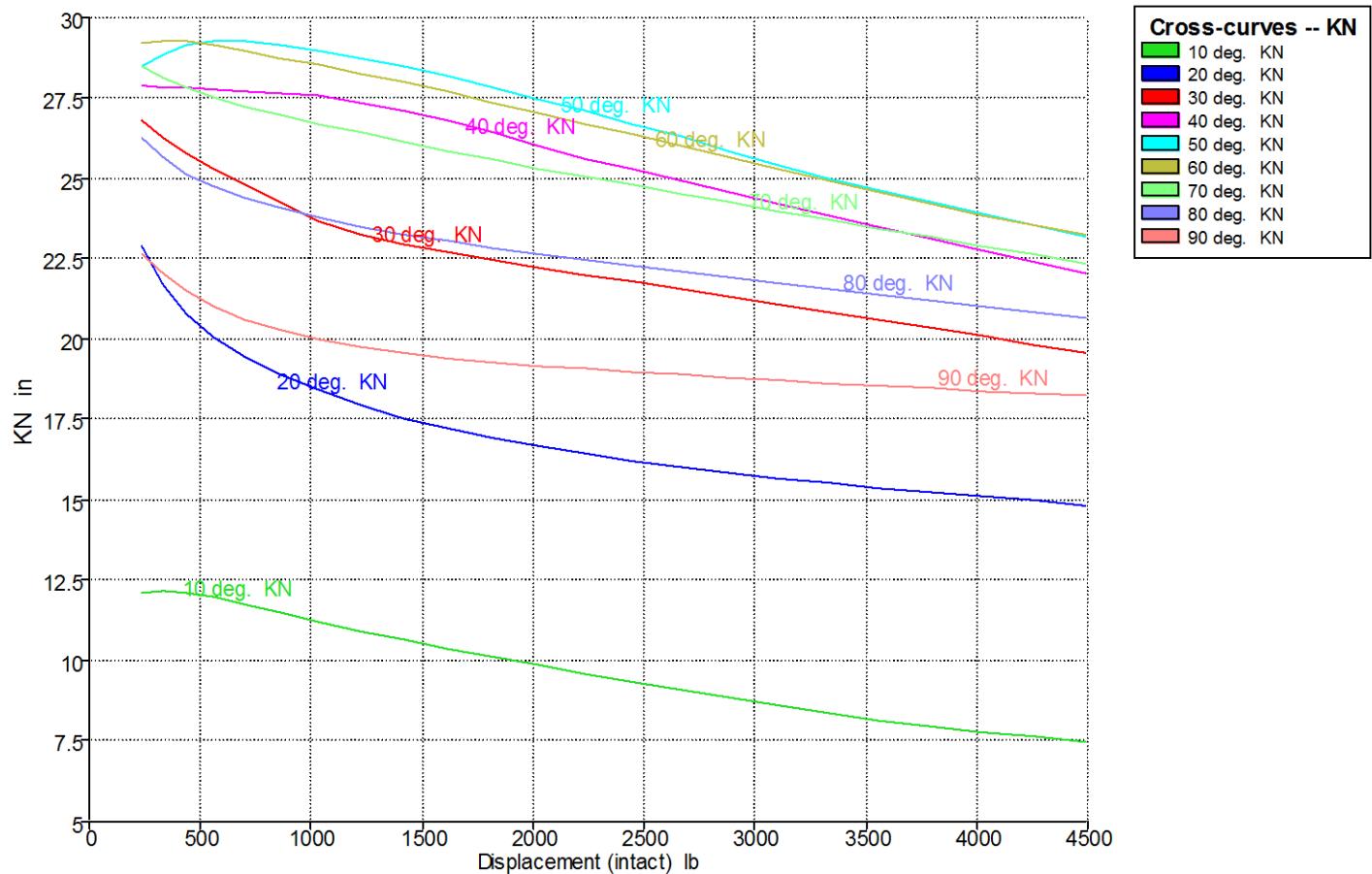
KN Calculation

Damage Case - Intact

Fixed Trim = 3 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
239.4	4.00	101.11	12.10	22.89	26.78	27.91	28.49	29.23	28.48	26.28	22.65
328.9	4.50	101.71	12.19	21.70	26.29	27.85	28.88	29.30	28.13	25.64	22.04
435.4	5.00	101.81	12.13	20.78	25.81	27.81	29.14	29.26	27.82	25.14	21.48
559.2	5.50	101.50	11.96	20.08	25.32	27.76	29.26	29.13	27.51	24.74	21.01
700.7	6.00	100.97	11.74	19.48	24.82	27.72	29.26	28.96	27.23	24.40	20.61
859.4	6.50	100.32	11.48	18.94	24.26	27.68	29.16	28.76	26.97	24.07	20.27
1035	7.00	99.64	11.21	18.41	23.69	27.57	28.98	28.52	26.70	23.77	19.98
1222	7.50	99.06	10.93	17.95	23.27	27.37	28.75	28.27	26.42	23.51	19.75
1415	8.00	98.74	10.66	17.56	22.96	27.12	28.48	27.99	26.15	23.26	19.56
1614	8.50	98.65	10.39	17.22	22.71	26.81	28.17	27.69	25.87	23.05	19.41
1816	9.00	98.69	10.12	16.92	22.47	26.44	27.83	27.36	25.60	22.84	19.28
2023	9.50	98.82	9.86	16.66	22.24	26.02	27.48	27.04	25.33	22.64	19.17
2233	10.00	99.00	9.60	16.43	22.01	25.63	27.10	26.70	25.06	22.46	19.07
2446	10.50	99.23	9.35	16.22	21.79	25.28	26.71	26.36	24.79	22.28	18.98
2663	11.00	99.48	9.10	16.03	21.56	24.95	26.30	26.01	24.53	22.10	18.89
2883	11.50	99.74	8.85	15.86	21.33	24.59	25.86	25.67	24.26	21.92	18.81
3106	12.00	100.01	8.60	15.69	21.09	24.21	25.42	25.31	24.00	21.75	18.72
3331	12.50	100.28	8.36	15.54	20.85	23.84	25.03	24.96	23.73	21.57	18.64
3559	13.00	100.54	8.14	15.39	20.61	23.47	24.66	24.61	23.46	21.38	18.56
3790	13.50	100.80	7.95	15.25	20.36	23.10	24.29	24.23	23.19	21.20	18.48
4023	14.00	101.06	7.78	15.11	20.10	22.75	23.92	23.88	22.91	21.01	18.40
4258	14.50	101.30	7.62	14.97	19.83	22.40	23.54	23.56	22.62	20.84	18.33
4495	15.00	101.54	7.48	14.82	19.55	22.06	23.19	23.25	22.32	20.65	18.26

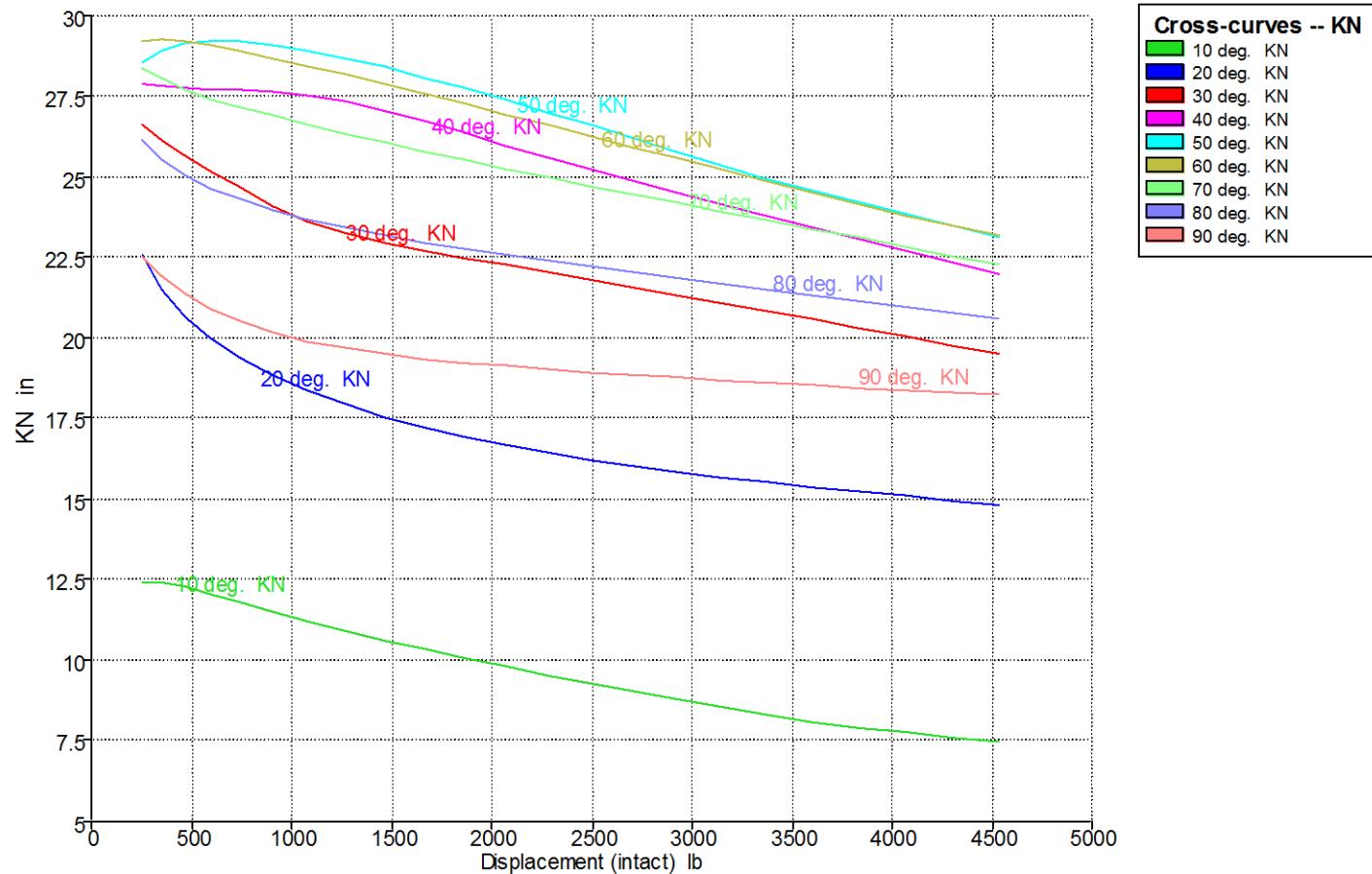
KN Calculation

Damage Case - Intact

Fixed Trim = 4 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
256.6	4.00	95.95	12.39	22.59	26.65	27.86	28.53	29.23	28.40	26.14	22.55
350.8	4.50	96.69	12.42	21.51	26.17	27.81	28.91	29.27	28.05	25.53	21.93
462.1	5.00	96.78	12.30	20.66	25.69	27.77	29.15	29.21	27.74	25.06	21.38
591.5	5.50	96.62	12.07	19.99	25.20	27.74	29.25	29.07	27.44	24.67	20.91
738.5	6.00	96.31	11.81	19.41	24.68	27.70	29.23	28.90	27.17	24.31	20.52
902.9	6.50	95.94	11.52	18.88	24.10	27.65	29.11	28.70	26.90	23.98	20.18
1082	7.00	95.57	11.21	18.37	23.60	27.52	28.93	28.46	26.62	23.69	19.90
1270	7.50	95.44	10.92	17.93	23.23	27.32	28.69	28.20	26.35	23.43	19.68
1462	8.00	95.53	10.63	17.55	22.95	27.06	28.41	27.91	26.07	23.20	19.50
1660	8.50	95.74	10.35	17.21	22.71	26.74	28.10	27.61	25.80	22.98	19.36
1862	9.00	96.02	10.08	16.92	22.48	26.36	27.76	27.28	25.52	22.78	19.24
2068	9.50	96.35	9.81	16.66	22.26	25.96	27.40	26.96	25.26	22.58	19.13
2278	10.00	96.69	9.55	16.43	22.03	25.59	27.02	26.62	24.99	22.40	19.03
2491	10.50	97.06	9.29	16.22	21.80	25.25	26.62	26.28	24.72	22.22	18.95
2707	11.00	97.42	9.03	16.03	21.56	24.91	26.21	25.93	24.46	22.05	18.86
2926	11.50	97.79	8.78	15.85	21.32	24.54	25.76	25.58	24.19	21.87	18.78
3149	12.00	98.15	8.54	15.68	21.08	24.17	25.34	25.23	23.93	21.70	18.69
3374	12.50	98.50	8.31	15.53	20.84	23.79	24.96	24.88	23.66	21.52	18.61
3601	13.00	98.84	8.10	15.38	20.58	23.41	24.60	24.52	23.40	21.34	18.53
3832	13.50	99.17	7.91	15.24	20.33	23.04	24.22	24.15	23.12	21.16	18.45
4064	14.00	99.48	7.74	15.10	20.06	22.69	23.84	23.82	22.85	20.97	18.38
4299	14.50	99.78	7.59	14.96	19.79	22.33	23.47	23.50	22.56	20.79	18.30
4537	15.00	100.07	7.46	14.80	19.50	21.99	23.11	23.18	22.27	20.61	18.23

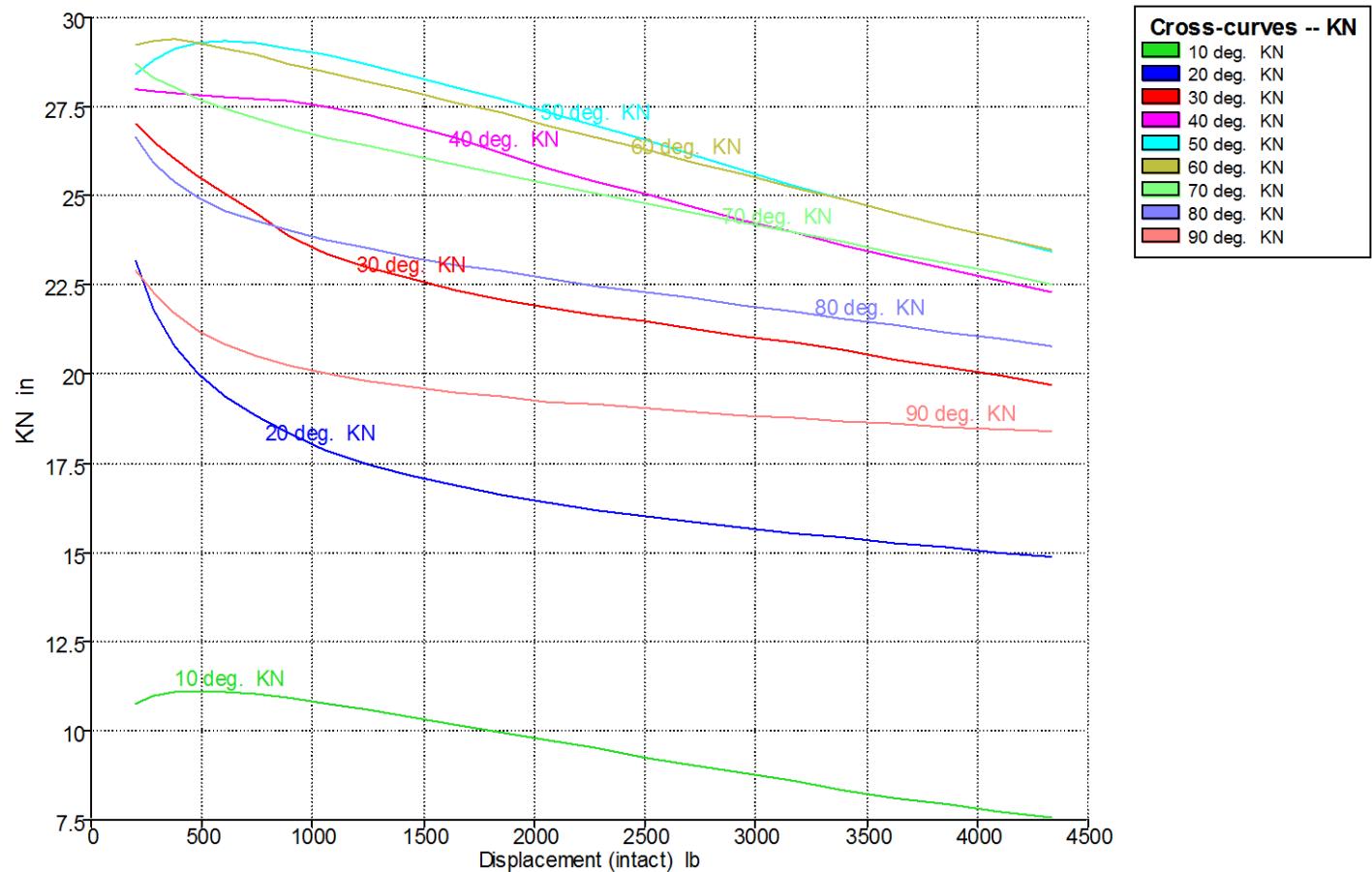
KN Calculation

Damage Case - Intact

Fixed Trim = -1 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
203.4	4.00	123.19	10.73	23.17	27.02	28.02	28.41	29.23	28.72	26.66	22.90
281.8	4.50	122.50	10.99	21.80	26.53	27.96	28.82	29.37	28.34	25.94	22.29
374.1	5.00	121.52	11.07	20.78	26.05	27.90	29.14	29.38	28.02	25.38	21.71
480.6	5.50	120.33	11.09	20.00	25.56	27.84	29.31	29.30	27.73	24.95	21.23
602.0	6.00	119.02	11.06	19.39	25.06	27.78	29.35	29.15	27.45	24.60	20.85
738.8	6.50	117.63	11.00	18.85	24.54	27.73	29.29	28.95	27.18	24.31	20.53
891.9	7.00	116.20	10.90	18.33	23.90	27.65	29.15	28.73	26.91	24.04	20.26
1062	7.50	114.74	10.76	17.87	23.38	27.50	28.95	28.48	26.67	23.77	20.01
1245	8.00	113.34	10.59	17.48	22.98	27.27	28.69	28.22	26.40	23.52	19.80
1439	8.50	112.07	10.39	17.14	22.66	26.98	28.40	27.94	26.14	23.29	19.63
1641	9.00	110.96	10.17	16.86	22.36	26.63	28.07	27.64	25.87	23.08	19.48
1850	9.50	110.05	9.95	16.61	22.09	26.21	27.72	27.32	25.60	22.87	19.35
2063	10.00	109.37	9.72	16.39	21.87	25.78	27.35	26.99	25.33	22.68	19.24
2279	10.50	108.88	9.49	16.19	21.67	25.40	26.97	26.65	25.06	22.49	19.13
2497	11.00	108.52	9.26	16.01	21.48	25.05	26.56	26.30	24.79	22.31	19.03
2719	11.50	108.25	9.03	15.84	21.28	24.69	26.15	25.95	24.52	22.12	18.94
2943	12.00	108.06	8.80	15.68	21.08	24.32	25.70	25.60	24.25	21.93	18.85
3170	12.50	107.93	8.57	15.53	20.87	23.96	25.28	25.25	23.97	21.75	18.76
3399	13.00	107.84	8.34	15.39	20.65	23.62	24.91	24.89	23.69	21.55	18.67
3630	13.50	107.78	8.12	15.26	20.43	23.29	24.53	24.52	23.41	21.36	18.59
3864	14.00	107.74	7.92	15.13	20.19	22.95	24.15	24.14	23.12	21.18	18.52
4099	14.50	107.72	7.74	15.01	19.95	22.62	23.79	23.80	22.83	20.99	18.44
4337	15.00	107.71	7.58	14.88	19.70	22.29	23.44	23.47	22.53	20.81	18.38

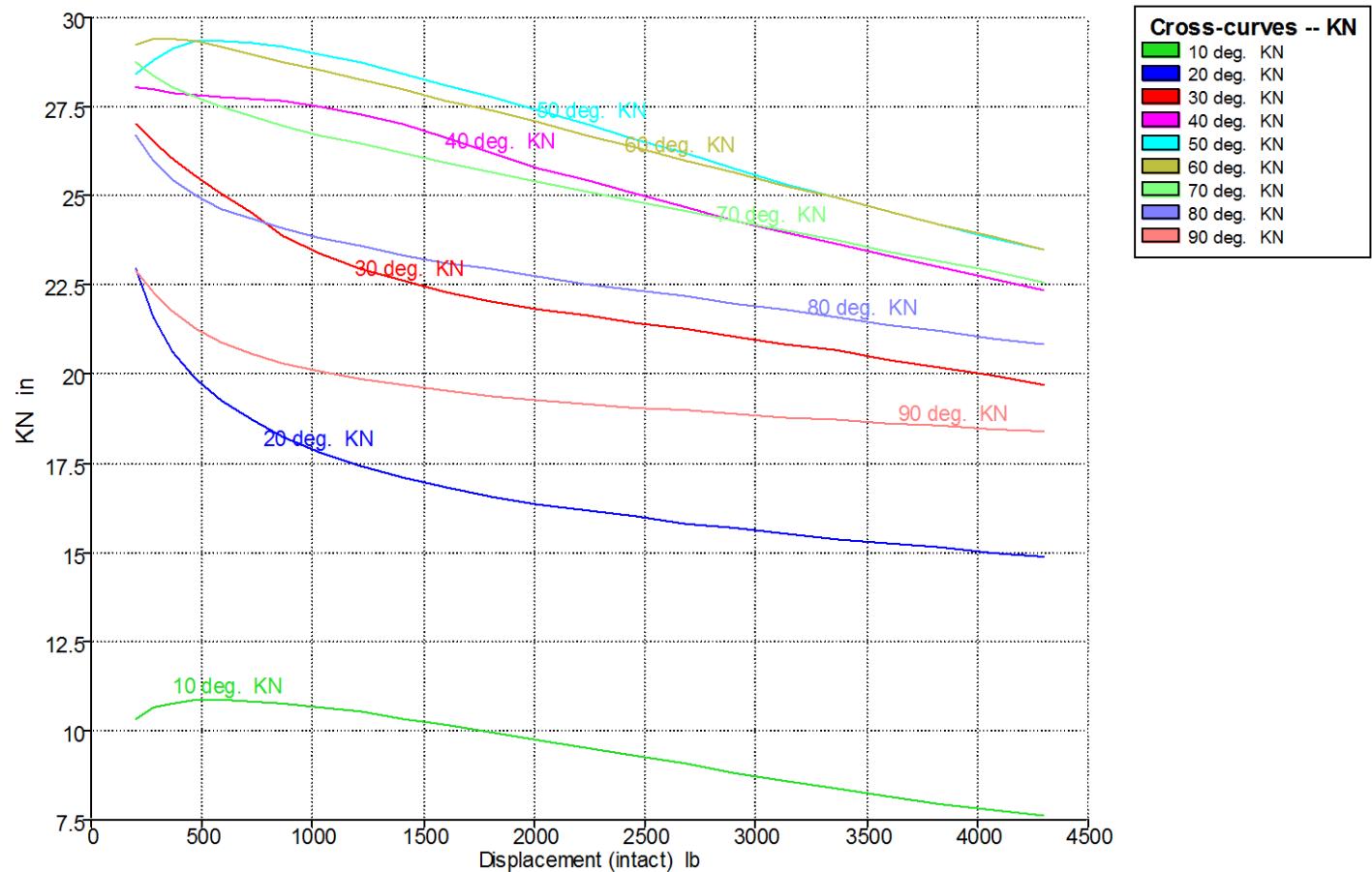
KN Calculation

Damage Case - Intact

Fixed Trim = -2 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
200.9	4.00	128.89	10.32	22.95	27.02	28.02	28.41	29.24	28.74	26.69	22.92
277.4	4.50	127.64	10.63	21.60	26.53	27.97	28.82	29.39	28.37	25.97	22.32
367.1	5.00	126.19	10.77	20.64	26.05	27.91	29.15	29.40	28.05	25.42	21.74
470.6	5.50	124.67	10.84	19.88	25.56	27.85	29.32	29.33	27.76	24.99	21.26
588.3	6.00	123.12	10.85	19.27	25.06	27.79	29.37	29.18	27.48	24.63	20.88
720.9	6.50	121.58	10.82	18.74	24.51	27.72	29.31	28.99	27.22	24.34	20.57
869.2	7.00	120.05	10.76	18.23	23.86	27.64	29.18	28.77	26.95	24.08	20.30
1034	7.50	118.51	10.66	17.79	23.36	27.50	28.98	28.52	26.70	23.82	20.07
1212	8.00	117.02	10.52	17.42	22.96	27.28	28.73	28.26	26.45	23.58	19.86
1403	8.50	115.61	10.34	17.10	22.63	26.99	28.44	27.98	26.19	23.35	19.68
1602	9.00	114.34	10.15	16.82	22.32	26.64	28.11	27.69	25.93	23.13	19.53
1810	9.50	113.21	9.94	16.58	22.05	26.21	27.77	27.37	25.66	22.93	19.40
2023	10.00	112.27	9.72	16.36	21.83	25.79	27.40	27.05	25.39	22.73	19.28
2239	10.50	111.55	9.50	16.17	21.63	25.42	27.01	26.71	25.11	22.54	19.17
2458	11.00	110.99	9.28	15.99	21.44	25.06	26.61	26.37	24.85	22.35	19.07
2680	11.50	110.57	9.05	15.82	21.26	24.70	26.19	26.01	24.58	22.17	18.97
2904	12.00	110.24	8.83	15.67	21.06	24.33	25.75	25.66	24.31	21.98	18.88
3131	12.50	109.99	8.60	15.52	20.86	23.98	25.33	25.31	24.03	21.79	18.79
3361	13.00	109.79	8.38	15.38	20.65	23.64	24.96	24.95	23.75	21.59	18.70
3592	13.50	109.63	8.16	15.25	20.43	23.31	24.58	24.57	23.46	21.40	18.62
3826	14.00	109.51	7.95	15.13	20.20	22.99	24.21	24.19	23.17	21.21	18.54
4062	14.50	109.41	7.77	15.01	19.96	22.66	23.84	23.85	22.87	21.03	18.47
4299	15.00	109.34	7.61	14.88	19.72	22.34	23.49	23.52	22.58	20.84	18.40

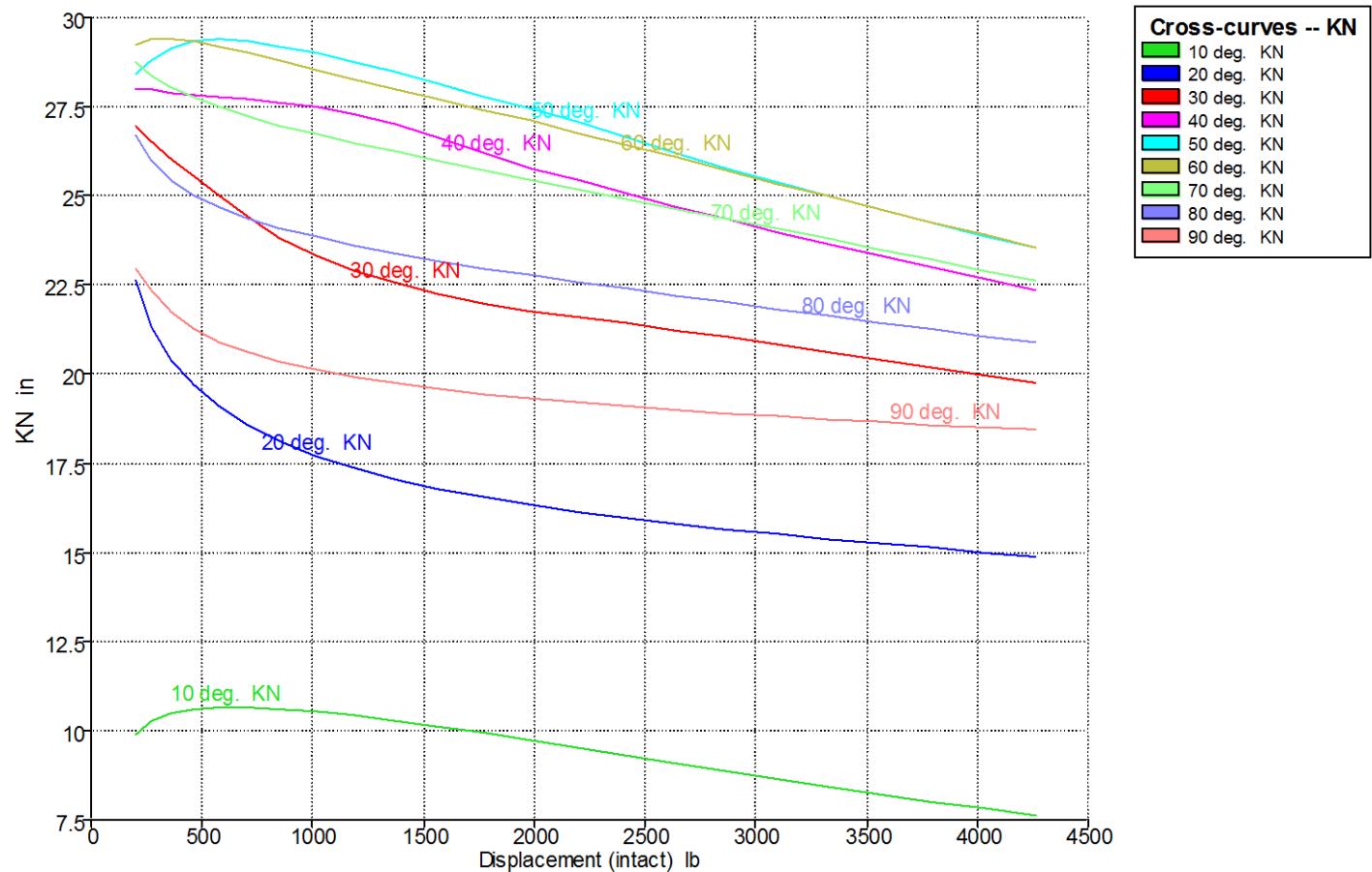
KN Calculation

Damage Case - Intact

Fixed Trim = -3 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



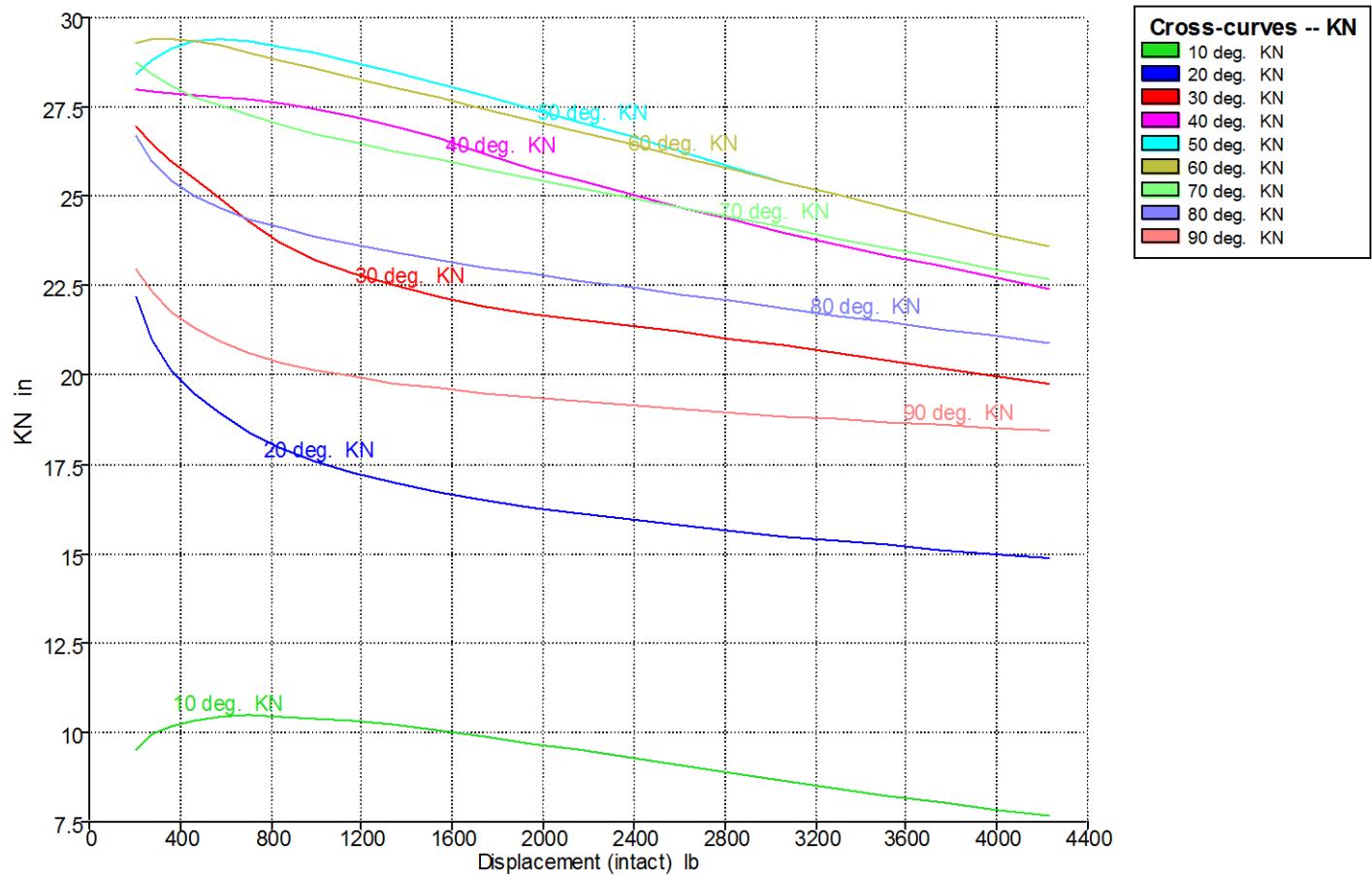
KN Calculation

Damage Case - Intact

Fixed Trim = -4 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

VCG = 0 in; TCG = 0 in



Displacement (intact) lb	Draft Amidships in	LCG in	KN 10.0 deg. Starb.	KN 20.0 deg. Starb.	KN 30.0 deg. Starb.	KN 40.0 deg. Starb.	KN 50.0 deg. Starb.	KN 60.0 deg. Starb.	KN 70.0 deg. Starb.	KN 80.0 deg. Starb.	KN 90.0 deg. Starb.
201.8	4.00	139.70	9.49	22.21	26.94	28.01	28.43	29.28	28.76	26.70	22.93
274.9	4.50	137.16	9.92	21.01	26.46	27.96	28.83	29.41	28.41	26.00	22.34
360.2	5.00	134.94	10.18	20.16	25.97	27.90	29.16	29.43	28.09	25.47	21.78
458.6	5.50	132.83	10.34	19.49	25.48	27.84	29.34	29.35	27.80	25.04	21.30
570.5	6.00	130.87	10.43	18.92	24.94	27.77	29.39	29.23	27.53	24.68	20.92
696.4	6.50	129.01	10.46	18.41	24.30	27.70	29.34	29.04	27.27	24.38	20.62
836.9	7.00	127.26	10.44	17.96	23.70	27.62	29.21	28.82	27.02	24.13	20.37
992.6	7.50	125.58	10.39	17.58	23.22	27.48	29.01	28.57	26.76	23.89	20.15
1163	8.00	123.99	10.31	17.25	22.85	27.26	28.77	28.32	26.51	23.66	19.95
1345	8.50	122.46	10.20	16.96	22.51	26.97	28.49	28.04	26.27	23.44	19.78
1537	9.00	121.00	10.05	16.71	22.20	26.61	28.17	27.76	26.02	23.23	19.62
1738	9.50	119.62	9.88	16.49	21.94	26.19	27.83	27.46	25.76	23.03	19.49
1947	10.00	118.34	9.69	16.29	21.72	25.78	27.47	27.15	25.49	22.83	19.36
2162	10.50	117.20	9.49	16.10	21.54	25.42	27.08	26.81	25.22	22.64	19.25
2382	11.00	116.22	9.28	15.93	21.37	25.07	26.68	26.47	24.96	22.45	19.14
2605	11.50	115.43	9.07	15.78	21.20	24.70	26.25	26.12	24.68	22.26	19.04
2830	12.00	114.80	8.86	15.63	21.02	24.34	25.81	25.77	24.41	22.06	18.94
3057	12.50	114.27	8.64	15.49	20.83	24.00	25.41	25.41	24.13	21.87	18.85
3287	13.00	113.84	8.43	15.35	20.63	23.67	25.05	25.05	23.84	21.67	18.76
3518	13.50	113.47	8.22	15.23	20.42	23.35	24.68	24.66	23.55	21.48	18.68
3752	14.00	113.16	8.02	15.11	20.21	23.04	24.30	24.29	23.25	21.29	18.60
3988	14.50	112.90	7.83	14.99	19.98	22.73	23.94	23.95	22.95	21.10	18.53
4226	15.00	112.67	7.66	14.88	19.74	22.41	23.58	23.61	22.67	20.92	18.46

Limiting KG

Limiting KG

Damage Case - Intact

Fixed Trim = 0 in (+ve by stern)

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

Heel to starboard; heel range: from 0 deg to 90 deg in steps of 10 deg.

Criteria tested:

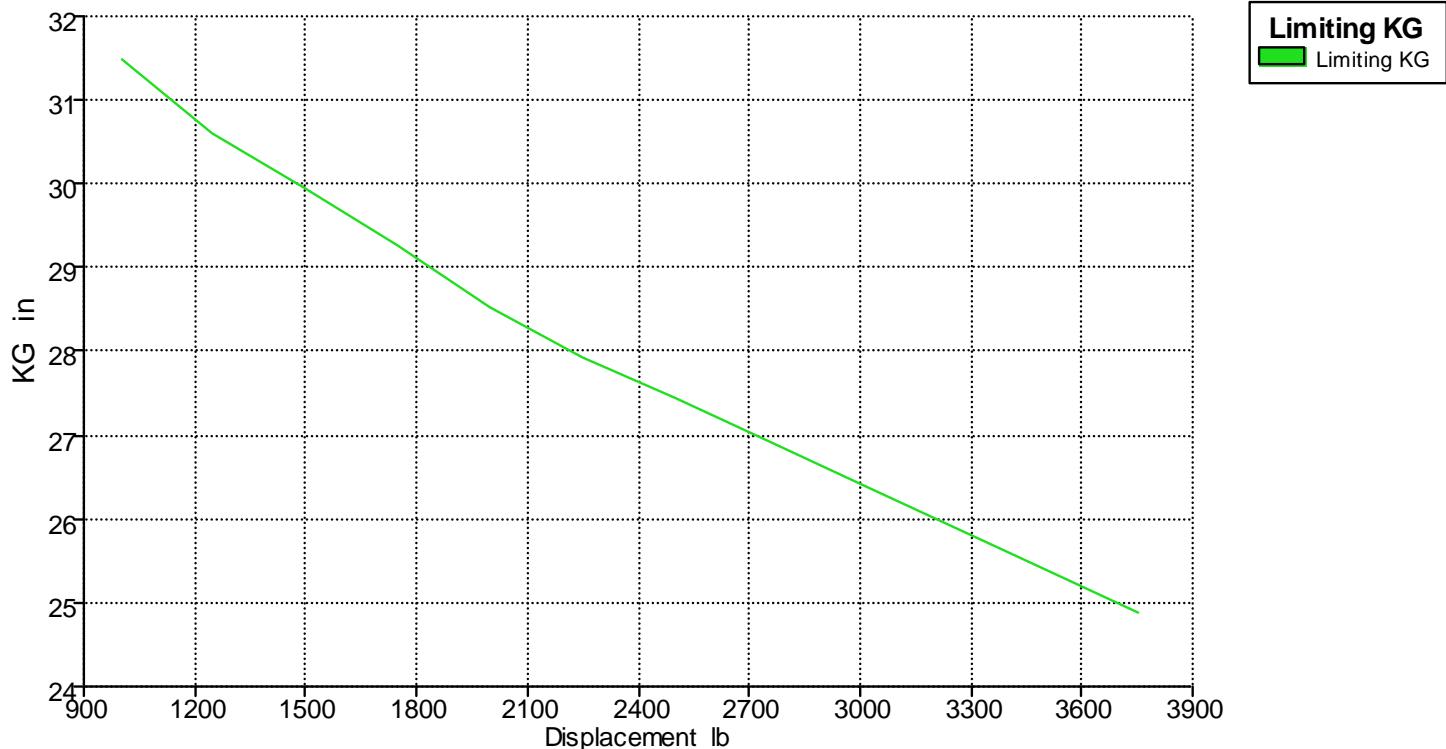
Intact 3.(a)i: Angle of max GZ

Intact 3.(a)ii: Value of max. GZ

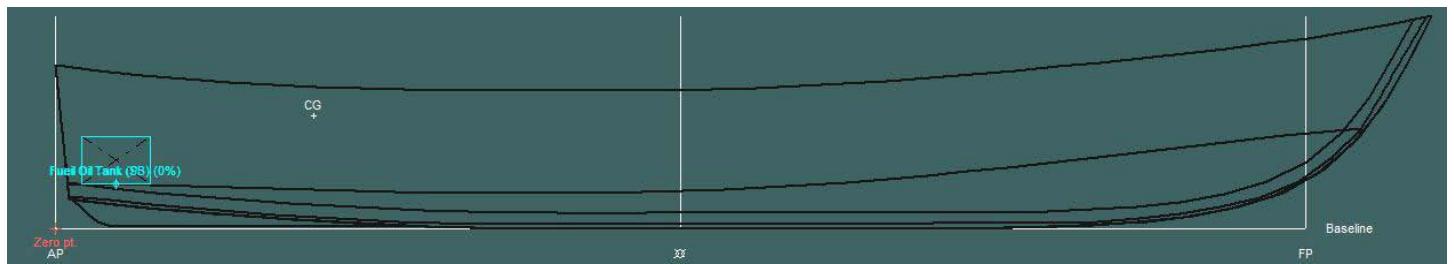
Intact 3.(c): GZ area between limits

Intact 3.(d): Initial GM_t

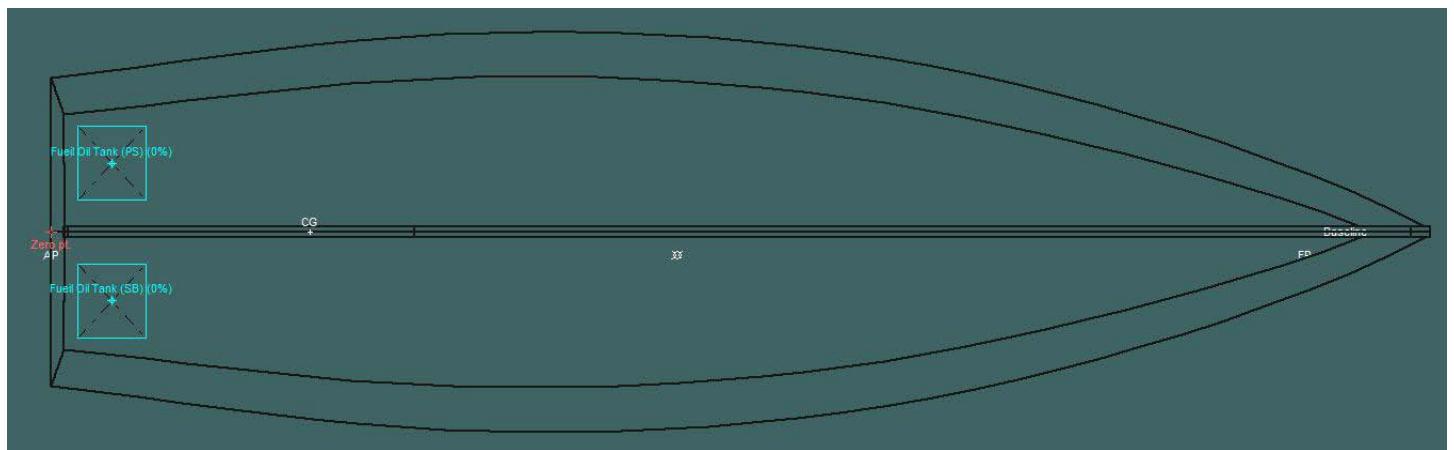
Displacement (intact) lb	Draft Amidships in	Trim (+ve by stern) in	LCG in	TCG in	VCG in	Limit KG in	min. GM in	Criterion	Name
1000	7.23	0.00 (fixed)	111.53	0.00	31.48	31.48	48.89	Intact	3.(a)ii: Value of max. GZ
1250	7.92	0.00 (fixed)	109.80	0.00	30.60	30.60	47.64	Intact	3.(a)ii: Value of max. GZ
1500	8.55	0.00 (fixed)	108.42	0.00	29.95	29.95	43.87	Intact	3.(a)ii: Value of max. GZ
1750	9.16	0.00 (fixed)	107.41	0.00	29.26	29.26	38.59	Intact	3.(a)ii: Value of max. GZ
2000	9.76	0.00 (fixed)	106.78	0.00	28.53	28.53	34.18	Intact	3.(a)ii: Value of max. GZ
2250	10.34	0.00 (fixed)	106.40	0.00	27.94	27.94	30.69	Intact	3.(a)ii: Value of max. GZ
2500	10.91	0.00 (fixed)	106.16	0.00	27.43	27.43	27.91	Intact	3.(a)ii: Value of max. GZ
2750	11.48	0.00 (fixed)	106.02	0.00	26.92	26.92	25.70	Intact	3.(a)ii: Value of max. GZ
3000	12.04	0.00 (fixed)	105.95	0.00	26.42	26.42	23.95	Intact	3.(a)ii: Value of max. GZ
3250	12.59	0.00 (fixed)	105.93	0.00	25.92	25.92	22.58	Intact	3.(a)ii: Value of max. GZ
3500	13.14	0.00 (fixed)	105.94	0.00	25.41	25.41	21.48	Intact	3.(a)ii: Value of max. GZ
3750	13.67	0.00 (fixed)	105.98	0.00	24.88	24.88	20.65	Intact	3.(a)ii: Value of max. GZ



Tank Plan & Calibrations



PROFILE VIEW OF TANK POSITION



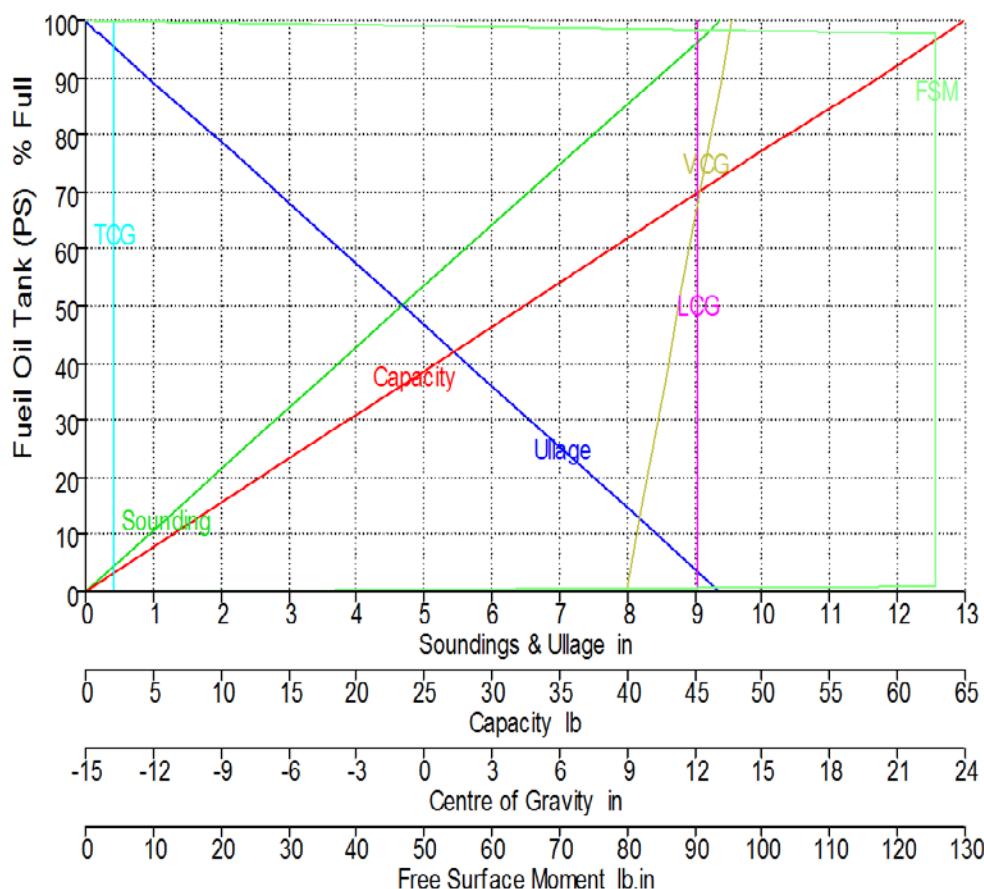
PLAN E VIEW OF TANK POSITION

Tank Calibrations - Fuel Oil Tank (PS)

Fluid Type = Fuel Oil Specific gravity = 0.9443

Permeability = 100 %

Trim = 0 in (+ve by stern); Heel = 0 deg to starboard



Fuel Oil Tank (PS)
Trim: 0 in; Heel: 0 deg to starboard

Sounding
Ullage
Capacity
LCG
TCG
VCG
FSM

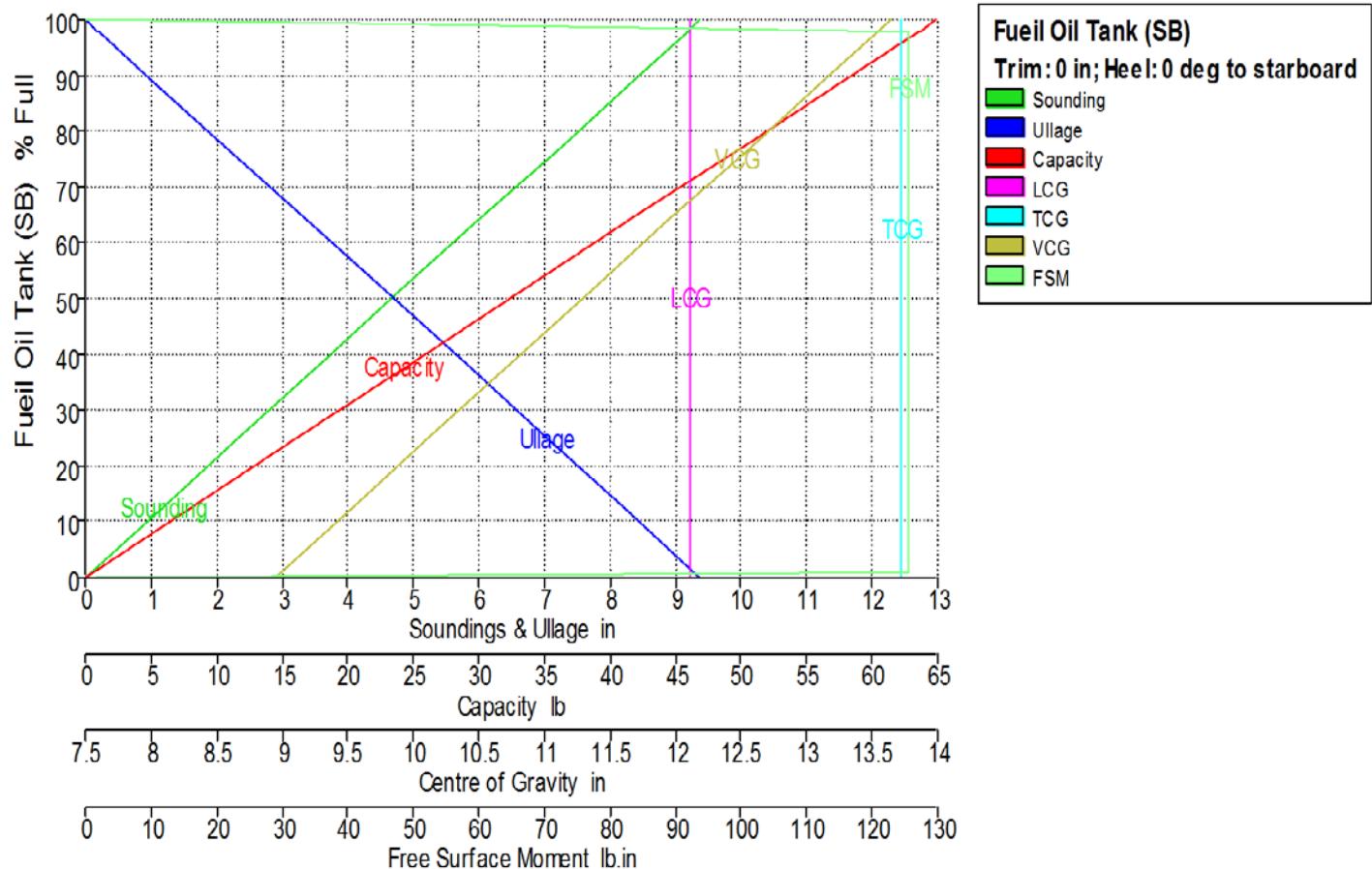
Tank Name	Sounding in	Ullage in	% Full	Capacity in^3	Capacity lb	LCG in	TCG in	VCG in	FSM lb.in
Fuel Oil Tank (PS)	9.37	0.00	100.000	1901.93	64.9	12.12	-13.72	13.64	0.00
	9.19	0.19	98.000	1863.90	63.6	12.12	-13.72	13.55	125.48
	9.18	0.20	97.900	1861.99	63.5	12.12	-13.72	13.54	125.48
	8.40	0.97	89.600	1704.13	58.1	12.12	-13.72	13.15	125.48
	7.20	2.17	76.800	1460.69	49.8	12.12	-13.72	12.55	125.48
	6.00	3.37	64.000	1217.24	41.5	12.12	-13.72	11.95	125.48
	4.80	4.57	51.200	973.79	33.2	12.12	-13.72	11.35	125.48
	3.60	5.77	38.400	730.34	24.9	12.12	-13.72	10.75	125.48
	2.40	6.97	25.600	486.90	16.6	12.12	-13.72	10.15	125.48
	1.20	8.17	12.800	243.45	8.3	12.12	-13.72	9.55	125.48
	0.09	9.28	1.000	19.02	0.6	12.12	-13.72	9.00	125.48
	0.00	9.37	0.000	0.00	0.0	12.12	-13.72	8.95	0.00

Tank Calibrations - Fuel Oil Tank (SB)

Fluid Type = Fuel Oil Specific gravity = 0.9443

Permeability = 100 %

Trim = 0 in (+ve by stern); Heel = 0 deg to starboard



Tank Name	Sounding in	Ullage in	% Full	Capacity in ³	Capacity lb	LCG in	TCG in	VCG in	FSM lb.in
Fuel Oil Tank (SB)	9.38	0.00	100.000	1902.38	64.9	12.12	13.72	13.64	0.00
	9.19	0.19	98.000	1864.33	63.6	12.12	13.72	13.55	125.44
	9.18	0.20	97.900	1862.43	63.5	12.12	13.72	13.54	125.44
	8.40	0.98	89.552	1703.63	58.1	12.12	13.72	13.15	125.44
	7.20	2.18	76.759	1460.25	49.8	12.12	13.72	12.55	125.44
	6.00	3.38	63.966	1216.88	41.5	12.12	13.72	11.95	125.44
	4.80	4.58	51.173	973.50	33.2	12.12	13.72	11.35	125.44
	3.60	5.78	38.380	730.13	24.9	12.12	13.72	10.75	125.44
	2.40	6.98	25.586	486.75	16.6	12.12	13.72	10.15	125.44
	1.20	8.18	12.793	243.38	8.3	12.12	13.72	9.55	125.44
	0.09	9.29	1.000	19.02	0.6	12.12	13.72	9.00	125.44
	0.00	9.38	0.000	0.00	0.0	12.12	13.72	8.95	0.00

Lightship Weight & CG Calculation

Sr. No.	Items	Material / Specs	Volume [in³]	Volume [ft³]	Density [lb/ft³]	Weight [lb]	LCG [in]	VCG [in]	TCG [in]
1	Main Hull Panels	URIT M100 1/2" RIGID	11573.22	6.70	6.7	44.87	125.68	12.44	0.00
2	Transverse Frame, Longitudinal Str.	COOSA BLUEWATER 26 3/4" & 1 1/2"	12320.85	7.13	26	185.38	94.74	13.59	0.00
3	All Decking	GURIT M80 3/4"	8703.37	5.04	5.3	26.69	113.55	13.43	0.00
4	Console	COOSA 0.25" NAUT 15	1004.3166	0.58	15	8.72	86.95	29.86	0.00
5	Keel Box & Stem	COOSA-BLUEWATER 26	2279.9722	1.32	26	34.31	131.41	4.73	0.00
6	Slash Rails for Dry Ride	GURIT M80	3084.5735	1.79	5.3	9.46	131.08	15.04	0.00
7	Gunwale & Gunwale Support Block	GURIT M80	6405.4586	3.71	5.3	19.65	137.83	29.86	0.00
8	Rubber Bumper		468.5	0.27	62	16.81	141.36	29.08	0.00
9	Cushion		5573.7687	3.23	3	9.68	182.29	23.09	0.00
10	Floatation Foam		47522.8983	27.50	2	55.00	120.96	9.78	0.00
11	Teak Wood		591.8764	0.34	55	18.84	78.82	32.39	0.00
12	Outboard Engine with Propeller	YAMAHA F75 & F90				363.00	-18.00	30.00	0.00
13	Jack Plate	Aluminum	247.7441	0.14	170	24.37	-3.79	26.68	0.00
14	Trim Tabs	Aluminum	191.0642	0.11	170	18.80	-3.00	12.32	0.00
15	Power Source					50.00	30.12	12.41	0.00
16	Hatches	Plastic				15.00	66.07	23.35	0.00
17	Fuel Oil Tank	Aluminum	372.1875	0.22	170	36.62	12.12	15.12	0.00
18	Tubing & Fittings	Aluminum	311.3263	0.18	170	30.63	81.51	63.33	0.00
19	Canvas / Awning					5.00	94.39	89.65	0.00
20	Misc./ Unforeseen / Glass weight					50.00	116.47	15.58	0.000
<i>Total</i>						1022.82	51.60	22.40	0.00

Assessment of Intact Stability at Different Loading Condition

Stability Calculation Loadcase - Lightship Condition

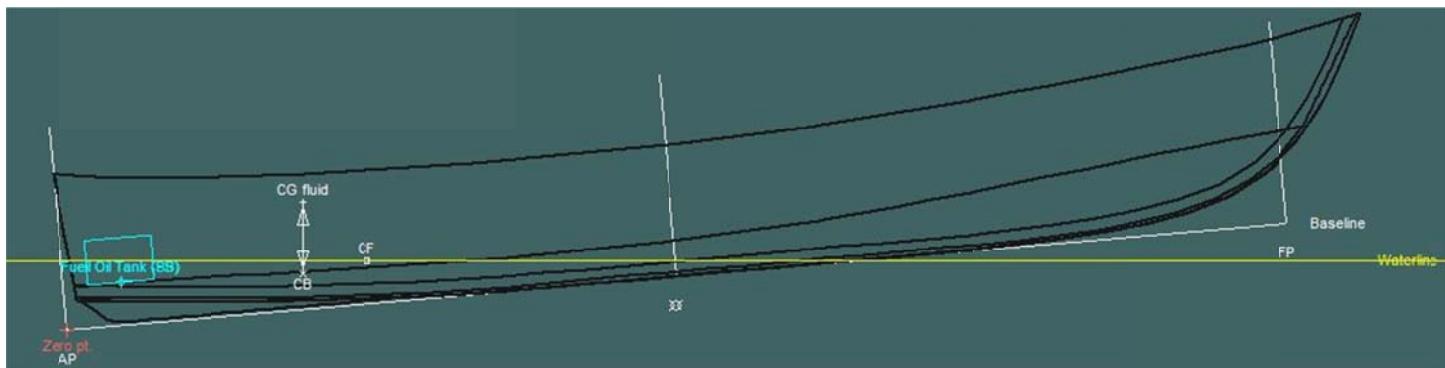
Damage Case - Intact

Free to Trim

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

Fluid analysis method: Use corrected VCG

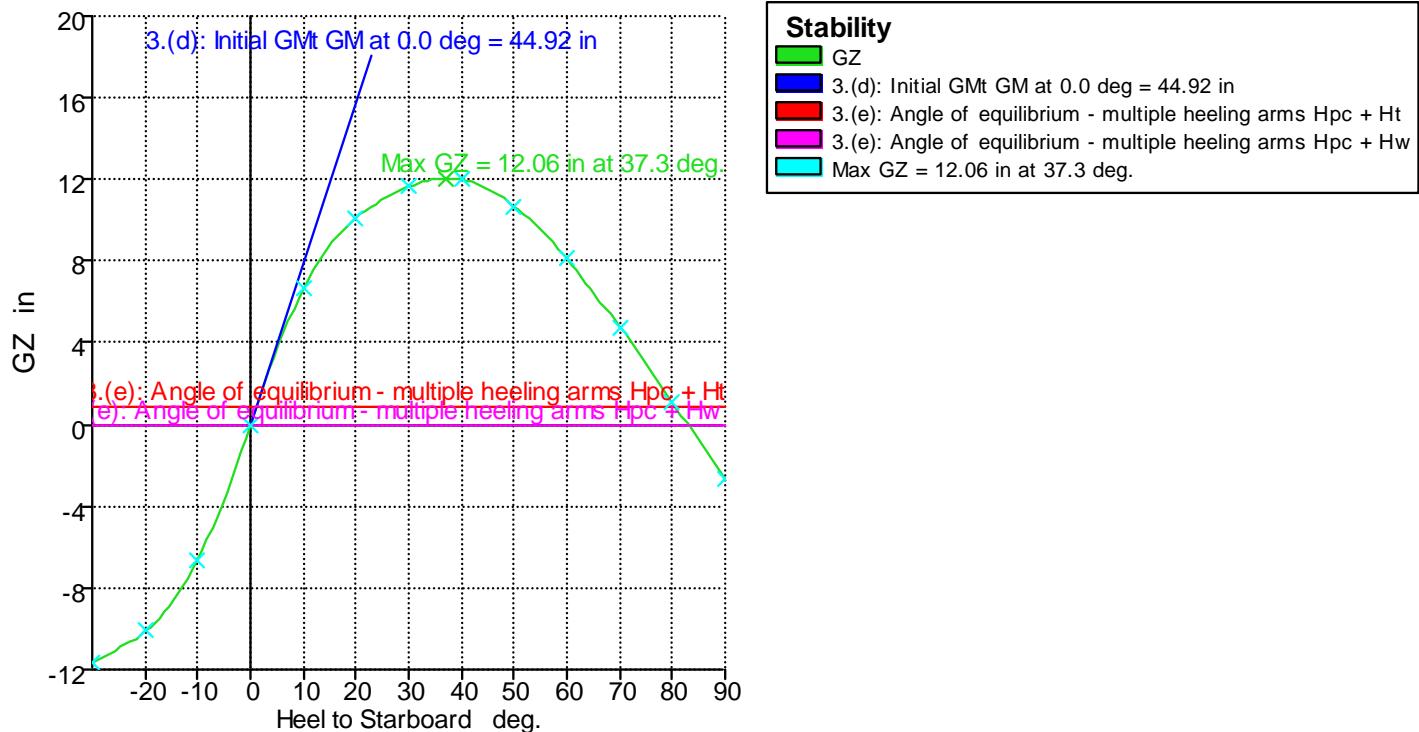
Floating Status



Floating Status Summary	
Draft Amidships in	3.25
Displacement lb	1023
Heel deg	0.0
Draft at FP in	-7.97
Draft at AP in	14.48
Draft at LCF in	8.88
Trim (+ve by stern) in	22.45
WL Length in	162.32
Beam max extents on WL in	61.62
Wetted Area in ²	8871.94
Waterpl. Area in ²	6843.35
Prismatic coeff. (Cp)	0.531
Block coeff. (Cb)	0.217
Max Sect. area coeff. (Cm)	0.488
Waterpl. area coeff. (Cwp)	0.684
LCB from zero pt. (+ve fwd) in	50.27
LCF from zero pt. (+ve fwd) in	63.81
KB in	7.43
KG fluid in	22.40
BMt in	59.91
BML in	323.33
GMt corrected in	44.89
GML in	308.30
KMt in	67.12
KML in	329.53
Immersion (TPI) Long Ton/in	0.113
MTi Long Ton.ft	0.046
RM at 1deg = GMt.Disp.sin(1) lb.in	801.29
Max deck inclination deg	5.0093
Trim angle (+ve by stern) deg	5.0093

Loading Summary

Item Name	Quantity	Unit Mass lb	Total Mass lb	Unit Volume US liqui. Gal	Total Volume US liqui. Gal	Long. Arm in	Trans. Arm in	Vert. Arm in	Total FSM lb.in	FSM Type
Lightship	1	1022.8	1022.8			51.60	0.00	22.40	0.00	User Specified
Fuel Oil Tank (PS)	0%	64.9	0.0	8.23	0.00	12.12	-13.72	8.95	0.00	Maximum
Fuel Oil Tank (SB)	0%	64.9	0.0	8.24	0.00	12.12	13.72	8.95	0.00	Maximum
Total Loadcase			1022.8	16.47	0.00	51.60	0.00	22.40	0.00	
FS correction								0.00		
VCG fluid								22.40		



Heel to Starboard deg	GZ in	Displacement lb	Draft at FP in	Draft at AP in	LCB from zero pt. (+ve fwd) in	LCF from zero pt. (+ve fwd) in	KB in	KG fluid in	GMt corrected in	KMt in
-30.0	-11.64	1023	-24.78	12.13	49.26	58.99	11.84	22.40	6.50	33.80
-20.0	-10.11	1023	-16.48	13.86	49.73	60.84	9.84	22.40	14.33	39.24
-10.0	-6.67	1023	-10.63	14.51	50.08	62.47	8.22	22.40	30.77	53.72
0.0	0.00	1023	-7.95	14.47	50.31	63.85	7.43	22.40	44.92	67.15
10.0	6.67	1023	-10.62	14.51	50.09	62.48	8.22	22.40	30.77	53.72
20.0	10.11	1023	-16.50	13.87	49.70	60.85	9.84	22.40	14.36	39.27
30.0	11.63	1023	-24.81	12.14	49.24	58.98	11.84	22.40	6.53	33.83
40.0	12.01	1023	-36.40	9.02	48.78	59.44	14.08	22.40	-2.17	28.47
50.0	10.71	1023	-55.61	5.33	48.13	59.18	15.92	22.40	-10.32	24.05
60.0	8.10	1023	-87.20	-0.14	47.47	59.18	17.22	22.40	-16.97	21.05
70.0	4.78	1023	-148.21	-10.34	46.90	58.18	18.20	22.40	-20.19	20.10
80.0	1.13	1023	-325.46	-39.86	46.57	57.56	19.02	22.40	-21.92	19.78
90.0	-2.66	1023	n/a	n/a	46.52	56.65	19.74	22.40	-22.31	19.74

Key point	Type	Immersion angle deg	Emergence angle deg
Margin Line (immersion pos = 32.86 in)		28.8	n/a
Deck Edge (immersion pos = 17.73 in)		34.2	n/a

Criteria Status Summary						
Code	Criteria	Value	Units	Actual	Status	Margin %
Intact	3.(a)i: Angle of max GZ	15.0	deg	37.3	Pass	+148.49
Intact	3.(a)ii: Value of max. GZ	7.87	in	12.05	Pass	+53.00
Intact	3.(c): GZ area between limits	124.066	in.deg	317.829	Pass	+156.18
Intact	3.(d): Initial GMt	5.91	in	44.92	Pass	+660.67
Intact	3.(e): Angle of equilibrium - multiple heeling arms				Pass	
	Hpc + Ht	12.0	deg	1.2	Pass	+89.78
	Hpc + Hw	12.0	deg	0.0	Pass	+100.01
ISO 12217-1:2002(E)	6.2 Offset load test - equilibrium with heel arm	10.0	deg	0.0	Pass	+100.01
ISO 12217-1:2002(E)	6.3.3 Resistance to waves (Value of GZ)	7.87	in	11.61	Pass	+47.50
ISO 12217-1:2002(E)	6.4 Heel due to wind action (Categories C and D only)	5.0	deg	0.0	Pass	+100.02

Stability Calculation Loadcase - Loaded Departure Condition

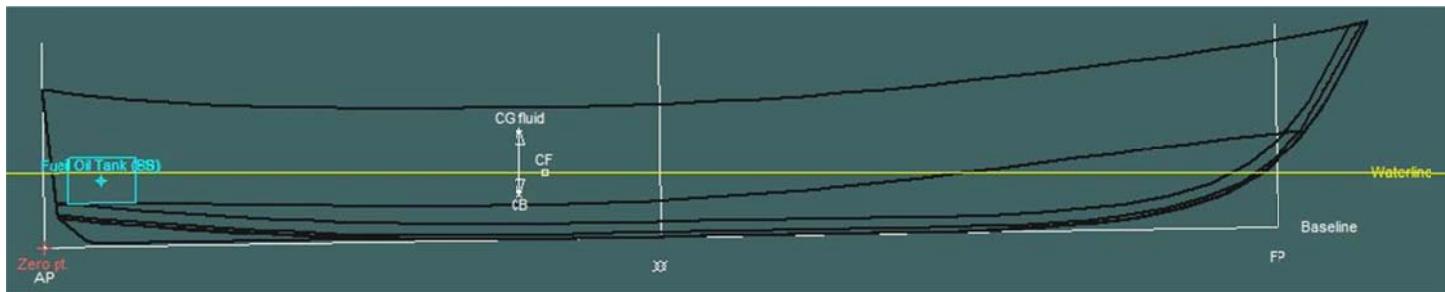
Damage Case - Intact

Free to Trim

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

Fluid analysis method: Use corrected VCG

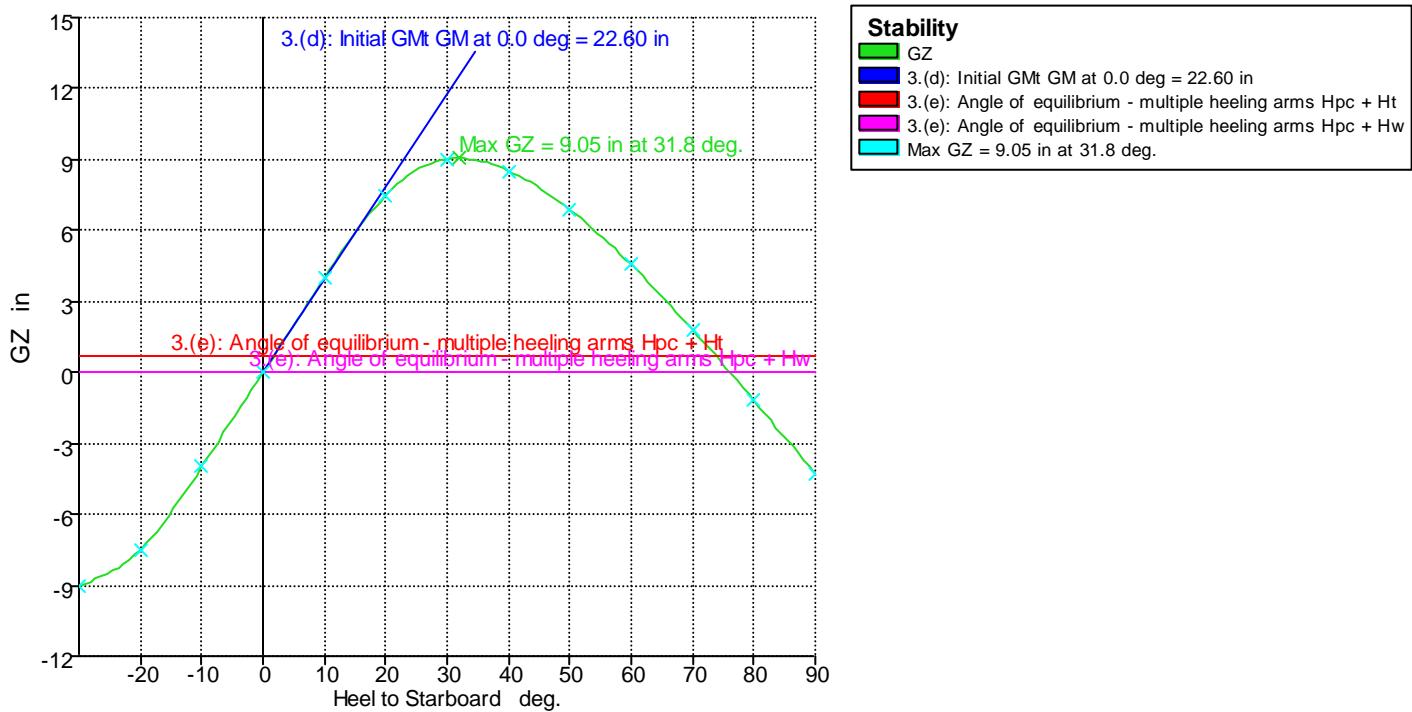
Floating Status



Floating Status Summary	
Draft Amidships in	13.39
Displacement lb	3789
Heel deg	0.0
Draft at FP in	11.31
Draft at AP in	15.47
Draft at LCF in	13.78
Trim (+ve by stern) in	4.17
WL Length in	251.40
Beam max extents on WL in	67.83
Wetted Area in^2	17836.93
Waterpl. Area in^2	12467.64
Prismatic coeff. (Cp)	0.634
Block coeff. (Cb)	0.408
Max Sect. area coeff. (Cm)	0.683
Waterpl. area coeff. (Cwp)	0.731
LCB from zero pt. (+ve fwd) in	98.98
LCF from zero pt. (+ve fwd) in	104.51
KB in	9.26
KG fluid in	22.72
BMT in	36.04
BML in	421.14
GMT corrected in	22.58
GML in	407.68
KMt in	45.30
KML in	430.34
Immersion (TPi) Long Ton/in	0.206
MTi Long Ton.ft	0.224
RM at 1deg = GMt.Disp.sin(1) lb.in	1493.21
Max deck inclination deg	0.9317
Trim angle (+ve by stern) deg	0.9317

Loading Summary

Item Name	Quantity	Unit Mass lb	Total Mass lb	Unit Volume US liqui. Gal	Total Volume US liqui. Gal	Long. Arm in	Trans. Arm in	Vert. Arm in	Total FSM lb.in	FSM Type
Lightship	1	1022.8	1022.8			51.60	0.00	22.40	0.00	User Specified
Fuel Oil Tank (PS)	97%	64.9	62.9	8.23	7.99	12.12	-13.72	13.50	125.48	Maximum
Fuel Oil Tank (SB)	97%	64.9	63.0	8.24	7.99	12.12	13.72	13.50	125.44	Maximum
Passengers	8	180.0	1440.0			140.00	0.00	30.00	0.00	User Specified
Gears	1	1200.0	1200.0			100.00	0.00	15.00	0.00	User Specified
Total Loadcase			3788.7	16.47	15.97	99.22	0.00	22.65	250.92	
FS correction								0.07		
VCG fluid								22.72		



Heel to Starboard deg	GZ in	Displacement lb	Draft at FP in	Draft at AP in	LCB from zero pt. (+ve fwd) in	LCF from zero pt. (+ve fwd) in	KB in	KG fluid in	GMt corrected in	KMt in
-30.0	-9.01	3789	8.05	12.40	99.00	107.39	13.10	22.72	1.83	28.81
-20.0	-7.50	3789	9.87	14.43	98.97	104.10	11.34	22.72	16.02	40.33
-10.0	-3.99	3789	11.03	15.30	98.98	103.61	9.81	22.72	23.33	46.38
0.0	0.00	3789	11.32	15.47	99.00	104.51	9.26	22.72	22.58	45.30
10.0	4.00	3789	11.02	15.30	98.99	103.61	9.81	22.72	23.32	46.37
20.0	7.50	3789	9.86	14.44	98.96	104.10	11.34	22.72	16.01	40.32
30.0	9.01	3789	8.02	12.42	98.98	107.42	13.10	22.72	1.82	28.80
40.0	8.51	3789	5.50	10.05	98.98	112.27	14.50	22.72	-6.67	23.07
50.0	6.89	3789	1.83	7.16	98.95	115.33	15.64	22.72	-11.66	20.50
60.0	4.55	3789	-4.43	2.98	98.91	114.31	16.55	22.72	-14.16	19.57
70.0	1.82	3789	-17.26	-4.02	98.85	113.41	17.32	22.72	-16.72	18.71
80.0	-1.20	3789	-55.00	-24.63	98.79	112.50	17.92	22.72	-17.60	18.48
90.0	-4.27	3789	n/a	n/a	98.74	112.32	18.44	22.72	-17.40	18.44

Key point	Type	Immersion angle deg	Emergence angle deg
Margin Line (immersion pos = 90.18 in)		16.3	n/a
Deck Edge (immersion pos = 90.18 in)		21.1	n/a

Criteria Status Summary						
Code	Criteria	Value	Units	Actual	Status	Margin %
Intact	3.(a)i: Angle of max GZ	15.0	deg	31.8	Pass	+112.12
Intact	3.(a)ii: Value of max. GZ	7.87	in	9.06	Pass	+15.00
Intact	3.(c): GZ area between limits	124.066	in.deg	179.475	Pass	+44.66
Intact	3.(d): Initial GMt	5.91	in	22.60	Pass	+282.67
Intact	3.(e): Angle of equilibrium - multiple heeling arms				Pass	
	Hpc + Ht	12.0	deg	1.7	Pass	+85.55
	Hpc + Hw	12.0	deg	0.0	Pass	+100.04
ISO 12217-1:2002(E)	6.2 Offset load test - equilibrium with heel arm	10.0	deg	0.0	Pass	+100.05
ISO 12217-1:2002(E)	6.3.3 Resistance to waves (Value of GZ)	7.87	in	9.02	Pass	+14.50
ISO 12217-1:2002(E)	6.4 Heel due to wind action (Categories C and D only)	5.0	deg	0.0	Pass	+100.10

Stability Calculation Loadcase - Loaded Arrival Condition

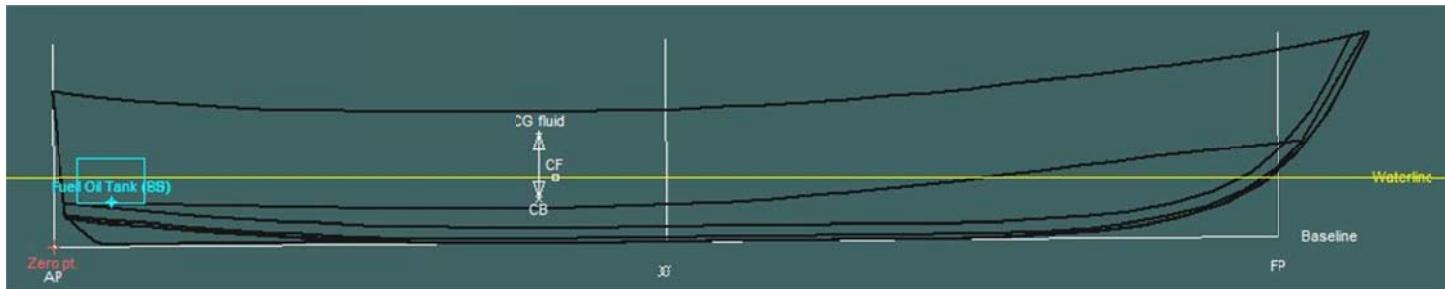
Damage Case - Intact

Free to Trim

Specific gravity = 1.025; (Density = 0.03703 lb/in³)

Fluid analysis method: Use corrected VCG

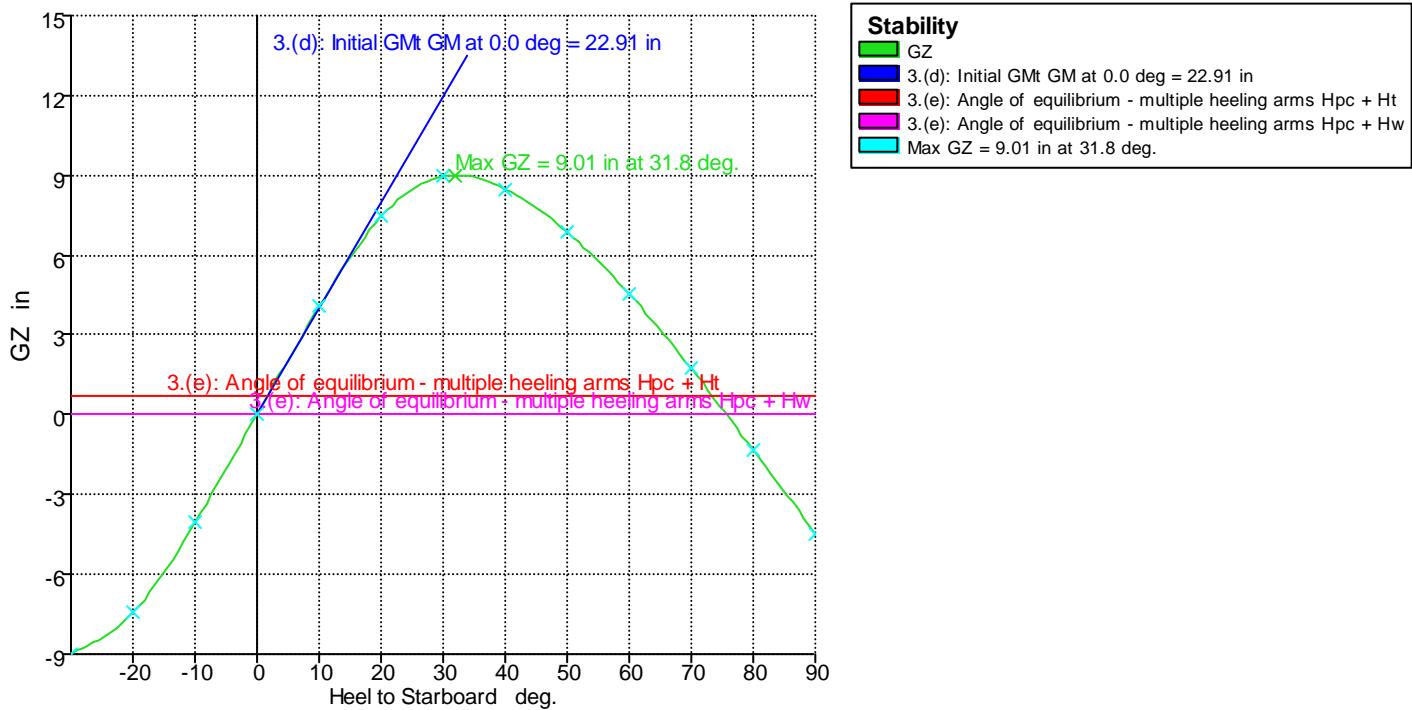
Floating Status



Floating Status Summary	
Draft Amidships in	13.30
Displacement lb	3676
Heel deg	0.0
Draft at FP in	12.09
Draft at AP in	14.52
Draft at LCF in	13.52
Trim (+ve by stern) in	2.43
WL Length in	252.45
Beam max extents on WL in	67.58
Wetted Area in^2	17855.09
Waterpl. Area in^2	12473.54
Prismatic coeff. (Cp)	0.636
Block coeff. (Cb)	0.421
Max Sect. area coeff. (Cm)	0.677
Waterpl. area coeff. (Cwp)	0.731
LCB from zero pt. (+ve fwd) in	101.76
LCF from zero pt. (+ve fwd) in	105.32
KB in	9.08
KG fluid in	22.98
BMT in	36.80
BML in	439.52
GMT corrected in	22.90
GML in	425.62
KMT in	45.88
KML in	448.59
Immersion (TPi) Long Ton/in	0.206
MTi Long Ton.ft	0.227
RM at 1deg = GMt.Disp.sin(1) lb.in	1468.77
Max deck inclination deg	0.5431
Trim angle (+ve by stern) deg	0.5431

Loading Summary

Item Name	Quantity	Unit Mass lb	Total Mass lb	Unit Volume US liqui. Gal	Total Volume US liqui. Gal	Long. Arm in	Trans. Arm in	Vert. Arm in	Total FSM lb.in	FSM Type
Lightship	1	1022.8	1022.8			51.60	0.00	22.40	0.00	User Specified
Fuel Oil Tank (PS)	10%	64.9	6.5	8.23	0.82	12.12	-13.72	9.42	125.48	Maximum
Fuel Oil Tank (SB)	10%	64.9	6.5	8.24	0.82	12.12	13.72	9.42	125.44	Maximum
Passengers	8	180.0	1440.0			140.00	0.00	30.00	0.00	User Specified
Gears	1	1200.0	1200.0			100.00	0.00	15.00	0.00	User Specified
Total Loadcase			3675.8	16.47	1.65	101.89	0.00	22.92	250.92	
FS correction								0.07		
VCG fluid								22.98		



Heel to Starboard deg	GZ in	Displacement lb	Draft at FP in	Draft at AP in	LCB from zero pt. (+ve fwd) in	LCF from zero pt. (+ve fwd) in	KB in	KG fluid in	GM _t corrected in	KM _t in
-30.0	-8.96	3676	9.07	11.06	101.80	108.33	12.96	22.98	2.06	29.25
-20.0	-7.44	3676	10.75	13.35	101.75	105.53	11.17	22.98	15.18	39.79
-10.0	-4.05	3676	11.82	14.34	101.75	104.37	9.65	22.98	23.69	47.02
0.0	0.00	3676	12.09	14.52	101.76	105.32	9.08	22.98	22.90	45.88
10.0	4.06	3676	11.81	14.34	101.75	104.37	9.65	22.98	23.69	47.01
20.0	7.45	3676	10.74	13.36	101.74	105.51	11.17	22.98	15.16	39.78
30.0	8.96	3676	9.04	11.08	101.78	108.31	12.96	22.98	2.04	29.23
40.0	8.48	3676	6.75	8.25	101.81	112.69	14.42	22.98	-6.56	23.41
50.0	6.86	3676	3.52	4.61	101.84	116.71	15.61	22.98	-11.70	20.72
60.0	4.54	3676	-2.15	-0.46	101.82	117.46	16.60	22.98	-14.31	19.76
70.0	1.74	3676	-13.20	-9.92	101.80	115.62	17.37	22.98	-17.07	18.79
80.0	-1.33	3676	-46.19	-37.15	101.76	113.79	17.99	22.98	-17.94	18.56
90.0	-4.46	3676	n/a	n/a	101.72	113.88	18.53	22.98	-17.66	18.53

Key point	Type	Immersion angle deg	Emergence angle deg
Margin Line (immersion pos = 90.18 in)		16.9	n/a
Deck Edge (immersion pos = 90.18 in)		21.8	n/a

Criteria Status Summary						
Code	Criteria	Value	Units	Actual	Status	Margin %
Intact	3.(a)i: Angle of max GZ	15.0	deg	31.8	Pass	+112.12
Intact	3.(a)ii: Value of max. GZ	7.87	in	9.02	Pass	+14.50
Intact	3.(c): GZ area between limits	124.066	in.deg	179.255	Pass	+44.48
Intact	3.(d): Initial GM _t	5.91	in	22.91	Pass	+288.00
Intact	3.(e): Angle of equilibrium - multiple heeling arms				Pass	
	Hpc + Ht	12.0	deg	1.7	Pass	+85.66
	Hpc + Hw	12.0	deg	0.0	Pass	+100.04
ISO 12217-1:2002(E)	6.2 Offset load test - equilibrium with heel arm	10.0	deg	0.0	Pass	+100.05
ISO 12217-1:2002(E)	6.3.3 Resistance to waves (Value of GZ)	7.87	in	8.98	Pass	+14.00
ISO 12217-1:2002(E)	6.4 Heel due to wind action (Categories C and D only)	5.0	deg	0.0	Pass	+100.10